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REGISTERED FOR POSTING AS A PERIODICAL - CATEGORY 'B'

# UNI GLIDING NEWSLETTER

VOL. 5 NO. 1.



6000



1980





# PHANTOM'S CORNER

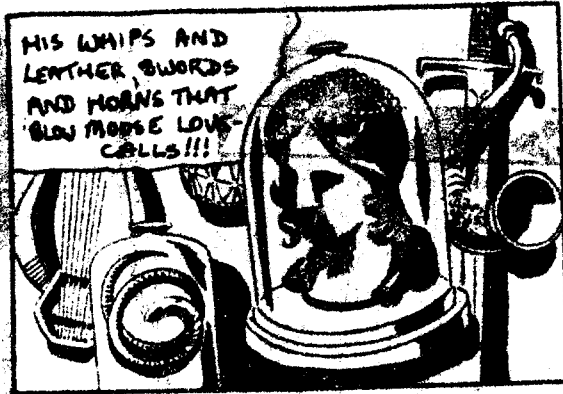
AND SO, IN THE FOOTSTEPS OF SOME OF IT'S GREAT AND ILLUSTRIOUS FOREFATHERS (SUCH AS THE SPEED AS THE SB-10 + THE SHORTWING KOOKA), THE DE-52B TAKEN OUT TO GAWLER FOR TEST FLIGHTS.....



THIS TIME GUY DOESN'T FLY INVERTED, BUT THINGS STILL GO WRONG....



ONE DAY I MADE AN INTERESTING DISCOVERY: "FLOSSY" FORSTER IS BA  
HE KEEPS HIS FARRAH FAWCETT WIG SEALED IN A SPECIAL AIR-TIGHT  
JAR IN A ROOM WHERE HE KEEPS...



AFTER PINCHING  
THE WIG I  
WONDERED  
WHAT I COULD  
DO WITH IT...

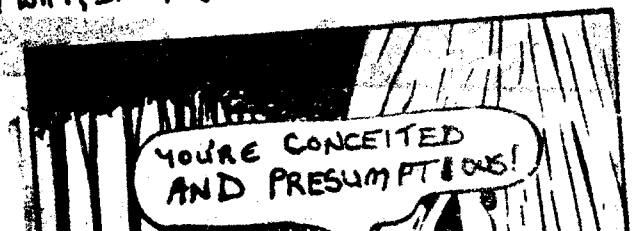


IT HAD TO BE SOMETHING  
TO BENEFIT THE CLUB.



THAT WOULD MAKE OUR CLUB  
MEETINGS BETTER THAN THE  
SAGA MEETINGS I'VE SEEN!

ANYWAY, IF YOU EVER SEE THE FOLLOWING SC





4th December, 1979.

Pilots of P.N.G. unite - you have nothing to lose but your wings (with apologies to Karl Marx for workers of the world unite - you have nothing to lose but your chains).

Over-regulated - restricted - prohibited from moving freely (Section 52 of the Constitution) - join our first ever mass air protest flight in the world.

Fly over our National Capital.

The lead aircraft will be a Jumbo Jet and seats will be available to joy riders at minimum cost. Bring your own flour bombs and streamers. Parachutists will have to jump via the rear doors - smoke flares must not be activated inside the aircraft.

Escort aircraft must have a minimum speed of 150 knots.

Pilots unable to obtain fuel due to the petrol rationing may travel in a hot air balloon: bring your old AIP's and Notams etc. as ballast.

Inserted by V.T. SANDERS.

Owner pilot P2 CVS.

A short history:

# The FAI BADGES

by VIC SAUDEK



Badges are meaningful to the international community of soaring pilots. They do not discriminate between sex, color, nationality, religion, or ethnic background. It is appropriate periodically to look at their origin, present status, and possible future. Let us take a few moments and review their history.

Soaring began in 1911, faltered, came back in 1920, and soaring badges started in 1922 as explained by Peter Riedel in the *American Soaring Handbook #1* and quoted here:

"In the early twenties the organizers of the Rhön Gliding and Soaring Contest were the Association of the German Mòdel-and-Gliding Clubs and another special Rhön soaring association which later developed into the Rhön-Rossitten Society. These two organizations determined that the A Badge required one flight of 300 meters length or 30 seconds duration; the B Badge required two flights of 45 seconds straight ahead and one flight of 60 seconds flown in the form of an 'S'.

"At that time no buttons were known yet. You were just told that you fulfilled the conditions and were listed somewhere. The first true gliding school was opened by Arthur Martens who, in 1922, had been the first man to soar one hour. The school's chief flight instructor was Fritz Stamer who had an artistic flair. Stamer designed the insignia with the one, two, and three gulls, white on blue background; they were adopted for the A, B, and C license. The C required a flight minimum of five minutes without loss of altitude, and was always flown in those years in slope currents. In 1931 the Silver C (since renamed Silver Badge) was created: 50-kilometer distance, 1000-meter altitude gain, and five hours duration. The first Silver C's were issued internationally by the *Fédération Aéronautique Internationale* (FAI) in Paris with numbers from 1 through 300. Hirth and Kronfeld who had fulfilled the conditions before February 15, 1932, both share the Number 1. In my opinion, Robert Kronfeld should have been Number 1, since he was the first to use a variometer, on A. Lipisch's suggestion, and he made true thermal soaring flights one year before Hirth made his first thermal soaring flight at Elmira, New York . . ."

The FAI established requirements for

the Gold Badge in 1935; it required a 300-kilometer (186.4-mile) flight and a 3000-meter (9842-foot) gain of altitude in addition to the Silver Badge duration. By 1949 diamonds were added to signify achievement of:

- A 5000-meter (16,404-foot) gain of height;
- A 300-kilometer (186.4-mile) goal;
- A 500-kilometer (310.7-mile) distance.

Although the FAI has turned over registry of Silver and Gold Badges to the individual countries, it still maintains an international register of all Diamond Badge pilots. As of early 1979, the international register listed nearly 2600 Diamond pilots of which some 426 are U.S. pilots. Latest recognition to be given outstanding pilots is the 1000-Kilometer Diploma, a special award to pilots achieving a distance flight of at least 1000 kilometers (621.4 miles).

At the present time, although the FAI sets requirements for the Silver, Gold, and Diamond Badges, it has relinquished control over the A, B, and C Badges. Each national aero club is free to set standards and use these three badges as they desire. In the United States, SSA has incorporated them into its standardized training program.

The flavor of the era (1922 through about 1952 in the U.S.) is reflected in these early requirements. Much more than now, anyone who flew for whatever reason or purpose in those days was breaking away from the norm. They knew it and wanted others to know it (in a subtle manner) — hence the badges. The emblem wearer enjoyed instant recognition by those "in the know." U.S. soaring pilots traveling abroad report friendly encounters with persons otherwise strangers.

The present American A, B, and C sequence has been upgraded to reflect the swift development of meteorological understanding, instruction techniques, and the good equipment now available to the beginner soaring pilot (as opposed to earlier experiences of teaching oneself to fly). These are: A Badge, solo; B Badge, 50-minute flight; C Badge, 60-minute flight.

There is a moment in a soaring pilot's life when he or she strikes out away from the familiar ridge or home field, chancing an outlanding and looking

forward to success in the daring venture. The appropriate distance for this was set at 50 kilometers, with a maximum loss without penalty of 100 meters of altitude between release and landing.

There was a time after World War I when these 50 kilometers could be earned in the U.S. by a triangular flight, but it later reverted to the original downwind dash to avoid triangular flights around closely-spaced airports.

The "five-hour" duration proved that the pilot could really stay up; h flying was not a fluky thing even though standard ridges were the source of lift, especially in the early days. The 1000-meter gain of height ensured that (by European standards) thermal had been utilized. These standards were set by ISTUS, the now defunct *Internationale Studien Kommission für Segelflug* (the International Study Committee for Soaring Flight).

Since Europeans set the rules, the meteorological limits were reflected in the metric numbers chosen: 3000 meters for Gold Altitude meant ascent in a cloud. The 5000 meters for a Diamond Altitude gain ensured the pilot had flown a wave and used oxygen. Distances are less parochial in this sense: 300 kilometers out, or out-and-return, for Gold Badge (and, if out-and-return, Goal Diamond) means certain mastery of aircraft by the pilot and of himself. The 500-kilometer distance (straight out, out-and-return, open angle, or triangle) is not only tribute to pilot expertise worthy of Diamond, but such geometrics can be folded into all but the smallest of European nations' weather patterns.

From time to time there have been proposals for further badges. Except for the 1000-Kilometer Diploma, however, none have been accepted by the FAI. One reason is that, while Gold and Diamond flights are no longer difficult for modern fiberglass sailplanes, they are still a challenge. But this will change, and history shows, as noted, that the badge requirements have been modified in the past twenty-five years. The new speed and distance record categories will doubt affect the badge tasks and can only wonder what will be required by the twenty-first century.

# Snippets

from the 1989 newsletter

.... in a letter from Germany Peter Ashenden writes about his work with Blumenauer and his hopes to return with the Braunschweig students who will be flying the SB-59 at Alice Springs in the summer.

.... Kym Bennett showed slides at the last club meeting of the gliding activity near his recent teaching post in Outer Mongolia. In noting the change from his current work, he quipped that the 8 Llama winch was the inspiration for the new cut price manure powered winch his department is developing at Nobles.

.... Mike Barnden test flew the B&B Development Engineering Type 63 two seater this month; DoT is thought to have declined an offer to proof load the all-flying tail unit in their labs.

..... Graham Parker has based his Mini-Wimbus, the former Gabby Hayes model, at Gawler to fly to Whyalla at weekends.

..... Guy Harley has officially denied that his appointment to the recently purchased Gawler aerodrome had any foundation on his recent holiday in Greece.

..... read in the 'Advertiser', a report on page 32 of the appointment of one K.Packer as coordinator of the Sports Sailplane Racing Association.

on page 74 we read of a legal battle looming between C.I.V.V. and G.F.A.(Inc) with regard to the sailplane classes to be contested in the 1992 World Comps at Hobart.

We are yet to be convinced that there is any connection.

..... Mr. Tregaskis of AvSport Australia writes in a recent A.G that a \$300,000 junior coaching programme in selected gliding clubs in South Australia is the result of many years of established good will through his company directors with the Timber Development Association and Alcoa. He pointed to the introduction of both second hand Sagittas, Ka6e and Dusters; and Monserai built in Australia under license; as major initiatives which had attracted the interest of commercial sponsorship.

Generally recognised as a windbag, Emilio was thought to have had his introduction to the sport through the A.U.G.C. in his student days.

..... In the same issue, the SAGA expressed concern at an apparently random preference for assistance to the 7 younger clubs in the association which were formed at sites around Adelaide since 1975.

## SPORTSMANSHIP

Impressions of the NSW Sports championship held at  
Leeton in January 1980

Emilis Prelgauskas

"Leeton base, LZma Echo final glide"  
Woolongong's Shortwing Kookaburra crosses the finish line of the  
205km task, and places second for the day on handicap.

21 sailplanes, mostly flown by pilot pairs, competed. Pilots flew  
designated days, and mid way through the competition, a 'scramble'  
designated by the organisers ensured that pilots competed with  
everyone except their co-pilot. The launch grid was as designated  
by the organisers. The organisers were drawn from the pilots  
not flying that day.

Aircraft competing represented only a portion of the types eligible,  
particularly amongst the two-seaters, where none of the newer  
designs were represented. Kookaburras, both long and shortwing,  
Blaniks, K7 & 13 were present. Amongst the single seaters, Pilatus(es)  
Arrow, Olympia, Mucha, Boomerang, Foka, Salto competed, with an  
ASW-15 scored hors concours.

The atmosphere of the competition was one of good humour. Pilots were  
present to have fun, as well as be competitive. In this air of  
sportsmanship, other aircraft could fly the tasks for pleasure,  
making the contest a flying camp as well. Pilot pairs, alternating  
pilot teams in two seaters, permit a larger number of pilots  
to participate than under the lone pilot system. The scoring system,  
geared to one pilot per plane, contained anomalies which were  
overcome by pilot consensus.

In the air, while the discipline remained, the atmosphere was  
competitive and not offensive. Normal startgate, finish line and  
turn point techniques were enforced. Finish line pull ups were  
penalised; no one did them.

With the Nationals on at Benalla, the contestants restricted themselves  
to the one radio frequency. Messages were rare, usually tied strictly  
to operational matters. Unfortunately 122.7 also abounded with  
frequency changing calls, arguments about thermal possession  
and water dumping by competitors down south. Not only was outlanding  
relay made impossible, but Sports class competitors admitted to  
switching off their sets on task.

Consequently, outlandings were few, and speeds high, at Leeton.

Tasks up to 300km were set, speeds regularly exceeded 80kph, and  
the handicap system requires the higher performance aircraft  
to outfly the slower competitor. Follow the leader doesn't earn points.  
You have to work your own way around the task.

Keith Nolan brought his 32 year old Olympia from Melbourne, and flew  
to win. The Navy Salto found Southern Cross Pilatus and Leeton Kabe  
gnashing at their heels. In two seaters, Warren Kirkup flew the local  
K7 averaging close to 90kph to win days.

The overall winners flew consistently, as well.

### Summary.

I have to thank Roger Woods who originally implanted the idea in my  
head. Now that I have found a competition environment free of  
oppressive seriousness and pressure, no reason exists for me to  
apply for Nationals entry ever again.

Not until the Sports class Nationals are reestablished in 1981.

HO~HUM

Another dull day in the life of a glider pilot.

Emilis

After a longer-than-usual trip, arrive at Lochiel.  
Open the shed and shoo out the pigeons. You thought you'd got rid of the pigeons? Well, they've only moved up the hill into my hangar.

Wipe off the cobwebs, and fire up the old Renmark winch. Drive down to the waiting trailer.

Hmm, that air-carrier looks horribly small.

After 27 go's, get the front wheels of the winch on. Hey it fits.  
Better than the first trip. When at Renmark Tony had to crow-bar the one side of the winch onto the trailer side wall to make it fit.

About now, Tony's breaking into a sweat, I bet.  
We had a fun trip, from Renmark to Lochiel in 8½ hours. Got the funniest sway up at 25 mph, with that weight behind the van.

This time, It'll be different. I'm on my own, the same van, the same winch and a different trailer.

In fact, there's room to spare on the trailer, so I drive up front, so that there's plenty of weight on the draw-bar.

Funny how that trailer is bowed up front. Ah, not to worry, off we go.

With a favourable tailwind, I make excellent time up the hill to the airfield gate. Only 130km. to go.

I take the scenic route and eventually arrive at Lochiel. ("Water, water" - he cries).

Now it's bitumen, and I rocket along at 40 mph (downhill with tailwind), 10mph (uphill), no sway, no commotion - ah, ha, got the weight distribution right this time.

Balaklava, Owen, Hamley Bridge, Freeling, Nuriootpa all creep past.  
Up into the hills, Eden Valley, Springton, never seem to be getting closer.  
Finally the turn-off.

Then with a gritting of teeth, and 2nd gear, we're off down the roller coaster onto the Murray Plains.

What's that smell? Smoke pours off the brakes. Sit and wait for it all to cool down.

Then, to the cheer of the crowd, the ticker-tape, the bands, the official dias, I arrive.

Well, the farm dogs kick up a racket anyway.

How boring; I unload, and on the drive home think out ways to make the trip interesting for a story in the newsletter.



## ACROSS THE BORDER

Graham (Sagitta), Dene and Emilis (Boomerang) spent the week at Mildura. Also competing were Chris Dearden (EP-2) and Merv Gill (EP-1) from Balaklava, Renmark's Club Libelle, Mildura's Salto and Blanik, Keith Nolan (Olympia), and Balaklava's Club Libelle (although Geoff Benny didn't go x-country).

There was a 2 day weather cycle resulting in 3 dust storms that week. Sports Class had 6 contest days - one day was lost to all classes and another day had the Sports Class task called off.

So, we had some good flying, including one day over the infamous 'donga' south of Mildura, with about 150 km task flown each day.

We had some rest days, played some 'Space Invaders', visited the "Working Man's Club" and went and retrieved Merv.

Notable were -

the handicapping system which permitted the Olympia to win two

days and kept the plastic planes down,

the fact that the wooden trio beat the glass variety outright

on all days but one.

Graham won a day, Dene won a day; and were generally within a few minutes of the winners.

Overall, Chris won, Emilis second, Dene third, with Graham's average down due to one outlanding.

You can't afford to slip this season, the competition is fierce.

## DUST STORM

Last day. I might just squeeze my contest day in.

Very strong wind. Chris is taking his plane off the line. Upstairs the glass ships are scratching, being blown away in the process.

The Olympia launches; I'm next.

Off tow, into a scratchy thermal - no good. Back downwind to a gaggle. Hit lift. Ah, better. Wind upwards. Others join below.

The Olympia joins me. Outclimbs me. Below the ships leave as the thermal dies. Then it's Keith and myself, at 6½ thousand, on our own

Off to the start gate; roar through. Slowly plod upwind, taking each thermal higher, watch the dust come off the paddocks and a line of cumulus cloud develop in the west - a front.

Better get to the Yarrara silo fast. But I'm going slow. The Olympia keeps up, the Salto passes and the Club Libelle isn't far behind.

As I get to the turnpoint I'm at 2000' having left my last there at 9000'. Not a bump since.

the silo as the Boomerang slides sideways with the v

Into a weak thermal, Salto joins me, ah, I'm back with the pack! But he promptly climbs up and roars off to beat me home by a quarter hour.

Then the Club Libelle passes overhead. I scratch on and get into the second turnpoint (Nowingi - a railway junction) eventually, but high enough (my computer says) to glide home.

Home is??? No horizon, dust everywhere - oh, about that-a-way.

At 4000' I'm only  $\frac{1}{3}$  the way home. Burn that damn computer.

I take another thermal and limp in.

I've hardly landed and the van pulls in front, four other Sports Class pilots clamor out and derig the Boomerang and put it in the trailer in an instant.

Several glass gliders are still on the strip where they landed, pilots in the cockpit and crews, I guess, on the way out from the caravan park - eventually.

The front arrives shortly thereafter, and the latecomers are caught in rain or heavy sink. (One claims he went 3 miles from  $5\frac{1}{2}$  thousand feet into a paddock.)

The Olympia, Blanik and Sagitta had wisely decided to turn for home.

And me - I got in my contest day, and despite 3rd. place kept up the average.

Emilis.

*Just to prove I'm not totally against all those other smaller inferior monthly magazines (how can they compete without the phantom) here are some of their addresses.....*

*1 Australian Gliding \$8.40 to Box 1650 G.P.O. Adelaide SA 5001*

*A good little monthly magazine with lots of interesting stories and pictures Keeps you well informed about gliding in Australia. There is the added bonus of articles by our club members that appear occasionally, some of them under different names. It appears that our club is good at that sort of thing...*

*2 Gliding Kiwi 6/yr 3 Sailplane & Gliding*

*Ann'l Subs \$9.00 from S & G  
c/- private bag Kimberly House*

*Tauranga N.Z. Vaughan Way*

*Leicester*

*U.K.*

*£6.25 sterling*

*Dave Ellis gets this*

*with him - the ...*

## BALAKLAVA SPORTS CLASS CONTEST

November 10 & 11 was set aside for a contest of Sports Class sailplanes at the Whitwarta field of the Balaklava Gliding Club.

With exams, the club Arrow didn't go and Tony Duncombe's Sparrow has already left for Tasmania with its new owners. The Balaklava club hadn't had much response for entries from its pilots, and would fly 'hors concours'. All contribute to keep the numbers down.

Saturday, the following aircraft lined up:-

|          |               |
|----------|---------------|
| EP-2     | Chris Dearden |
| EP-1     | Merv Gill     |
| Cherokee | Peter Wright  |
| Ka6      | Guy Harley    |
| Sagitta  | Dave Ellis    |
| ES-60    | Emilis        |

### 'Hors Concours'

|                 |               |
|-----------------|---------------|
| HT Hornet       | Noel Darmerel |
| BK Libelle      | Merv Lindner  |
| WJ Club Libelle | Jeff Kemp     |
| AP Elanik       | Peter Buttery |

The morning began with the local paper photographer taking pickies of the Hornet as a 'Sports Class glider' !!

We were all winch rated, so the tug was able to fly back to Price after delivering the weekend's eggs.

The task was set 154km. to Gulnare and Red Hill. The first launches (winch) began at 12 noon, under a cumulus sky with bases at 6000'. By 1.30, when everyone was launched and the start began, the clouds were only over the hills to the east and rain was bringing the Gawler cross country pilots down. (That's one way to reduce the radio chatter.)

So we struggled up north, some landing as we went. Guy, myself and the Libelle were in one batch, and competed with one another for what weak thermals were around. The cirrus was casting huge shadows now reducing heating and thermals. Up north, a huge thunderstorm cell with rain, lightning and all was closing in on Gulnare.

Speed isn't everything. The Club Libelle roared around first, and glided in smooth air to Red Hill. He landed. Guy pushed out ahead of us and landed short of Gulnare.

I actually backtracked into the sunshine and worked high, to glide into Gulnare in one hit. How, I just kept going north, toward the rain.

Aweinspiring. At 7000', a solid mass of black cloud; I could only guess at the huge head of an Alto-Cu above, about to erupt as a thunderstorm. Ahead, all black, shadows and a curtain of rain impossible to see through. Extending out of sight right and left. And behind me, all sunshine and blue sky.

The radio and electrics are switched off as I enter the lift in front of the rain. Lightning flickers down from above. The lift is incredibly smooth, and getting stronger. I move away from the cell, but the lift gets stronger. At cloud base I roar out of the lift area, now really apprehensive. It's like a giant hand drawing me up, trying to get me inside the cloud. No thanks.

I glide to Red Hill, turn north back to the front, find no lift, drift south to Lake View and land. My adrenalin is used up.

The Libelle gets around Gulnare, and after quite some time at 500', gets home.

However, he gets around Gulnare and Red Hill, and as the closest official competitor wins both outright and on handicap.

Good on you, Merv.

His handicap score is good enough to beat the 'hors concours' score of the Libelle.

Not everyone fairs well.

The Cherokee lands after only 33km.

Dave gives the task away in the Sagitta, but fails to make it home to the airfield. In landing in a crop paddock, the low slung trail of the Sagitta gets enough force put on it to break one of the tailplanes.

Guy fairs worst of all. His Ka6, tied down with the wing into wind, is caught with a wind reversal as the storm arrives, sufficient to flip the glider on its back.

Damage is surprisingly light. The fin is broken off, and the canopy smashed, but there is only one hole in the wing plywood. The rest is fabric tears.

We didn't fly Sunday. The forecast was for a rainy change; but even though only strong winds arrived, none of us felt like tempting fate after the previous day.

EMILIS

*COMING EVENTS.....*

*THURSDAY 6th coffee night at "Nims" coffee shop nth Adelaide 7.30 - 10.30*

*Come meet new members and old see who's left See who's joined*

*Wednesday 12th club meeting 7.30 Jerry Portus room*

*Club meetings on first Tuesday of each month from there on, therefore*

*TUESDAY 1st APRIL (is there something in that) Annual General Meeting for ELECTION of all positions EVERY one who wants to see an effective club executive should come along and vote. Its no use complaining that nothing ever gets done if you can't even be bothered to come along and vote.*

*Flying Sunday 9th march Parafield High School teachers passenger day*

*Following two weekends "O" Camps Lots of ME people be warned if you would like to do a reasonable ammount of flying between now and then*

## DAY OF THE DRY MOUTH

On February 3, 'A' Group and friends went to conduct the first trials of their new gliding operation.

Maybe I should explain a little. Everytime a new gliding site begins, it's a nervous exercise, hoping that expectations will be fulfilled, and disasters will only be little ones. Even though I have been present at more than my share of inaugurations (Pallawanna 1970, Lochiel 1977, Sanderston 1980), it's still a nervous experience.

The Adelaide Hills Soaring Group at this stage consists of five members - 'A' Group. Although a waiting list promises to see a 'B' & 'C' Group active, that's all a bit premature until the flying operation is proven.

To add to your confusion, let me add that the intention is to run the site with the "groups" using the same equipment in rotation. Hence the name of the organisation and another cause for nervousness - is this the right way to structure it?!

So, together with Chris Dearden, Bruce Moffat and myself, 'A' Group drove to Sanderston. We rigged and checked the equipment. We briefed, we selected a take-off point (no wind).

Sanderston airstrip is a flat paddock of about 80 h.a. (Lochiel is 160), with five grass strips surrounded by rough furrows and stubble. Two strips are practically unuseable (4-500m. long), and the remaining has thresholds 300m. from either fence. This means driving the winch across the furrows to lay adequate cable.

The 'flat' land is in fact undulating enough to hide a winch at the runway ends, so we lost about 200m. of cable length driving to a rise off to one side.

First launch 500 feet. Chris swears it wasn't 3rd gear. I claim it must have been. Second launch 900 feet. Then the winch refuses to go at all. 'A' Group gets sort of greasy the next two hours.

Fixed, we're back in action. A southerly starts blowing, we change ends and launch cross wind. 900 fast launches. Hmm. By the end of the day it's 1100' launches, and we're convinced the winch could do with a good service (can't it always).

15 launches, 5 hours flying time.

On the fixed daily contribution that works out at \$8.50 per hour rate, out of which membership and so on is yet to be deducted. O.K. (Every pilot puts in \$20.00 for the day's operation.)

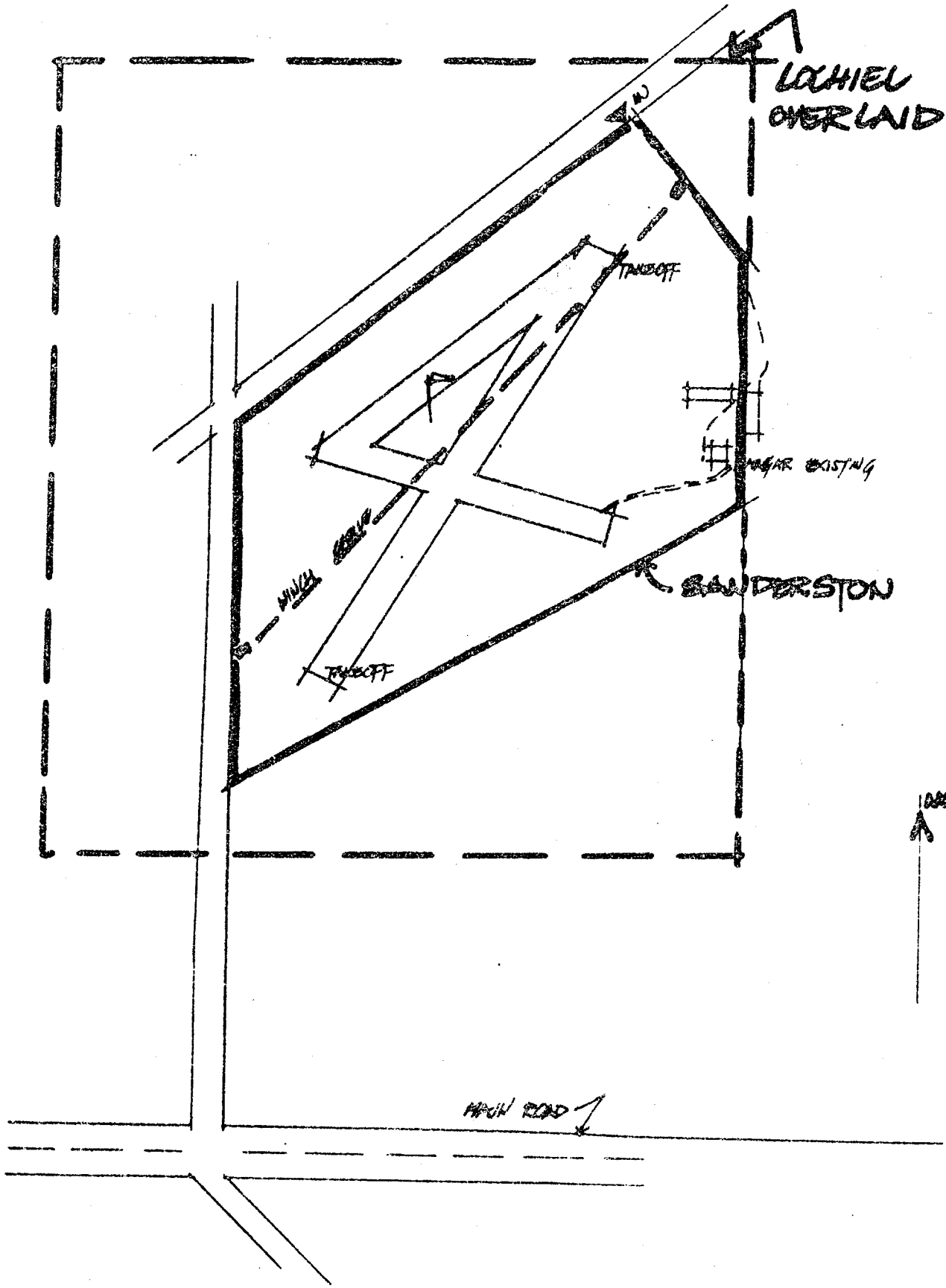
Back to the hangar. Pull out the Pawnee and Twin Comanche, rearrange the header, car, Cessna 150, remove Kookaburra wing tips and squeeze the lot back in.

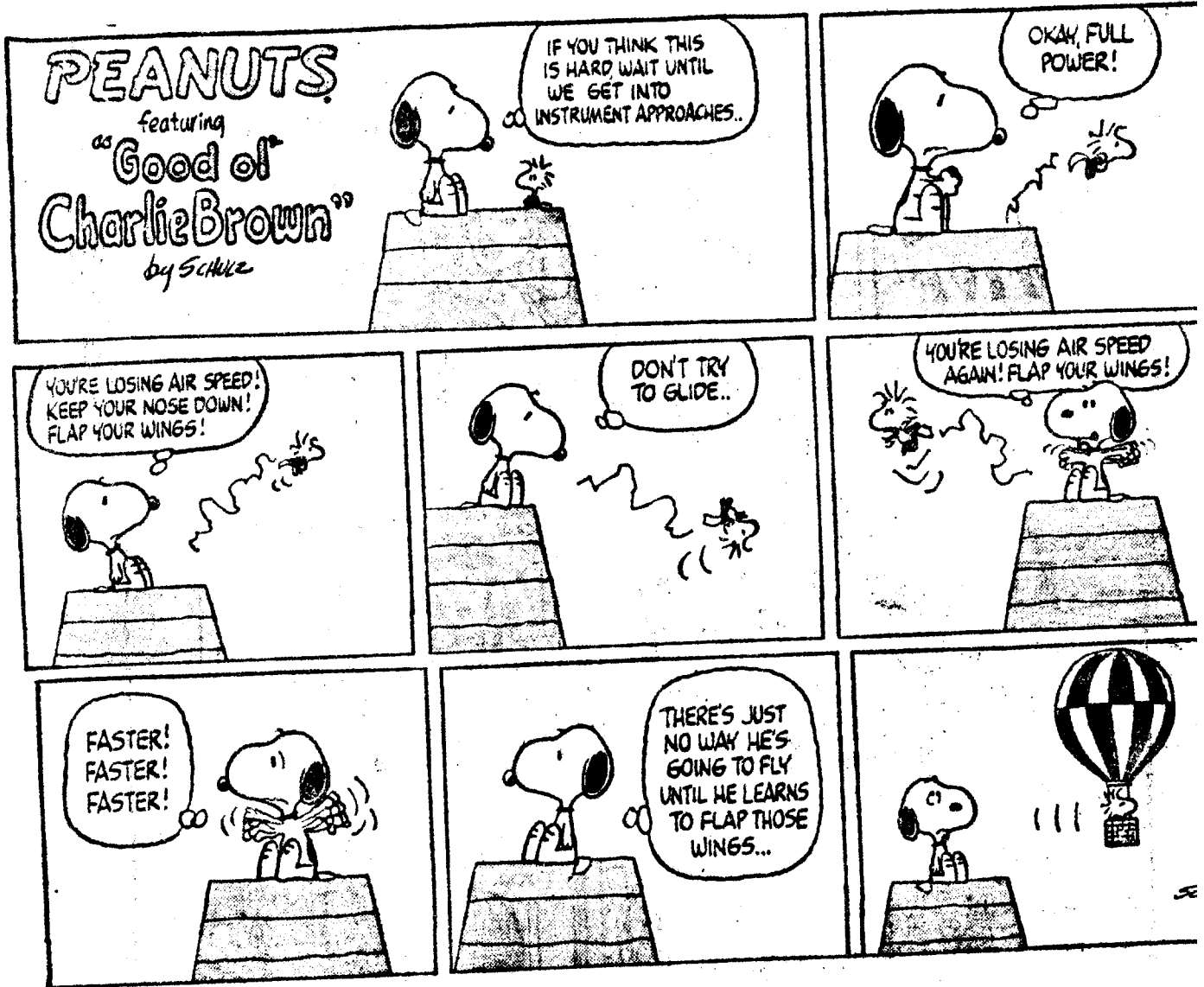
Drape plastic over the winch and trailer outside. Hmm, lot's to be done before a gliding operation will become established.

Reminds me a bit of our first months at Lochiel (grin).

### Finance Sheet - 3/2/80

|           |  |            |
|-----------|--|------------|
| Income:   | 5 pilots x \$20.00   | \$100.00 + |
| Expenses: | Travel - 8 people x 140 km.  | \$ 28.00   |
|           | Launches   | \$ 30.00   |
|           | Flying   | \$ 42.00   |
|           | (includes logbooks \$8.00, preparation of<br>G & A and SAGA membership \$5.00) |            |





Notes from Instructors' Panel.

Two nominations to attend next Assistant Instructors' course are D. Larwood and T. Dodd.  
 One nomination to attend next upgrading course to Qualified - G. Parker.  
 David Biggs will be returning to instruct at A.U.C.C. within a few months.

New 50 meter wide strip layout now completed, which makes circuits at the hangar end much safer. Winch drivers are requested to flatten the stubble on the new strips as much as possible by driving different paths when returning from launching.

The windsock has been re-installed for the nth time, it is very easy to see from the air so refer to it from time to time whilst local flying.

Guy Harley has taken over the job of preparing the instructor/winch rosters, so contact him if there are any specific days you can't attend, well in advance (2 months). Remember, if you are rostered and can't make it due to unforeseen circumstances, you must organise a replacement yourself, otherwise you will be letting everybody down and jeopardising the operation.

6-monthly check flights for solo pilots are resuming, so those concerned are required to present with log/blue books for endorsement.

# CLUB CHARGE POLICY

| TIME | MEMBERS |          | VISITORS |          | OTHER PASS |
|------|---------|----------|----------|----------|------------|
|      | A/C     | + LAUNCH | A/C      | + LAUNCH |            |
| 1    | 0.08    | 1.08     | 0.12     | 1.12     | 4.00       |
| 2    | 0.16    | 1.16     | 0.24     | 1.24     | 4.00       |
| 3    | 0.24    | 1.24     | 0.36     | 1.36     | 4.00       |
| 4    | 0.32    | 1.32     | 0.48     | 1.48     | 4.00       |
| 5    | 0.40    | 1.40     | 0.60     | 1.60     | 4.00       |
| 6    | 0.48    | 1.48     | 0.72     | 1.72     | 4.00       |
| 7    | 0.56    | 1.56     | 0.84     | 1.84     | 4.00       |
| 8    | 0.64    | 1.64     | 0.96     | 1.96     | 4.00       |
| 9    | 0.72    | 1.72     | 1.08     | 2.08     | 4.00       |
| 10   | 0.80    | 1.80     | 1.20     | 2.20     | 4.00       |
| 11   | 0.88    | 1.88     | 1.32     | 2.32     | 4.00       |
| 12   | 0.96    | 1.96     | 1.44     | 2.44     | 4.00       |
| 13   | 1.04    | 2.04     | 1.56     | 2.56     | 4.00       |
| 14   | 1.12    | 2.12     | 1.68     | 2.68     | 4.00       |
| 15   | 1.20    | 2.20     | 1.80     | 2.80     | 4.00       |
| 16   | 1.28    | 2.28     | 1.92     | 2.92     | 4.12       |
| 17   | 1.36    | 2.36     | 2.04     | 3.04     | 4.24       |
| 18   | 1.44    | 2.44     | 2.16     | 3.16     | 4.36       |
| 19   | 1.52    | 2.52     | 2.28     | 3.28     | 4.48       |
| 20   | 1.60    | 2.60     | 2.40     | 3.40     | 4.60       |
| 21   | 1.68    | 2.68     | 2.52     | 3.52     | 4.72       |
| 22   | 1.76    | 2.76     | 2.64     | 3.64     | 4.84       |
| 23   | 1.84    | 2.84     | 2.76     | 3.76     | 4.96       |
| 24   | 1.92    | 2.92     | 2.88     | 3.88     | 5.08       |
| 25   | 2.00    | 3.00     | 3.00     | 4.00     | 5.20       |
| 26   | 2.08    | 3.08     | 3.12     | 4.12     | 5.32       |
| 27   | 2.16    | 3.16     | 3.24     | 4.24     | 5.44       |
| 28   | 2.24    | 3.24     | 3.36     | 4.36     | 5.56       |
| 29   | 2.32    | 3.32     | 3.48     | 4.48     | 5.68       |
| 30   | 2.40    | 3.40     | 3.60     | 4.60     | 5.80       |
| 31   | 2.48    | 3.48     | 3.72     | 4.72     | 5.92       |
| 32   | 2.56    | 3.56     | 3.84     | 4.84     | 6.04       |
| 33   | 2.64    | 3.64     | 3.96     | 4.96     | 6.16       |
| 34   | 2.72    | 3.72     | 4.08     | 5.08     | 6.28       |
| 35   | 2.80    | 3.80     | 4.20     | 5.20     | 6.40       |
| 36   | 2.88    | 3.88     | 4.32     | 5.32     | 6.52       |
| 37   | 2.96    | 3.96     | 4.44     | 5.44     | 6.64       |
| 38   | 3.04    | 4.04     | 4.56     | 5.56     | 6.76       |
| 39   | 3.12    | 4.12     | 4.68     | 5.68     | 6.88       |
| 40   | 3.20    | 4.20     | 4.80     | 5.80     | 7.00       |
| 41   | 3.28    | 4.28     | 4.92     | 5.92     | 7.12       |
| 42   | 3.36    | 4.36     | 5.04     | 6.04     | 7.24       |
| 43   | 3.44    | 4.44     | 5.16     | 6.16     | 7.36       |
| 44   | 3.52    | 4.52     | 5.28     | 6.28     | 7.48       |
| 45   | 3.60    | 4.60     | 5.40     | 6.40     | 7.60       |
| 46   | 3.68    | 4.68     | 5.52     | 6.52     | 7.72       |
| 47   | 3.76    | 4.76     | 5.64     | 6.64     | 7.84       |
| 48   | 3.84    | 4.84     | 5.76     | 6.76     | 7.96       |
| 49   | 3.92    | 4.92     | 5.88     | 6.88     | 8.08       |
| 50   | 4.00    | 5.00     | 6.00     | 7.00     | 8.20       |
| 51   | 4.08    | 5.08     | 6.12     | 7.12     | 8.32       |
| 52   | 4.16    | 5.16     | 6.24     | 7.24     | 8.44       |
| 53   | 4.24    | 5.24     | 6.36     | 7.36     | 8.56       |
| 54   | 4.32    | 5.32     | 6.48     | 7.48     | 8.68       |
| 55   | 4.40    | 5.40     | 6.60     | 7.60     | 8.80       |
| 56   | 4.48    | 5.48     | 6.72     | 7.72     | 8.92       |
| 57   | 4.56    | 5.56     | 6.84     | 7.84     | 9.04       |
| 58   | 4.64    | 5.64     | 6.96     | 7.96     | 9.16       |
| 59   | 4.72    | 5.72     | 7.08     | 8.08     | 9.28       |
| 60   | 4.80    | 5.80     | 7.20     | 8.20     | 9.40       |

Passengers with flights of these durations should only be charged visitor rates for subsequent flights on the day

a) Club members

1. KY, NF - 8¢/min
2. Launches - \$1.00

Note 1, Cable breaks are to be charged as full launch fee if;  
 (a) it is a practice cable break  
 or  
 (b) it occurs at a height such that a normal circuit can be done.

2, Duty pilot can authorise lower fees in exceptional circumstance

3. Arrow Conversion Fee - \$15.00

Justification: To cover the provision of another aircraft to solo pilots without cost to other

4. Membership - \$20.00

5. Sports Ass'n Fee - \$10.00

- From: 1. Those not members of the uni.  
 2. Those not members of Sports Assoc in any other way.

b) GFA Members visiting

1. KY, NF - 12¢/min
2. Launches - \$1.20

c) All Others - Passenger Flights, \$4.00 for first 15 min (inc launch) 12¢/min thereafter,

- everyone who does not fall under a) & b) categories must pay this - includes children, spouses, siblings, friends, relatives, acquaintances, enemies etc, etc, of club members.



## KEITH & 'YELLOW WITCH'

Emilie

### introduction

Competition Where opponents match skills on defined tasks to compare abilities.

Yellow Witch An Olympia sailplane, originally owned by the Waikerie Gliding Club, raced under no.43 .

Keith Nolan The man who bought the Olympia, proof loaded and rebuilt and flies it. At the time of writing, the aircraft has passed its 32nd birthday.

### arena

Mildura Mini-comp; December 1979. Keith is seen fiddling in the control circuits. 'Just rebuilt the outer 10 foot of wing. The ailerons don't feel quite right'.

In the latter part of the week, the ailerons are obviously feeling better, as under handicap the Olympia driver works his way up the placings. By this time however, the Super Goose of Chris Dearden has Sports Class firmly in his grasp. I get into the story simply because the Boomerang came 2nd and 3rd (Dene, take a bow).

Leeton NSW State comp; January 1980. Keith arrives from Melbourne and Dene & I from Adelaide to join battle. None of the locals take much notice till day 4. By then, Keith has a slight lead of 3 straight wins.

'Favourable handicap factor' says Keith. I don't agree. Neither does anyone else so it seems, average speeds rise into the high 80 k.p.h. range. Although daily prizes are wrested off the 'Yellow Witch', it continues to lead overall.

On the last day, late thermal activity delays first start till 4.30pm. Keith in the fickle weather fails to make it home; and I find myself holding the trophy.

Keith gets a broom for second place, Jim Hickey (NSW) third. Two seaters, thank God, are scored separately. Warren Kirkup's speeds in the Leeton K7 would have wiped us all out.

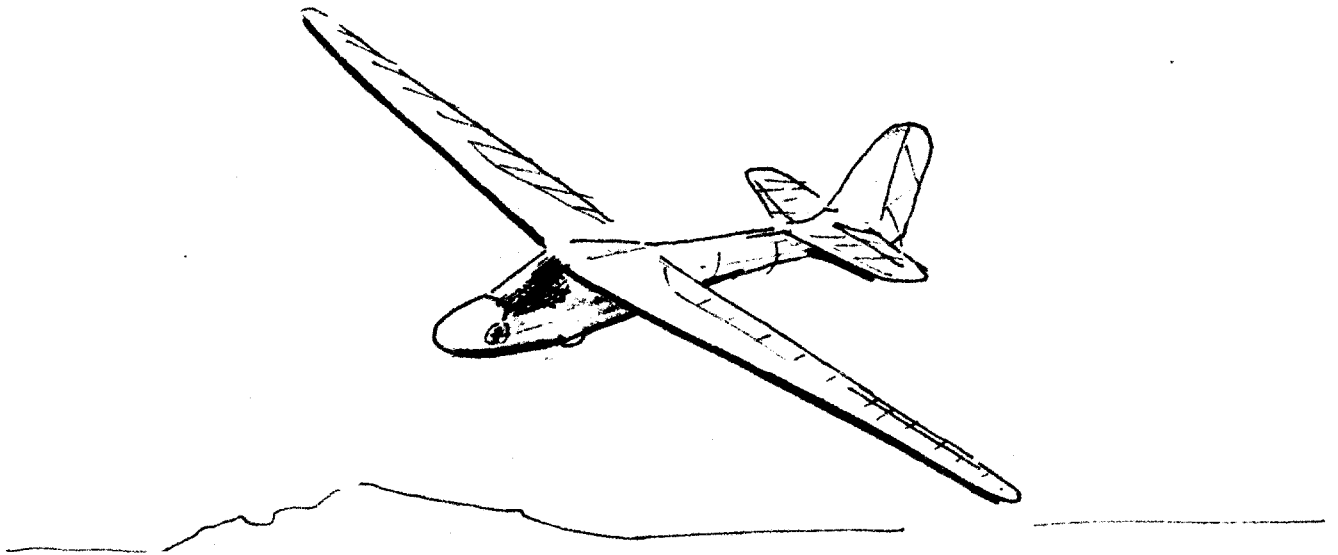
Horsham 1980, February. A lot of old rivalries are about to be let loose. The famous 'Spruce Goose' is left home as Merv Gill shares the 'Yellow Witch' with Keith. Bill Simpson is in hospital, so wife Di leaves the family Boomerang at home and shares a Benalla Sparrow. Chris Dearden brings Super Goose. A Salto, and several other Boomerangs make threatening noises.

I feel better after the first day, when I average 88kph and the winning speed in Standard class is 91. However, one by one we come unstuck. Chris hits the deck from 7000' in 4 minutes. I outland on a weak day. Merv takes several days to get the weight distribution in the Olympia sorted out and then starts scoring. Di is never far from the top, collecting points quietly. Keith however, puts the seal on it by averaging close to 70kph on the second day I run 88. The handicap reverses the placings. The 'Yellow Witch' takes off Horsham Week, 'tango India second, Di Simpson third.

I've been asked when I'll fly 'real' competition .

All I need to remember is that February 1981 is the Sports Class Nationals at Horsham. 'Tango Hotel' with the Simpsons, the two 'Geese', the 'Yellow Witch'. Suffice to say that if they were flying Standard class on scratch they wouldn't come last.

It'll be as 'real' a Nationals as I can handle.



'YELLOW WITCH'  
Olympia flown by Keith Nolan.

### IT'S A PARADE, NO! IT'S AN INVASION

Last newsletter, I mumbled to myself about gliding for the people.

This time we'll get a bit closer to home.

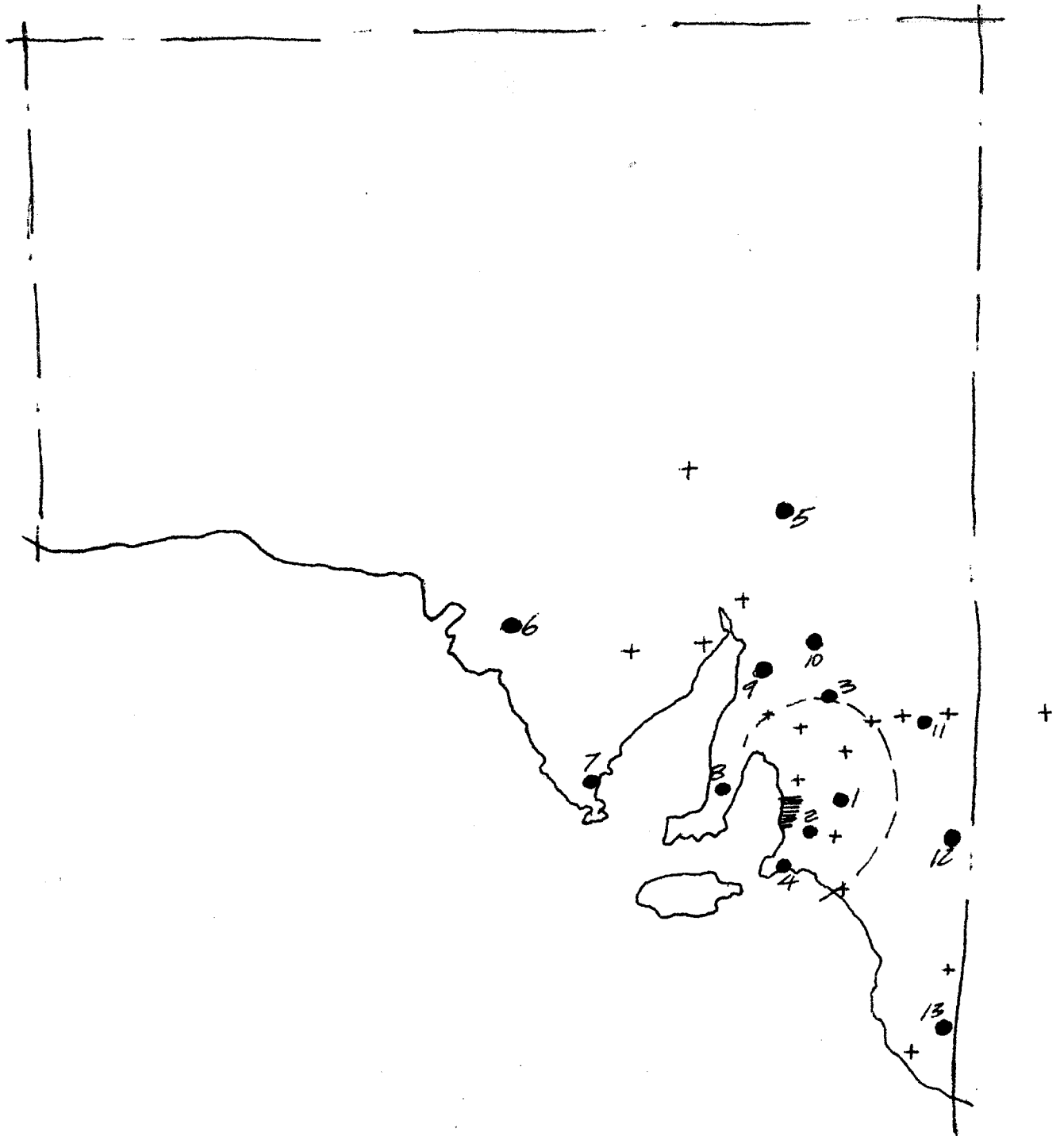
The Uni club has a road worthy winch, a trailer for each sailplane, and by the end of the coming winter, a further crop of solo and near solo pilots.

The weekend safari, or week long vacation trip no longer seems so impossible. The map overleaf is actually an extension of my thoughts last month on locating gliding clubs, but it will do. Several interesting opportunities arise. Not only to go somewhere scenically interesting and operationally different to home, but where an invasion of gliding activity, could spark interest in the sport in resident people. Or, at a more mundane level, where flying passengers could cover the cost of the trip.

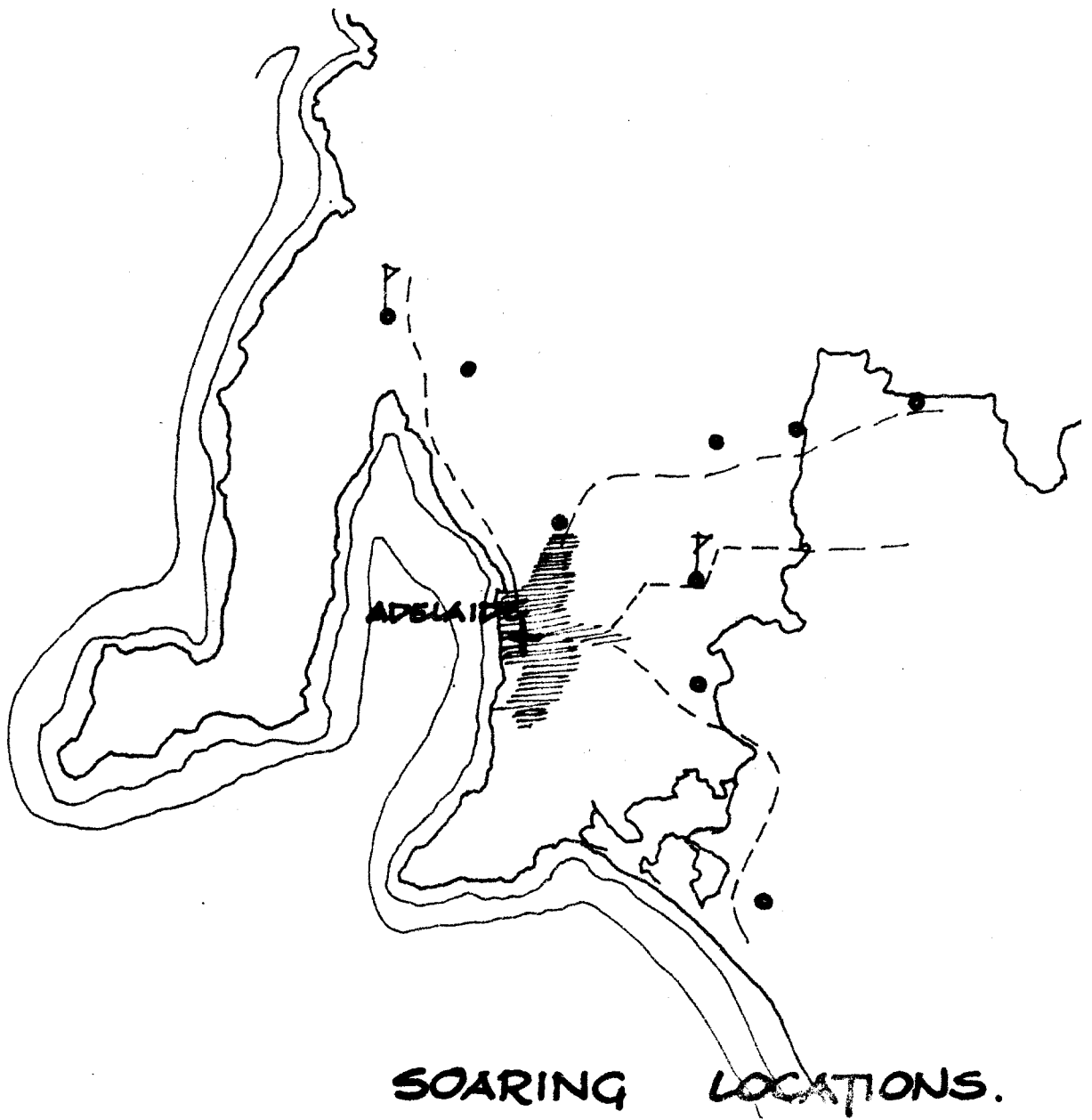
Places that have caught my attention include -

- |                 |   |
|-----------------|---|
| Flinders Ranges | either at one of the resorts, or from an airstrip near Hawker, to slope soar the Elder Range (no.5 on the map). A week trip           |
| Barmera         | (no.11) a strip alongside the Lake Bonney, passenger flying, cross country, a bit of boating and swimming probably a week trip again. |
| Black Springs   | a 25 mile ridge, scrub, nice scenery, a place 'everyone' has done a weekend safari to.  |

There are other possibilities, as is witnessed by the dots on the map. They are located either because people live in sufficient numbers in the area, or the area has exciting flying possibilities.

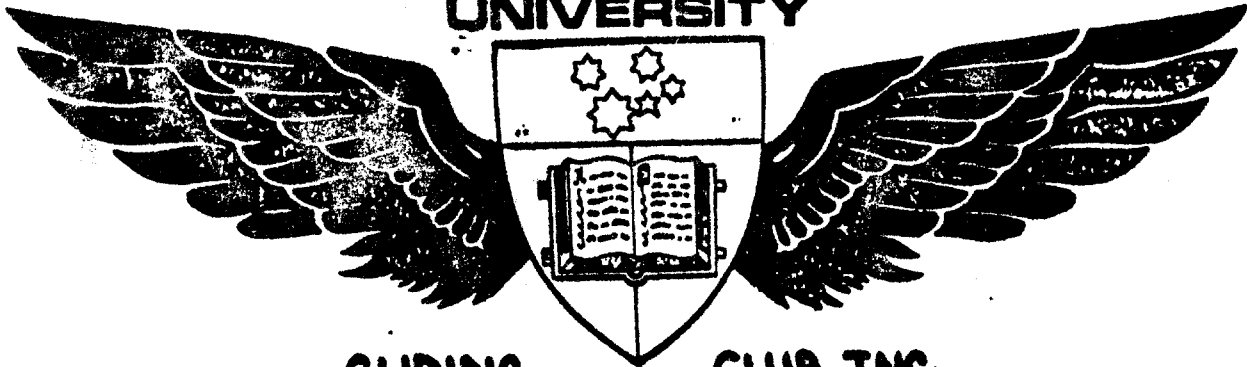


INVASION PLANS



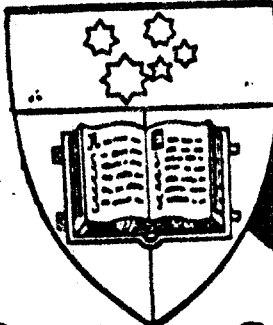
CLUB WINGS

**ADELAIDE  
UNIVERSITY**



**GLIDING CLUB INC**

**ADELAIDE  
UNIVERSITY**



**GLIDING  
CLUB INC**



It is proposed to produce the above designs as a fundraising effort. The design will be reduced by 50% and printed on a wide range of goods. In order to save the financial risk of having to hold a large amount of stock until we sell it, we are asking people to order, in advance, on the order form below.

Solo pilots & those intending to solo soon should order the full wing design, others the half wing design. (half wings for no hopers also (HFN))

ORDER FORM

NAME:

ADDRESS:

PHONE:

CONTACT DEPT:

| ITEM          | COST    | NO REQD. | SIZE | PRICE |
|---------------|---------|----------|------|-------|
| Badge (cloth) | \$3.00  |          | -    |       |
| T Shirt       | \$4.50  |          |      |       |
| Windcheater   | \$13.00 |          |      |       |
| Cap           | \$4.00  |          |      |       |
| Zip jackets   | \$17.50 |          |      |       |

tatoos chest 50¢

Joke !!!???

Total \_\_\_\_\_



A  
GLOSSARY  
OF  
MANAGEMENT TERMS

*Delegate:*

Pass the buck

*Delegate upwards:*

Pass the buck back

*Filed:*

Lost

*Pending:*

What the hell do we do with this?

*Delayed:*

Forgotten

*Urgency:*

Panic

*Extreme Urgency:*

Blind panic.

*Frank and open discussion:*

Flaming row

*Ambitious:*

Ruthless

*Scheduled:*

Hoped for

*Profit:*

Profit

*Profit before tax:*

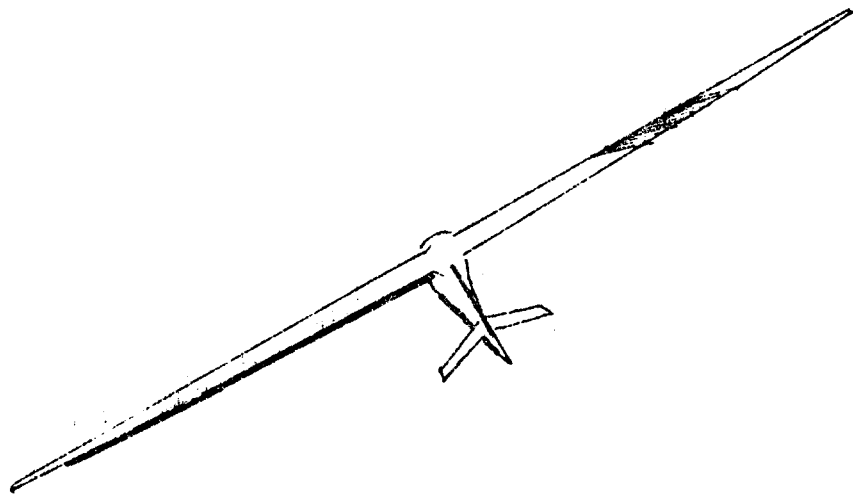
Loss

*Deficit:*

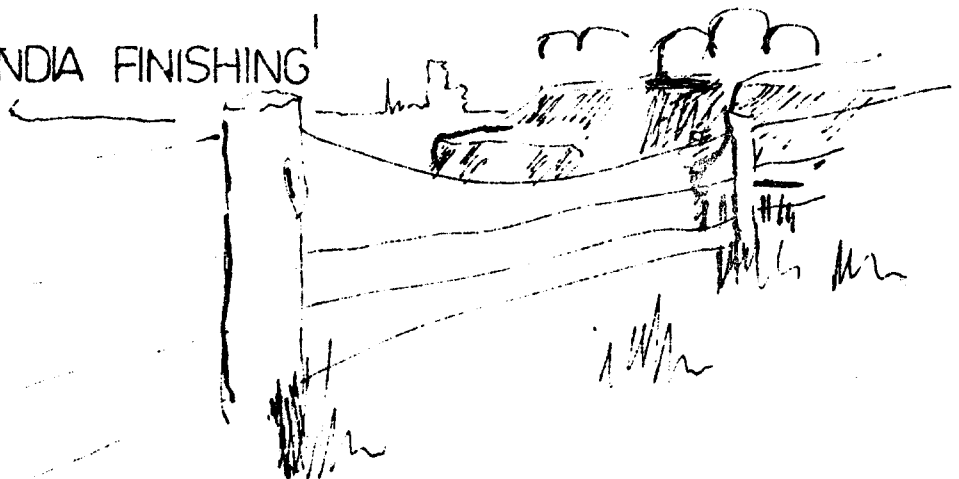
Staggering loss

*Supplementary  
statistical information:*

Padding



TANGO INDIA FINISHING!



## A HARD DAY AT THE OFFICE

My attendance at the DoT hangar, for purposes of Bocian CoFA, had been requested. ("If you don't turn up, we will tell the world that you wear polka dot knickers, etc")

Between 5 of us, we helped get the Woomera Ka7 on the trailer, perstered Harry for undercarriage rivets and bolts (the original having been lost, and Guy's last minute rush around failing to get the right ones), repaired the holes in the underside, filled and painted, turned the Bocian over, rigged her, fitted the undercarriage pins and bolted the bracket back, and replaced the floor, seats and canopy.

Among that lot, we managed to do the inspection, glue back a host of stiffening blocks in the tail and fuselage, then DI'd her and went out and flew her.

El Presidente arrived during the day to preside, Graham and Kate ostensibly to help turn the fuse over, but left with a lame excuse that we mucking around too long (details, details), Guy was un locked to return to his Ka6 fabricing about 4, and Mark and Brenton stuck it out to the end.

To finish off the day on a nice note, the Bocian soared in zero sink for a while, while normal sailplanes did circuits.

Sunday was much more relaxed. I went to Lochiel with a group of friends, not having checked on my hangar or equipment since the competition season started. We equalised the length on the cables of my winch, which were still left as they ended up on the award winning tangle in October. We got the Kooka out, and wiped off dust and pigeon calling cards deposited since the weight checks over a month previously.

The crop was down around the runways, and Bob's fire tender was sitting in the middle of the field. So the rest of the fire fighting gear went on the winch and in my van, we took the equipment up the top end (S.W. wind blowing), and flew.

A very comfortable day. 6 people, 5 flights, 4½ hours flying. No ridge lift, but regular convection (4-6 knots) to 3½ thousand feet. So easy.

Then a derig and on the trailer with the old girl before the drive home.

Emilis

## *THE ESSENTIALS OF LEADERSHIP:* *by Field Marshal Viscount Slim*

*Leadership is a very personal matter, and if I were asked to define it I would say it is the projection of personality.*

*Moral Courage- Readiness to do a thing because he believes it to be right, without very much attention to consequences.*

*Will Power- The determination to see and, if need be, to force decisions through against the opposition of his enemies, of man and of nature.*

*The greater a mans courage, the stronger his determination, the bigger the disaster if he chooses the wrong course.*