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# UNI GLIDING NEWSLETTER

july '80

in this issue —

- Clubhouse suggestion
- The Aunty Amy Biggles Column
- Fauvel AV-22
- A tale of unrestrained sex  
and violence in the suburbs (??)
- ..... And where's the Phantom???

## NEXT MEETING:

WEDNESDAY JULY 2<sup>ND</sup>  
SPORTS ASSOC. MEETING ROOM  
7:00 p.m.

ALL WELCOME!!!

From the Editor and Publisher

G'day Viewers,

Well, another edition of AUGC Newsletter is about to newstands and everyone is waiting with bated breath. Not really, but it's nice to think so.

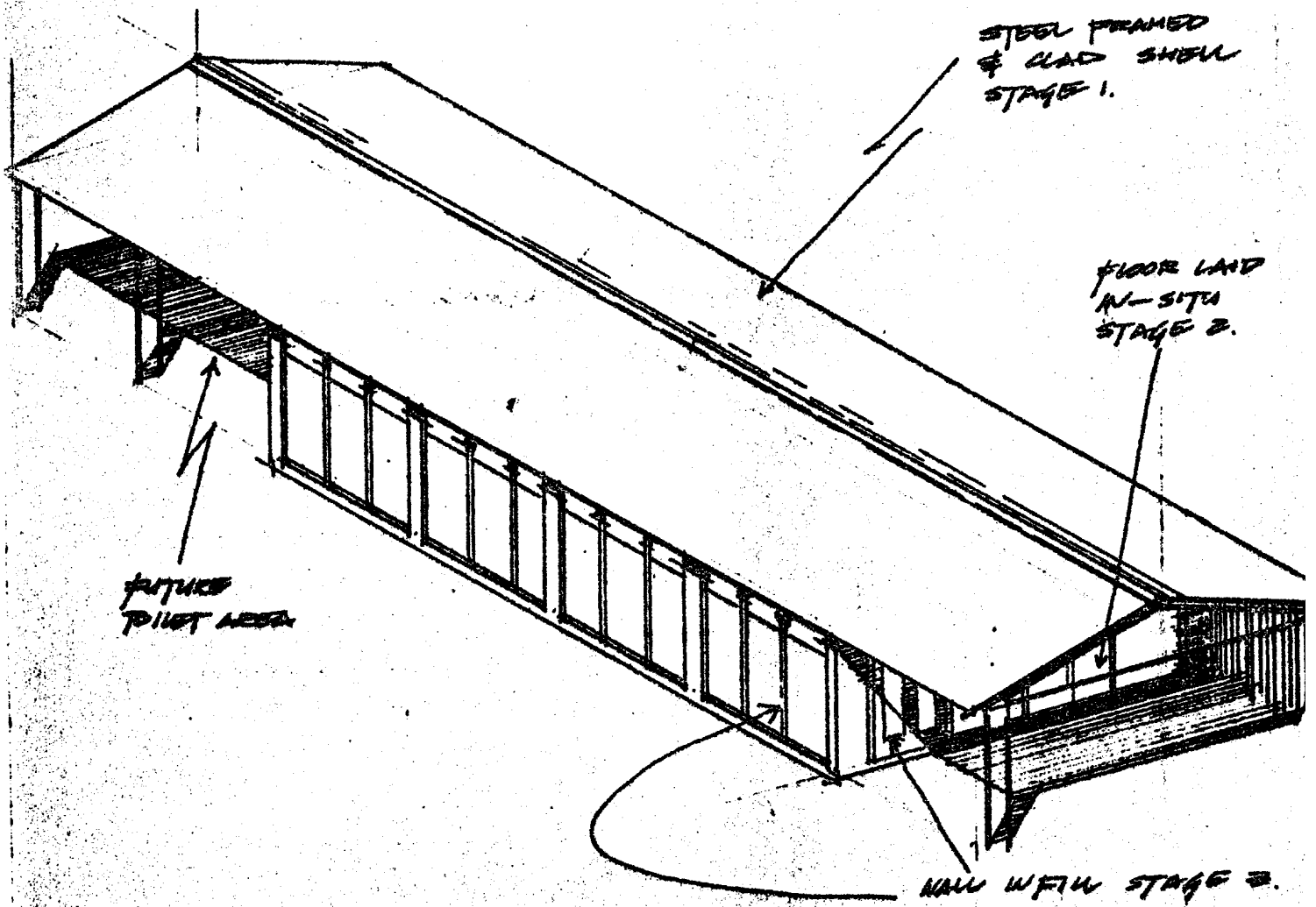
Current things of interest:

- 1) The Scholarship Scheme is currently being heavily advertised on campus. Already there has been some response but for the whole to be successful we need as many people as possible involved. Not only does someone receive free training to solo standard, but it gives us a terrific opportunity to show people what soaring is all about. So invite all your friends along.
- 2) The last Passenger Day was not overly successful. It was not even slightly successful. In fact, it was a dismal disaster. About the only good thing that could be said about it is that it did not lose any money. Then again the Treasurer can argue otherwise.
- 3) Speaking of Treasurers - (all the books are now, at long last, with Don Hein. We spent some time getting them relatively up to date. A new system will soon be introduced by Don so that your current account standing is known all the time without the adding up that was needed with the old system if you wanted to know where your account was during the middle of the month.
- 4) In getting things up to date Don and I saw just how messy some people are with the flight sheets. No, not that type of messy, but untidy type messy. Figures are put down without explanation, and although they all add up correctly, we never know what is being added up. Not only does it run the risk of upsetting your account but it may upset the accounts of everyone else on field that day. A new flight sheet will soon be printed - hopefully it will be much simpler. The main thing is to write things down - at least, then other people can do the adding up, but we do want to know what is being added up.
- 5) We still seem to have a problem with Saturday flying. Our current financial situation does not allow any flying days to be missed. To encourage Saturday flying Enilis is available to be on field if a winch driver is also present. So far Andrew Sawyer and Don Hein have offered to go on Saturdays. Anyone else? Now we have no further excuses.
- 6) Last gripe for this month. People are rolling up at Bolivar too late. The idea is to leave Bolivar at 7.30 - not to arrive there at about 7.30 or 7.40 and finally leave at 7.45. Please roll up early so that the cars that are going up can leave at 7.30 and can get to the field by 9.00a.m.

David Ellis and Redmond have found a guy at work who used fly back in the fifties. He lent them his copies of A.G. which date back to 1956-57. Until someone pipes up about breach of copyright or whatever some of the articles, particularly on aircraft of that time, will be featured in our Newsletter.

The next Newsletter will be published during the week commencing Monday, July 28th. So that I don't have to die of exhaustion on the night before we go to print, could you please submit all material for printing by:

MONDAY, JULY 21st.



CLUBROOM UNIVERSITY AIRFIELD  
sketch  
Proposed Stages 1 → 3.

## AIRFIELD DEVELOPMENT - CLUBROOM

From time to time the Adelaide University Gliding Club Inc. carries the following activities:-

- 1) Overnight stay by members on field
- 2) Week long stay on gliding camps by members
- 3) Gliding camps for affiliated persons
- 4) Aircraft maintenance requiring controlled temperature environment
- 5) Annual gliding contest
- 6) Instructors courses.

For these activities an on-field clubroom is desirable.

The objectives such a building might arguably have to meet include:

- 1) Cost savings by permitting erection by members
- 2) Internal flexibility by not having internal structural walls
- 3) Capable of being completed in stages.

The proposal below is one suggestion which might meet these objectives.

### CLUBROOM PROPOSAL

**Location:** On eastern slope of sandhill between the existing hangars west of the club hangar.

**Construction:** Consisting of the following stages-

1. Standard shed, nominal 20 feet by 60 feet, 7 feet high.

Materials to consist of 9 steel frames, two sets bracing, timber and steel cladding sufficient to clad roof and the west and north walls externally.

Result: a shell capable of erection by club members at moderate cost which can be added to as finance permits.

2. Concrete floor to northern 6 bays of the shell.

Result: This leaves the southern end clear for future construction of underground piping, floor, walls and fixtures for toilets.

3. Walling to east and south 6 bays area.

This encloses the multi-purpose space. It is envisaged that timber cladding be floor to ceiling windows to the east and timber framed asbestos lined wall to the south, filled with mineral fibre insulation.

4. Internal lining

Line the west and north walls and roof with floor boarding on timber studwork, filled with mineral fibre insulation.

5. Services

This is a major step where a generator and water supply system are built to serve the building with lighting and power, and readiness for the toilets.

6. Toilets

Construct plumbing, fittings, and walls to toilets in southern two bays of building.

**Cost:** The dollars indicated here are indicative only, and are based on 1980 values without allowance for escalation.

Step 1.	\$3500
2.	\$1500
3.	\$2000
4.	\$4500
5.	\$4000
6.	\$6000
	<hr/>
	\$21500

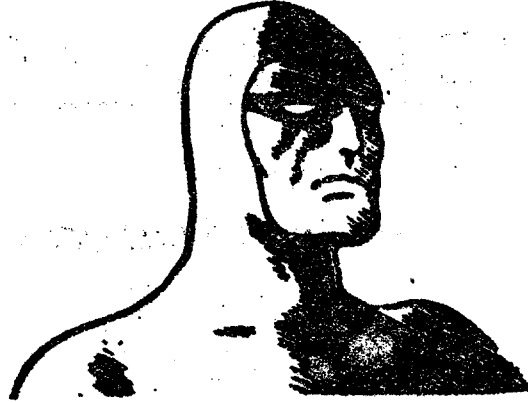
## GONE GLIDING

In the tradition of Nino Cullo to, here is an unabridged tale of unrestrained sex and violence in the suburbs.

Introduction: The Dragnet theme music, "Da, drat dat daaaaah!"

- 5.05am I am awakened by the crash of a thousand feet in the undergrowth. I investigate. The millipedes are massing for the dawn attack.
- 5.20am Mopping up with the chemical spray, I am reminded of another appointment.
- 7.30am I arrive at the scene of the crime. Even to my deadened senses the scene is horrifying. Barely a sign of life left, the pumps are locked up, the restaurant dark and deserted. On the asphalt driveway, in the light of the morning seen barely above the distant hills, unrestrained yawning is rife among members.
- 7.31am People are herded into cars, doors slam; in sub-human conditions the transport of these unfortunates is brazenly carried out (just ask Don). Hour after hour the drive continues, past the oases of civilization into the darkest part of the jungle.
- 9.00am The vehicles are left behind deserted, the bodies of the weakest left where they fall. On and on, over the sandhills, the forced march goes on. Finally to arrive at the ivory tower.
- 9.20 am The bodies of trainees are thrown under the wheels of the dolly to be able to move the aircraft out.
- 10.30am The rest are dragged screaming by instructors for torture in the front seat of the Bocian.
- 12 noon Florence Nightingale arrives in the piecart with sandwiches and drinks for the wretches. Only the winch driver, having left his wallet at home, is left chained on the winch without respite. Throughout the afternoon they taunt him with broken cables and it is only at the end of the day that he finds out that everyone else has switched their C.B. off. The sounding off did no good at all. Under the pressure even the hardest crack. Guy is heard muttering, "take up slack, take up slack, take up slack...."
- 2 hours after last light: By the glow of sunburnt faces, the equipment is stowed away. During the day the back half of the hangar has mysteriously filled with timber, particle board, and steel angle.
- 7.00pm The prisoners sing as the doors are closed and locked, the timbers dragged across, and the duty instructor delivers the last rites.
- Years later: Those few that have survived stagger back to civilization, to write their biographies and retire on the royalties.
- As we sit in the station filling out our reports, my partner and I agree to put this one down as self-inflicted homicide.
- ...And we know it won't be the last. The next epidemic is only a week away.....

# REWARD



HAVE YOU SEEN THIS IDENTITY ?

AUTHORITIES ARE ANXIOUS TO INTERVIEW THIS FIGMENT OF THE IMAGINATION IN CONNECTION WITH MAJOR GLIDING ORIENTED TOPICS.

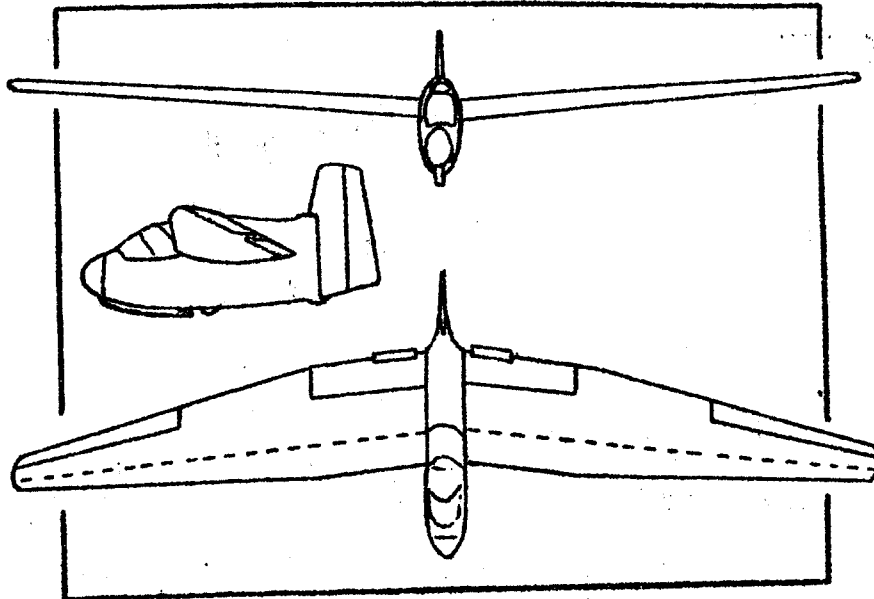
THE LIKENESS ABOVE IS AN IDENTIKIT FROM EYE WITNESS DESCRIPTIONS.

A REWARD OF A YEARS SUPPLY OF NEWSLETTERS IS OFFERED FOR INFORMATION LEADING TO THE PUBLICATION OF THE IDENTITY'S VIEWS.

HE IS DESCRIBED AS THE GHOST WHO WALKS ; AND IS KNOWN BY AN ALIAS - "THE PHANTOM".

HE SHOULD BE APPROACHED WITH CAUTION AND READERS ARE WARNED THAT HIS VIEWS MAY BE HAZARDOUS TO YOUR HUMOUR.

AUTHORISED ON BEHALF OF  
THE FESTIVAL OF FLAT EARTH  
SOCIETY BY LEROY



## The Fauvel AV-22

reprinted from "FREE FLIGHT"

The Fauvel AV-22, the two-place version of the famous AV-34, was test-flown in April, 1956. A series of five flights, totalling  $\frac{1}{2}$  hours, was made and only minor adjustments were needed.

Since then, twenty hours of flying have been logged. Performance is similar to that of the AV-34, but with a slightly improved gliding ratio.

Handling characteristics are conventional, and the new glider is stall- and spin-proof.

The AV-22 has been designed primarily as a two-place training glider of improved performance to the specifications of the French Government's soaring programme.

It is of all wood construction, with a two-piece wing joined at the centre line.

Seated behind the student, and a foot higher, the instructor enjoys excellent visibility. The student's seat may be moved back and forth to balance the glider without the use of ballast.

Both pilots have a full set of controls, but only one instrument panel is provided, though it may be possible to mount extra instruments on two consoles in the instructor's

enclosure.

Provision has been made for the installation of an oxygen system in the leading edge of the wing.

The canopy of the prototype AV-22 is built from sheet plexiglass, but the production model will have a one-piece blown canopy, improving both appearance and performance.

With its ultimate load factor of 12 and its good handling characteristics, the AV-22 will cover the complete range of training from first stages to high performance flying, including wave soaring.

Full performance data will not be available until the flight tests have been made at the French National Testing Centre.

The AV-22 will fit into any standard trailer and six or eight machines may be hangared in the space occupied by four conventional sailplanes of similar performance.

A special version of the

AV-22 is being designed for amateur construction. Known as the AV-47, this machine may be offered in kit form.

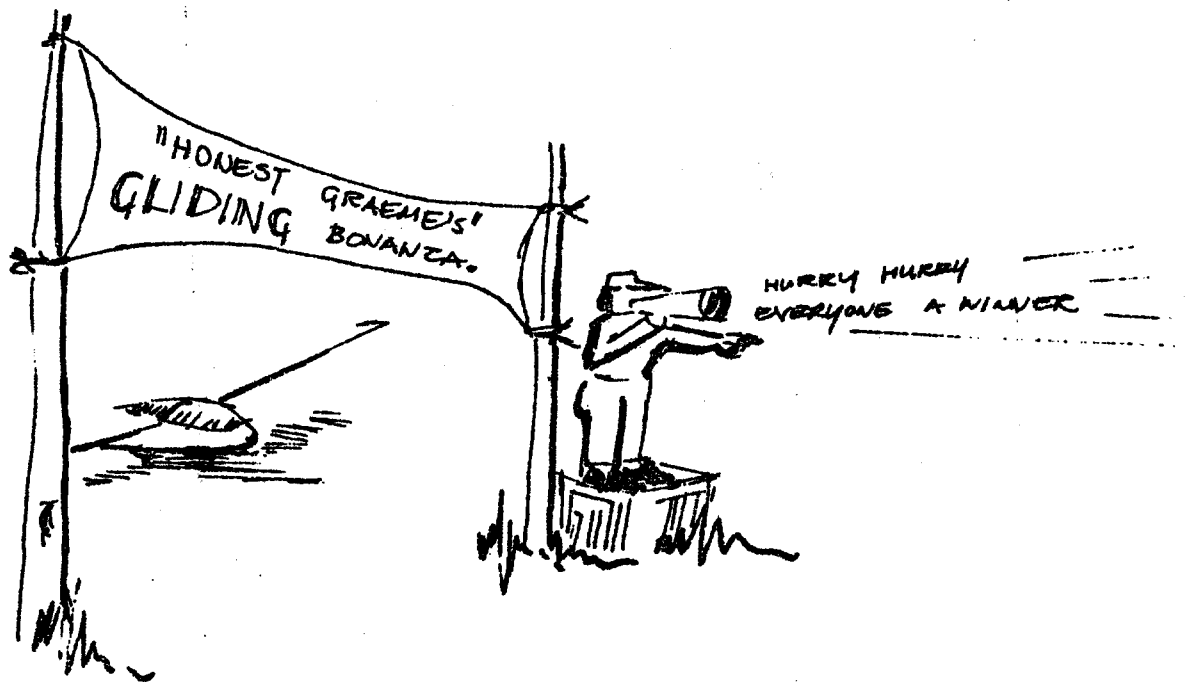
It will feature a steel-tube fuselage with fabric covering, though the use of a fibreglass is also under consideration.

If entirely home-built the AV-47 would cost approximately \$1200 (\$540 Aust.) without instruments.

### TECHNICAL DATA

Span	49.5 ft
Length	16.7 ft
Length (rudder folded)	13.6 ft
Wing Area	234 sq.ft
Aspect Ratio	10.4
Wing loading (max.)	3.31 ppaf
Empty weight	408 lbs
Load	366 lbs
Gross weight	774 lbs
Ultimate load factor	12
Max. glide ratio	24 - 25
Sinking speeds ---	
One place (min.)	2.56 fps
Two place (min.)	2.92 fps
Two place (at 62 mph)	4.75 fps

Reprinted from "Australian Gliding"  
January, 1957



## THE FLYING SCHOLARSHIP.

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# NOTICES

- ① Read the front cover again.  
Notice the starting time of this month's meeting.  
In order to get some paperwork up to date we, or rather, Ma would like everyone to roll up early.  
The earlier we start, the earlier we finish - which gives you more time to play 'Space Invaders' up in the bar.  
So remember - 7.00 p.m. - Be there!!
- ② Unfortunately, due to the workload of studies, Tim has to resign as secretary. - See his obituary further on.  
We are now looking for someone else to fill this position.  
Not only does this position give you the opportunity to write to people all over the world and to fill out questions sent to the Club from companies that don't have a clue about gliding, but it also gives you a place on the Executive.
- ③ Since the new secretary will probably want to resign soon we are looking for someone to fill this position. No, the job isn't as thankless as we make out, but, mind you, it's not that off of being that thankless. But those mindless questionnaires make



The "Auntie Biggles" column.

let it all hangout! (But not at club meetings) write your gliding marital, non-marital, extra-marital, and other sordid problems to Auntie Biggles for professional help.

DEAR AUNTIE

I HAV BIN GLIDIN FOR  
2 YERES NOW AND HAV  
ALMOST 40-500 HRS UP  
I WUS WUNNERIN DO YOU  
THINK I LUD BE A INST  
RUCTA AS I FEAL I HAV  
SUM THIN TO OFF-  
PEOPLE IS ALL WAYS SAYIN I  
HAVE THE TEN PRIMENT AND  
IS SMART ENUF WHAT DUS YA  
FINK SINED OPEFUL  
P.S I AV A PHD IN MAKIN  
PAPER JETS IF THE CLUB ST  
ARTS A RESEARCH GROOP

Dear Opefull,

An instructor rating, remember, not just with any club, but with a University based club such as ours, is bound by the G.F.A. requirements of a minimum of a 100 flying hours plus a suitable personality to cope with the idiots one has to fly with, and is also bound in the fine traditions of the University, to include a certain academic excellence, which, I'm pleased to see reflected in your lucid, informative, to the point letter, suggesting an affinity with the kind of thing that gliding's all about, but your cramming everything into one sentence forces me to reject your application on the grounds of lack of punctuality-also a necessary attribute of our beloved instructors.

ALTERNATIVE ANSWER

Dear Opeful ,  
It's opeless. Piss Off!

Dear Auntie,

Gliding is opening up a whole new world for me, but is also proving frustrating. I have fallen for one of the instructors. His dominant manner, his uncontrolled screams from the back is driving me wild. The way he abuses me from behind is more than I can stand. Oh hell! I must know; please can you find out is he, could he, dare I hope is the person concerned into leather.

Yours sincerely,

The frustrated leather  
Jock of the air.

Dear ~~Mark~~ Mr. Strapp,

The suspense must be killing you. Get a grip on yourself, remember this is not the kind of thing that gliding is all about. You have obviously misinterpreted the instructor's gentle guidance re the art of flying, for something more base. If you have difficulty with your masochistic tendencies, then ring me anytime, anyplace, anyhow, reverse charges, I don't care.

Dear Auntie,

I have a problem. It concerns the hot goddess members of the club. First there was K then two fellow pilots kept bringing their daughters up (One still does). I ask them all out but most say no, even if I beg. When I take even the most gullible out nothing happens, (see previous newsletter). No one else takes me seriously. That rat the phantom only ridicules me. Please can you advise me on how to get somewhere with these Super Hot, really good, bordering on unbelievably fantastic goddess chicks. Yours truly, frustrated goddess hunter. P.S. I did an elective over the holidays That might interest them.

Dear frustrated goddess hunter,

Your  
Gynaecological pursuits ensure that you've already got one finger in the pie; keep prodding. Don't take any notice of anyone ribbing you; love is a wonderful thing but perversion saves time. This is the kind of thing that gliding's all about.

Amy Biggles.

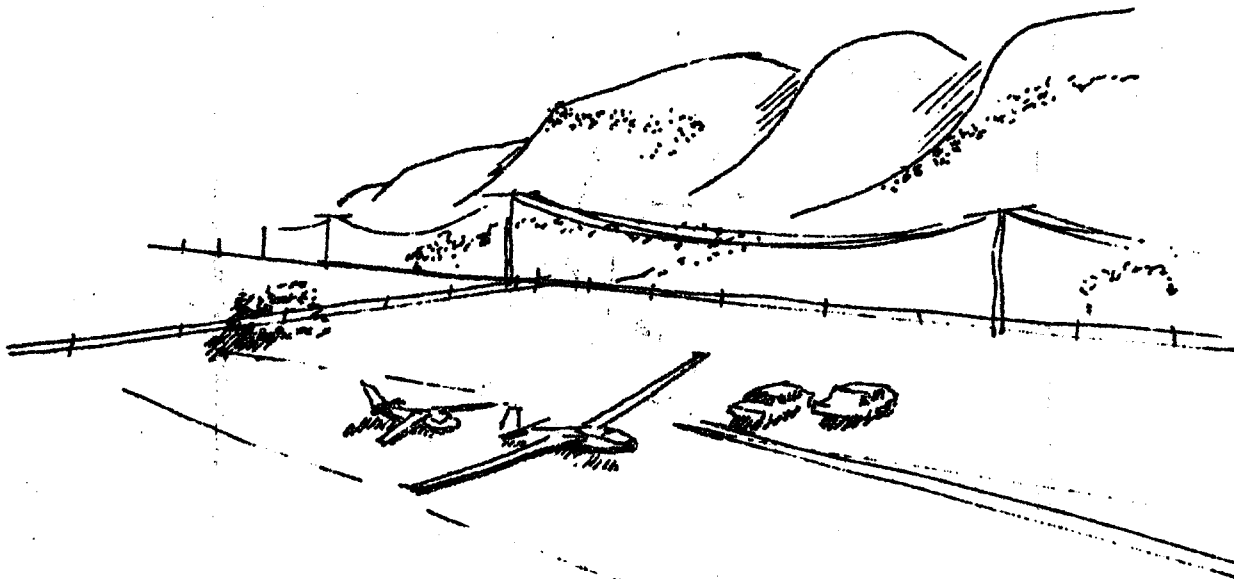
R.I.P.

**YOUR SECRETARY REGRETFUPLY ANNOUNCES HIS DEISE.**

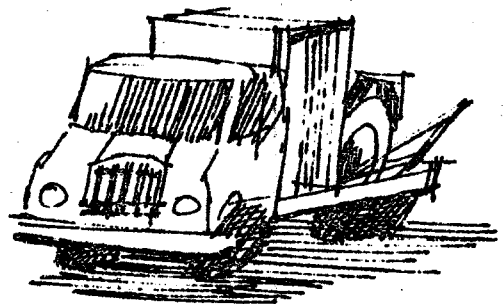
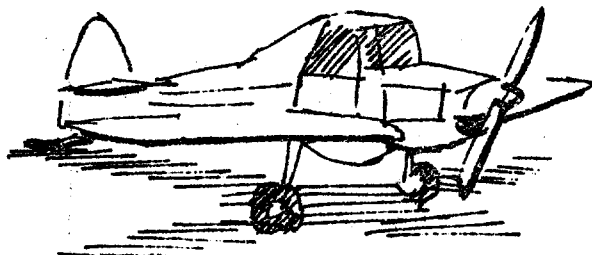
**No flowers please.**

But under the pressure of studying a 150% workload the job which looked possible is, alas, not. Therefore his activities are being curtailed & this must unfortunately include gliding responsibilities. You may have noticed his absence around the field of late.

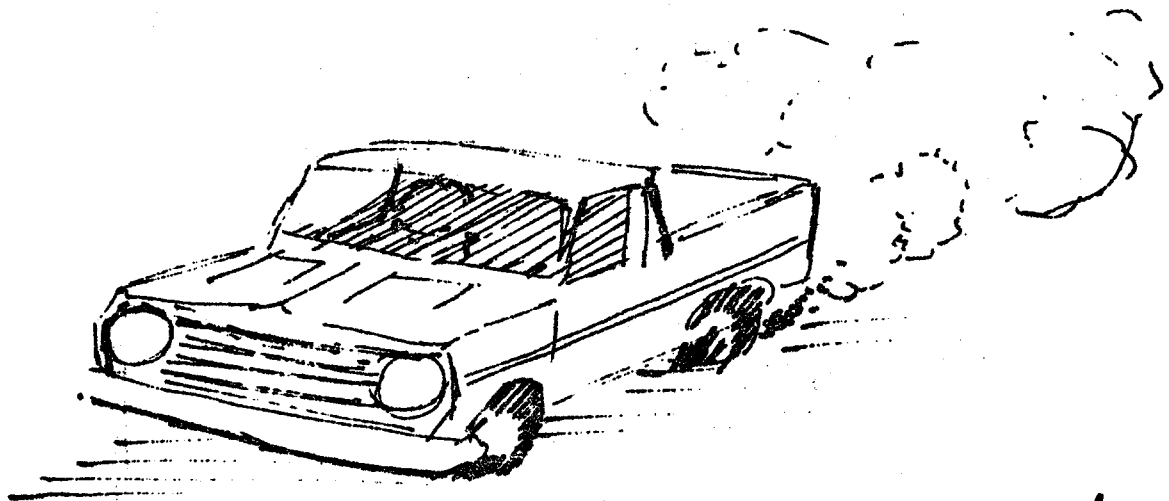
Some parting lines: If you have even a minimum amount of spare time, I do believe it is possible to handle this job. Principally it involves the agendas & minutes. Mary will type them if you are capable of working ahead to give her sufficient time. SO, intrepid candidates please come forward.



"... and this is what happens when two Instructors fly together!"



"MEENIE, MEENIE, MINIE, MO.....!"



**'DANGEROUS MK 2!**

THE DEMOLITION DERBY  
SPECIAL.