

UNI GLIDING  
newsletter  
AUGUST 1980

THIS MONTH:

LEGAL OPINION  
CFI NOTICES  
AUNTIE AMY  
MISSING PERSON AD.  
EVERYTHING ELSE.....

REGISTERED FOR TRANSMISSION BY  
POST AS A PERIODICAL - CATEGORY 'E'

## From the Editor and Publisher

In an effort to improve the Newsletter I have invited various famous people, including some fellow editors and publishers, to help out with our little organ. Part of their job is to write the Editorial page - so without further ado I'll pass over to our first guest Editor. I'm sure that she needs no introduction.

Dene

### AT MY DETHK

For the last month I've been looking over the Club to see what sort of things deserve comment in this Newsletter. A few things are worth pointing out.

Various items outlining recent past and near future events have landed on my desk. These include the fact that the Arrow has

- had a new control column ball joint fitted, thanks to Ron with help from Dean and Mark.
- had the electric vario fixed and a new battery installed thanks to Mike and Tony.
- had a new canopy lock installed by Mark.
- had its wingtip repaired by Roman and a fuselage patch applied by Graham.

Someone, at one stage mounted the slip-ball in the Arrow upside down. That's a silly thing to do - but wait until you see Guy flying the Arrow inverted and then contemplate the matter further.

Although I hoped never to let this august journal sink to the level of the "Whitwarta Whithper" but that these people get recognition for their efforts it is necessary to print the list of thank-yous. On top of the work on the Arrow others have done work on the Bocian and around the hangar. The Bocian has had cockpit patches finished and the top rubber replaced. During a D.I. on the Bocian Dave found a sticking rudder - Dean R. with some assistance pulled up the floor and put the situation right. Andrew, Thandra and Mark did a hangar de-junking to good effect - now we need a volunteer to maintain this state of tidiness. Any Offer

Our flying has picked up recently, but.....

On two occasions that I know of the hang-glider guys have come to fly our ridge. They were not disappointed and we found it fun to weave around their kites. Lots of waving all round, showing them how to thermal, and a good time back at the pub.

I think the Phantom will appear in this issue, but I'm not sure yet and this goes to print in an hour. We'll check the pigeon-hol Auntie Amy Biggles return anyway - I then wonder how the Phantom feels about her.

## THE POWER OF THE UNIVERSITY

Our club has something of a reputation for being able to beg, borrow, steal, build, or, in exceptional circumstances, purchase anything it wants at the lowest possible cost to itself. For those who now find themselves with the right to spend club money here are a few hints for scavenging.

1. Sales tax: As an "educational institution" the club is exempt from paying sales tax (which is approx 15%). An exemption form is needed and this can be obtained from John Medcalf in the Sports Association office.
2. Cash discounts: Firms often give small discounts for immediate payment by cash or cheque.
3. University accounts: The University of Adelaide is a huge financial institution with accounts with hundreds of businesses which entitle it, and us as part of it, to discounts of up to 25%. However make sure our purchases aren't put on account since the University is billed and it doesn't like that.
4. Trade discounts: If the University doesn't have an account tell them we're trade - it's often good for 15%.
5. Old quotes: Obtain quotes from firms for items of recurrent expenditure (e.g. swages) and then hold them to it for as many years as possible.
6. Competition: Always tell them that you can get it cheaper elsewhere.
7. Sundries: After telling them you'll buy the item tell them that "Of course transport etc. is included in the price, isn't it."
8. Inside contacts: Check if we have a member/ member's family/ member's friend who is an employee of the firm. House discounts run at at least 10%.

Finally, remember that with the current economic depression firms are willing to virtually sell for cost price just to get the volume to keep their factory going. So push them as hard as possible.

The effectiveness of these measures can be judged by one quote which was reduced from \$1252.35 to \$796.33 - a saving of \$456.02.

Guy Harley

(Your kind and gracious

leader whom you all adore and worship or soon will learn to if you don't already - or else!)

# Elliotts' New Olympia

THE FIRST PRODUCTION MODELS OF THE NEW EON OLYMPIA 4 ARE EXPECTED TO BE FLOWN WITHIN A FEW MONTHS.

THE OLYMPIA 4, PRODUCED BY THE BRITISH FIRM, ELLIOTTS OF NEWBURY, HAS BEEN UNDER DEVELOPMENT FOR SEVERAL YEARS. IT IS EXPECTED TO HAVE A GLIDE RATIO OF ABOUT 1 IN 36 AND WILL SELL FOR APPROXIMATELY £1100, STERLING, EX WORKS.

IN DEVELOPING THE OLYMPIA 4 ELLIOTTS BEGAN BY IMPROVING THE STANDARD OLYMPIA 2, WHICH THEY HAVE BEEN BUILDING FOR MANY YEARS AND WHICH IS CONSIDERED TO BE ONE OF THE FINEST ALL-ROUND HIGH PERFORMANCE SAIL-PLANES EVER DESIGNED.

NEW WINGS WERE DESIGNED, TO BE FITTED TO A STANDARD OLYMPIA 2 FUSELAGE. THESE INCORPORATE A LAMINAR AEROFOIL SECTION WHICH CONSIDERABLY IMPROVED THE PERFORMANCE OVER THAT OF THE OLYMPIA 2.

FLOWN BY DAVID INCE, IT

CHAMPIONSHIPS OF 1956 BUT REVEALED THE NEED FOR SMALL MODIFICATIONS TO IMPROVE LATERAL CONTROL AND REDUCE THE SPEED AT WHICH IT FLEW IN THERMALS.

SHORTLY AFTERWARDS IT WAS TAKEN TO FRANCE BY GEOFFREY STEPHENSON TO COMPETE AT THE FRENCH NATIONALS, WHERE IT WAS PLACED 10TH.

AS A RESULT OF THIS FLYING, THE WINGSPAN WAS INCREASED BY SIX FEET AND THE AILERONS ENLARGED. THIS NEW WING WAS THEN FITTED AGAIN TO THE OLYMPIA 2 FUSELAGE AND FURTHER TESTS WERE MADE, WHICH PROVED THAT THE FAULTS OF THE FIRST MODEL HAD BEEN OVERCOME.

THE NEW MACHINE WAS ENTERED IN THE 1956 WORLD CHAMPIONSHIP HELD IN FRANCE, WHERE IT WAS FLOWN INTO 5TH PLACE BY U.S. PILOT BILL IVANS.

IVANS HAD THE MISFORTUNE TO WRECK THE OLYMPIA ON THE LAST DAY OF THE CHAMPIONSHIPS BUT IT HAD PROVED ITSELF TO BE A

A NEW PROTOTYPE (MARK 402) WAS THEN DEVELOPED BY ELLIOTT USING THE SAME WING BUT WITH BETTER FUSELAGE AND REDESIGNED TAIL UNIT. THIS IS THE MODEL WHICH IS NOW IN PRODUCTION.

## TECHNICAL DETAILS

THE FOLLOWING DETAILS OF THE MARK 402 WHICH FLEW THE LAST WORLD CHAMPIONSHIPS AND WHICH IS ILLUSTRATED HERE

THE PRODUCTION MODEL (MARK 403) WILL DIFFER IN SOME DETAILS BUT WILL BE BASICALLY THE SAME.

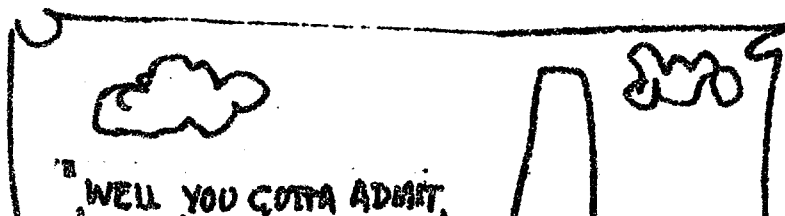
SPAN 16.8 METRES (55' 1")  
WING AREA 160 SQ. FT.; ASPECT RATIO 17.7.

EMPTY WEIGHT 570 LBS. (258 KG)  
MAXIMUM WEIGHT 750 LBS. (340 KG)  
WING LOADING 4.9 LBS PER SQUARE FOOT

GLIDE RATIO 1 IN 36 AT 39 MPH, MINIMUM SINKING SPEED 39 MPH PER SECOND AT 39 MPH.

AEROFOIL SECTION AT THE WING ROOT: NACA 64-211

AUSTRALIAN GLIDING JULY, 1957



*Wanted*  
medium performance  
SINGLE-SEAT SAILPLANE  
GROGAN Baby or similar

## SIGNALING METHODS TO BE USED AT UNIVERSITY GLIDING CLUB

NB: All personell involved in the launch must be made fully aware of the signals being used.

When the pilot is ready, he gives thumbs up to the wing runner.

Wing runner is then in control of the launch.

Wing runner must check all clear above, behind and ahead, before he lifts the wing to take up slack.

### CB RADIO:

Wing runner levels wings and calls "take up slack" which is relayed three times to the winch driver.

When cable taut, wing runner calls "all out" which is relayed three times to the winch driver.

In emergency, anyone can call out "stop" which is to be relayed to the winch driver until he stops.

### WING SIGNALS:

Wing runner levels wings to take up slack.

When cable is taut, wing runner rocks wings up and down as far as possible three times, and then levels wings for all out.

To stop the launch, wing runner lowers his wing to the ground.

### BAT SIGNALS:

Wing runner levels wings and calls "take up slack" to the bat holder; bat is then waved overhead in a wide arc, continuously.

When cable taut, wing runner calls "all out" to the bat holder; bat is then waved overhead in a wide arc, continuously.

To stop the launch, bat is held vertically overhead and stationary.

### HEADLIGHT SIGNALS:

Wing runner levels wings and calls "take up slack"; headlights are then turned on full.

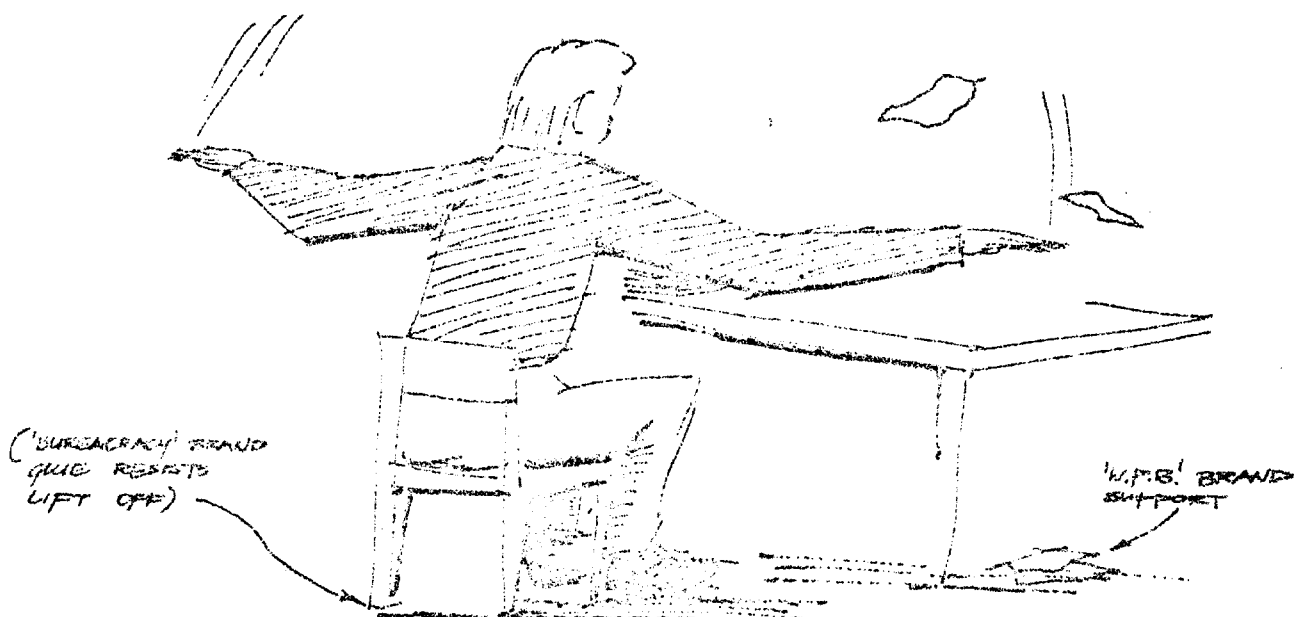
When cable is taut wing runner calls "all out"; headlights are then flashed on and off at half-second intervals, until the glider is well established in the climb. Lights may then be turned off.

To stop the launch, headlights are turned off.

NOTICE TO ALL UNI. GLIDING CLUB MEMBERS - FROM C.F.I.

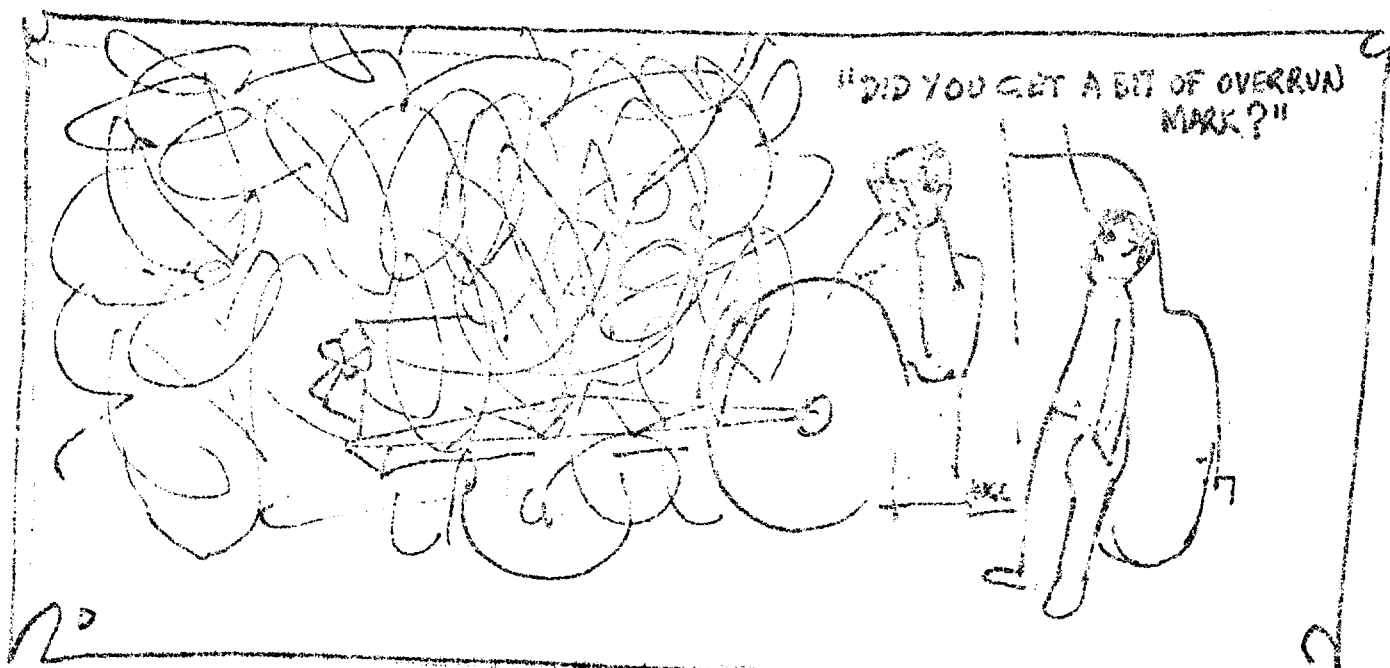
(which have been said before but are now absolutely stressed)  
(Paste these notes into your Manual of Flying Procedures.)

1. Gliding operations must be conducted in a safe, unhurried and orderly way according to the club rules as stated in the club's Manual of Flying Procedures.
2. Once a pilot has given thumbs up, the wing runner is in control of the launch. He is in the best position to see that no hazards exist.
3. Any person has the right to abort a launch if it becomes unsafe.
4. No one may launch a glider unless the strip is clear, and there is no person or vehicle in a place likely to be hit by a falling cab.
5. No operation is permitted unless there are at least 3 fully briefed members in attendance; one in glider, one on winch, and one on wingtip. Two-man operations with wing drag launches are forbidden.
6. Launch cables must be attached to proper hook-on pegs, not fences. Hook-on pegs should be marked with tyres (preferably painted white).
7. If the wind sock is out of action, it must be fixed during that day's operation, and not left for the next group.
8. Radio signals from a launching glider to the winch must not be initiated without the consent of the wing tip runner, unless in an emergency.
9. Never walk in front of a glider with wings level, or which has a cable attached.
10. Weak links no greater than 1400lb must be used on all cables.
11. Maintenance releases must be checked as part of the Daily Inspection.
12. Gliders must be parked so that the wing does not lie across a cable.
13. The same person who hooks the glider on must also run the wing. All other personnel, spectators and vehicles must keep well clear of the launching procedure.
14. Launches out of remote paddocks with long grass or stubble; one cable only at a time is to be laid.



ADENAUER HILLS  
PRE-TAKE OFF CHECK:

- ASSOCIATION INCORPORATION CERTIFICATE
- CHARTER LICENSE CERTIFICATE
- INSURANCE PAPERS
- SITE LEASE AGREEMENT
- AIRWORTHINESS CERTIFICATES
- AFFILIATIONS & MEMBERSHIPS "

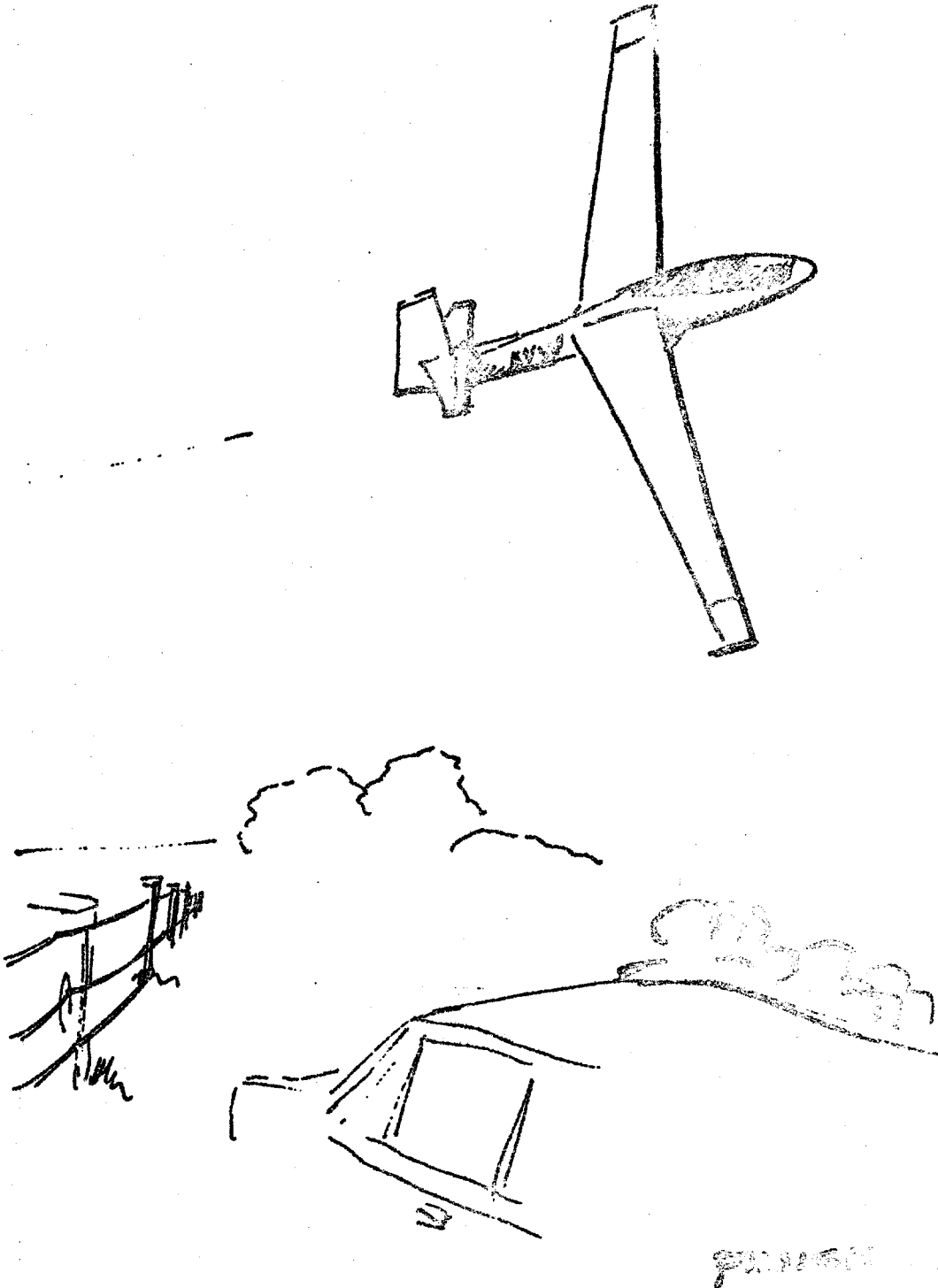


## NOTES FROM INSTRUCTORS PANEL

1. Current concern over bad weather conditions and pilots flying the ridge in low visibility and deteriorating weather have prompted the panel to take action and direct that : if you can't get a full launch without entering low cloud, then you must not attempt ridge flying. This is a common sense ruling intended to protect pilots safety, and on this there can be little argument.
2. As with most topics, consensus decisions are generally the most acceptable; but when an instructor gives a direction or advice, it is expected that this will be followed. It is not the prerogative of pilots to argue with such decisions on the field or to adopt the attitude of "we've done it before, so we can do it again". The recent spate of winch launching accidents has prompted the RTO Ops, and hence the AUGC instructors panel to now become more severe on pilots who display overconfident or "go it alone" attitudes. An example of this is when pilots go into full climb immediately after separation in attempts to set new launch height records, hoping that the new cables will keep them up, not realising that a weak link is installed which can fail at any time. The recent fatal at Lightning Ridge (NSW) appears to have been caused by a pilot "pole bending" in full climb at 100° when the winch motor cut. As forewarned at the club meeting, pilots who are found to be doing this will come in for severe penalties, retraining, etc.
3. Again, in relation to bad weather, the Doerlan paintwork (and the Arrow too, for that matter) is extremely susceptible to water damage, and flying in rainy conditions should be avoided at all costs, and if this means putting the aircraft away in the hangar before everyone has had a flight, then tough luck. Obviously, the duty instructor may seem to be making an unpopular decision, but he has the authority, in fact an obligation, to operate responsibly and with common sense.
4. If not already mentioned previously, congratulations to Dean Rodin for going solo.
5. RTO Ops is quite adamant that pilots should only be allowed to perform in areas in which they have been fully trained. This applies to areas such as aerobatics, over country, winch launching, etc. (Another aerobatic course is on at Gurler on Sunday 27th July, contact Tom Nemeth for details). Consequently the classification of "trainee instructor" has now been abandoned. Any aspiring instructor should attend Assistant Instructor course, and we have several who could be suitable - see T.R. for details. A pre-requisite would be experience in flying from the back seat, at some of our 90 hour plus pilots should be working on this aspect, i.e. passenger rating.
6. Recent glider hook-up on launch (aerotec) attributed to small stone forming ratchet mechanism, occasioned by that glider being previously bogged in deep mud, and not cleaned or inspected prior to next flight. This could easily happen at Leitchfield with present airfield conditions - so be warned. In addition, it is advisable that the undercarriage be cleaned out after days flying, and wheel assembly and other components be inspected and lubricated as necessary.

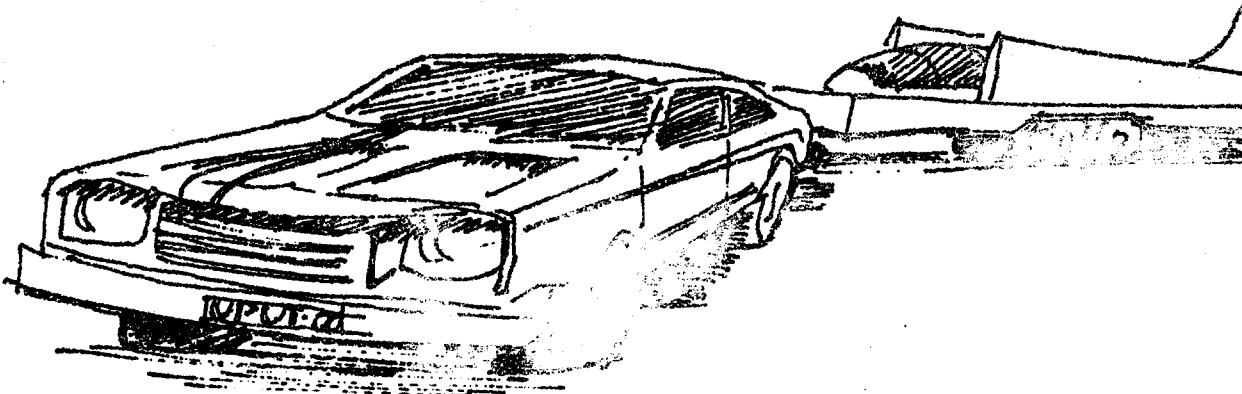


7. Instructor Panel unanimously endorsed Willis' application to take the Boccian to Mildura mini-comps, as this was felt to be a good opportunity for our budding cross-country and comps. pilots to gain expert tuition.



8. While Boccian is absent from Leechiel during late November early December, Ruffin is prepared to do the C of A, as help will be needed there. During his absence club operations will be shifted to another site, possibly Leechiel or Leechiel Hill if we can arrange it, so flying training will be able to continue as long.

9. New rosters for instructors and winch drivers have been posted out. Remember it the individuals' responsibility to arrange stand-ins when necessary.
10. Instructors panel have recommended that club resume work on drainage ditch and apron filling as soon as possible. Another load of tyres is coming, so everyone can assist by ensuring 50 meter wide strips are maintained with tyre markers. Hoops should be clearly marked with white painted tyres - please leave those at ti pegs and not remove to other positions.
11. Dave Blackburn is making final adjustments to Bocian trailer this weekend, and the Snyers are organizing the rebuild of the pie-cart. The rear suspension of th has now been repaired, so we are almost fully mobile, and our loan. talked of safe should be able to proceed this year.
12. Cables: New cables are installed and going very well, with few cable breaks. We should not become complacent about cable breaks, as there is a weak link installed.  
Details: New cable 1750 lb breaking strain  
 Max. weak link strength 1200lb ( $1\frac{1}{2}$  times A.U.W. Bocian)  
NB: Cables should never be operated without a weak link or you could rip the bottom out of the aircraft.  
 If uncertain about the weak link and cable organisation, ask an instructor.
13. John Harris (Qual.) and David Biggs (Asst.) may both soon be joining the instructor team and we look forward to seeing them on field in the not too distant future.
14. Food for thought: As a cross-country pilot, what pre-flight or in-flight planning would you do if you wanted to fly to Gawler at the weekend (in relation to airspace clearances)? Is it the same as mid-week? If in doubt, ask God.
15. Several pilots have asked about cross-country ratings for the coming season. The situation will be the same as last year. i.e. anybody who hasn't done cross-country for 12 months will be required to do the cross-country course (probably in Sept.). Some pilots who are current in cross-country may be required to have a check. Last season, we had 2 cross-country related incidents causing considerable damage to privately owned gliders of our club members. Both avoidable. We don't want this to happen again.



ASSORTED, UNRELATED, BUT IMPORTANT INFORMATION Tim Dodd

Ground handling of Gliders

Getting the glider out of the hangar: Major damage potential is through careless movement of gliders or treading on something.

- be careful in the dark
- watch out when dollying

-dont put the Bocian wing on the ground until the aircraft is completely inside the hangar; otherwise the other wing will touch the top of the doorway

Outside the hangar: Watch the bumps & dips on the ground. When the Arrow wheel & skid both get into a valley the fuselage can scree on the ground in the confused topography of this area.

Towing behind a car: One lng rope is required, 1/2-3/4 wingspan of the glider. Reason? If the glider groundloops the wing will not strike the car. Don't assume a ground can't happen when towing. It has. (Indeed a deliberate groundloop has been used as an emergency stopping device to prevent a collision with the car. Not recommended.)

To tow the safe way

- 1 wing runner walker

-1 person walking at the nose to prevent the glider catching up with the car

Import points which are usually overlooked

1) Do not have one person on each wingtip (unless the wind is very strong) They strain against each other & the wingmounts are not built for such strain in the fore & aft direction.

2) Always tie the stick back with the seatbelt when towing the Bocian. It stops the elevator banging against the stops & preserves our glider.

3) Never open the canopy whilst the glider is moving.

4) Never reach through the window to release the rope while the car is moving.

At the Take Off point: watch inexperienced people, commonsense dictates rules here.

Tying Down Gliders.

A glider should be tied down at three points, nose, tail and wing tip. Two pegs each are required for the tail and wing tip. One peg is sufficient to loop a rope through the release hook.

In severe weather conditions, the glider is more secure tied with wings level and secured at each wingtip. Seven pegs and four ropes are required.

Be sensible about where you tie down a glider on the field, not under a tree in stormy weather, and always clear of operation and tarmac areas.

Use of C.B. Radio.

Radio discipline is essential. Speak clearly in measured tones, and begin each message stating who you are calling and then your identity. Brevity is beautiful.

Fire Prevention.

Fire danger in summer is extreme. On a bad day you could burn out half the state. So, dont smoke, that means in or out of the glider, Wind winch cables slowly to prevent friction started fires. And of course no barbecues, ever, in summer. Check out the knapsack sprays at the start, and wet the wheat bags, keep one set at winch and take off point, ( Flight office to you. Don't drive through long dry grass, with car or winch, particularly the winch. The BUTE FIRE SERVICE phone number is 262000.

Accidents : What to do.

SNOWTOWN AMBULANCE SERVICE phone number is 652200

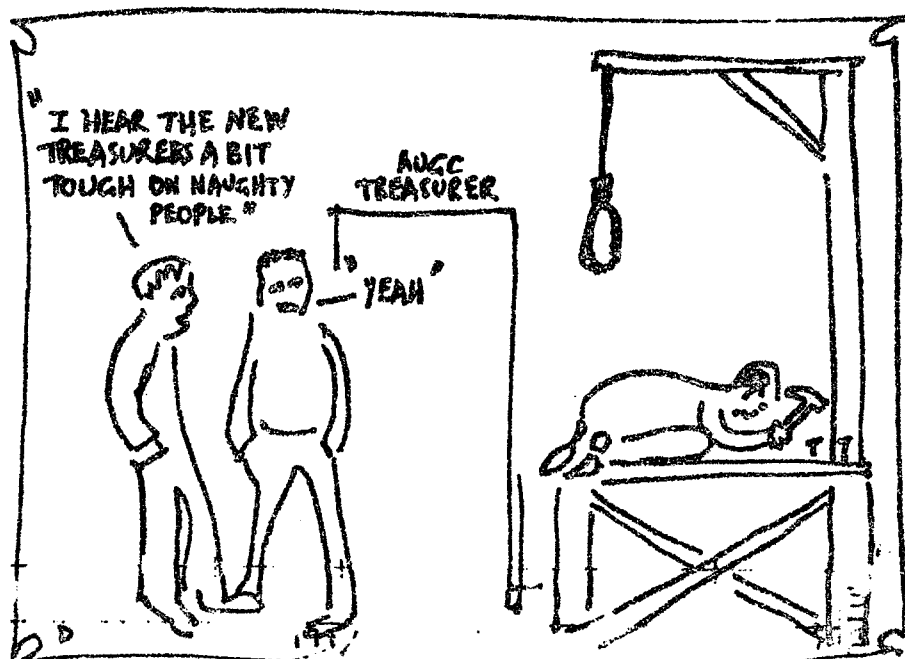
FROM THE TREASURER.....

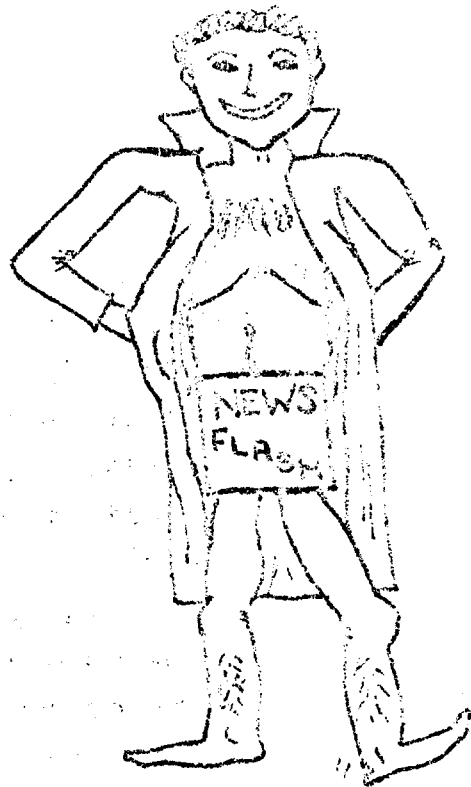
The treasurer is in a state of shock after working through the books to find there are practically no funds to mismanage or misappropriate (let alone embezzle or lose). So the first job is to build up our finances to put a little progressive risk into our club.

To achieve this, the following serious rules apply:

1. No-one is allowed to touch up the cash until the treasurer has had a go, i.e. ALL cash received on behalf of the club must be passed on to the treasurer (to be banked). Cash received must not be used to pay debts. All debts will be paid by cheque.
2. Money not reaching the treasurer will be deemed not paid.
3. Members paying cash on field (for flying or anything else) must ensure that the amount is entered on the flight sheet in the space provided. The entry on the flight sheet will constitute a receipt.
4. All expenditure must be approved. If the treasurer doesn't know about it, he won't pay.
5. Members overdrawing their flying fund accounts will be declared naughty. There is a risk of being declared too naughty to fly.
6. The Phantom will deal with persistent financially naughty members.

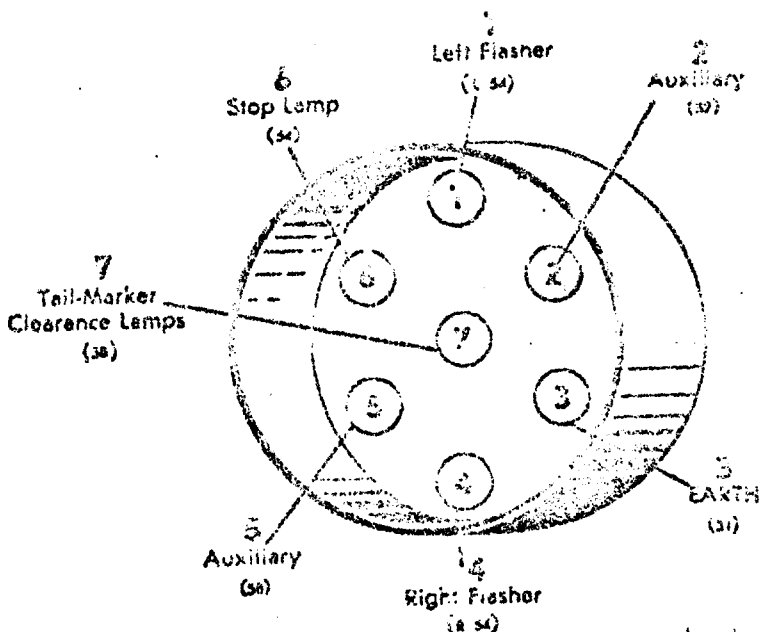
Don





Recently, important legal advice reported that all club trailers are wired for a 7 pole socket. It is thought that some cars have a five pole socket which is actually a seven pole socket with 2 inactive pins and the flasher pins shifted around.

Below is a wiring diagram for a seven pole plug.



CODE No.		WIRING CODE	
UTLUX	CONTINENTAL EQUIVALENT	CIRCUITS	COLOUR
1	L54	Left Flasher	Yellow
2	S2	Auxiliary	Blue
3	31	EARTH	White
4	RS4	Right Flasher	Green
5	S6	Auxiliary	Black
6	S4	Stop Lamp	Red
7	38	Tail-Marker Clearance Lamps	Brown

Our legal advice shows that a 5 pole plug is wired thus:

1. Inactive
2. Left flasher
3. Earth
4. Inactive
5. Right flasher
6. Stop lamp
7. Tail light

A five pole socket can be changed to a seven-pole socket by shifting the

THE AUNTIE BIGGLES

COLUMN

Dearn Auntie,

I am writing on behalf of the Dingaling Bros. Circus to enquire if you can tell me the whereabouts of a certain sheep which we have heard, has not only recently been trained as a tight rope walker, is winch rated, but is also rumored to be able to sing Bach's "Sheep May Safely Graze" in a Falsetto voice.

Signed " I'll never find another Ewe.

Dear " I'll Never Find Another Ewe, I am afraid your search for the famous " Winged Winch Wired Wether", has been in vain. Rumor has it that since the randy ol' thing enjoyed his lift aloft, no barbed wire fence is safe from his maraudings.

Auntie

Dear Auntie,

AS A NEWCOMER TO GLIDING I AM HAVING DIFFICULTY IN INSERTING MY SMALL RING IN THE TOW RELEASE, WHICH HAS RESULTED IN A "HOOK UP"- NOT ONLY PAINFULL , AND EMBARASSING AS THERE WERE LADIES PRESENT DURING THE TAKING UP OF SLACK. COULD YOU ADVISE.

Signed "All Out".

Dear "All Out ",

Hang in there!.

It is always nice to here of someone's attachment to gliding, but I suggest you speak to the C. who will be pleased to show you the ins and outs of attaching your cable correctly

Auntie.

Dear Auntie,

I am sick and tire of all the flying we have been ha recently. What has happened to th good ol' days of winch bogs, bent undercarriages, cable breaks, etc. I remember days when we would worl in the pouring rain, soaked to the skin, and be proud to call oursel glider pilots!

The final straw came when one of our new breed "gentlemen pilots" was heard over the radio to be ord ering his hot -dog with mustard an trimmings, from the cockpit of the Bocian during one of his 1½ hr. ridge flights whilst strafing hang glider pilots.

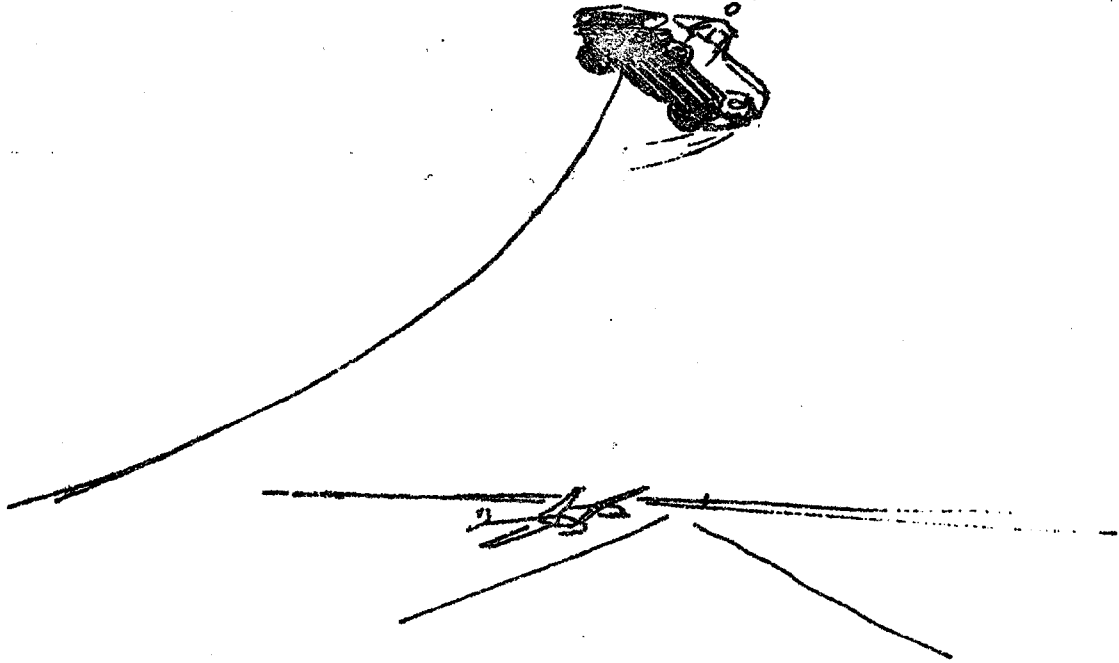
Signed " Disgusted"

Dear "Disgusted",

Apparently, it's not as decadent as you think; By t time he came down it was cold

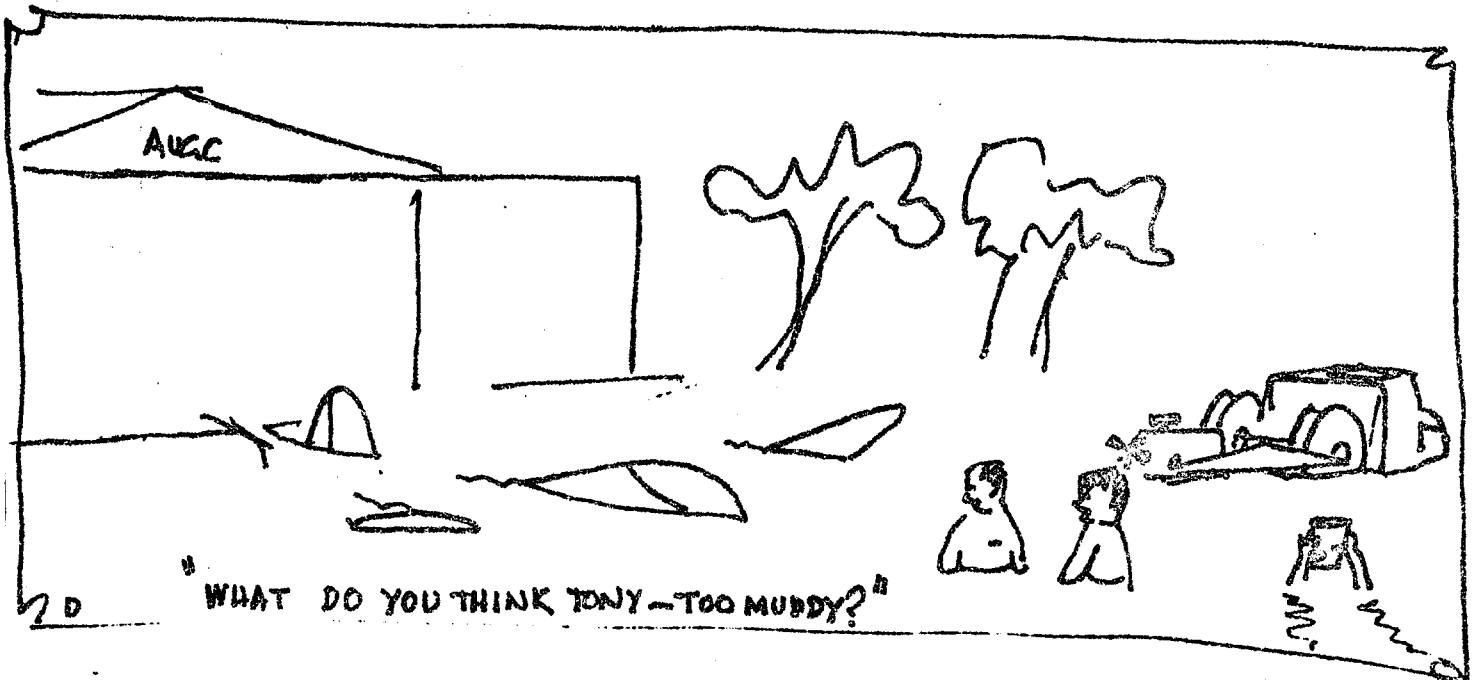
GUY IN CONTROL  
OF THE UTE.

DID I SAY  
"TAKE UP SLACK"?



Snippet from recent  
'personal column' classified

MISSING PERSONS  
WILL UNGLIDING, ALIAS 'THE  
PHANTOM', LAST HEARD OF IN  
NEW GUINEA, PLEASE CONTACT  
LOVED ONES IN ADELAIDE.  
DEEPLY WORRIED.



# MELLOR, GARDNER, BEAMOND & PAGE

(formerly STEVENS, MELLOR & BOLLEN)

BARRISTERS AND SOLICITORS

JAMES CORRY MELLOR  
RICHARD F. G. GARDNER  
MICHAEL BEAMOND  
PHILIP HENRY PAGE  
PHILIP EDWIN CRESSWELL  
ANDREW ALEXANDER BRUCE

IN REPLY  
PLEASE QUOTE  
LH:M0925

73 PIRIE STREET  
ADELAIDE  
SOUTH AUSTRALIA  
G.P.O. BOX 74  
ADELAIDE S.A. 5001  
TELEGRAPHIC AND CABLE ADDRESS:  
"JURIST"  
DOCUMENT EXCHANGE  
DX 543 ADELAIDE  
TELEX (VIA ADE) AA 88595  
TELEPHONE 223 2100

31st July 1980

The Secretary,  
Adelaide University Gliding Club Inc.,  
C/o Sports Association,  
University of Adelaide,  
North Terrace,  
ADELAIDE. S.A. 5000.

Dear Sir,

re Air Navigation Regulations

We have been asked by your CFI to give an opinion as to the effect, if any, upon policies of insurance held in the name of the Adelaide University Gliding Club Incorporated if it should allow one of its gliders to be flown by a person who is not a member or an affiliate of the Gliding Federation of Australia or if it were to allow a person who is not a member or affiliate of the Federation to undergo flying training in one of its gliders. The question we therefore have to examine is whether this would be a breach of the Air Navigation Act and the regulations made thereunder which would be in breach of the Club's covenants under its policies of insurance.

The gliders are subject to the Air Navigation Act since they are aircraft within the meaning of that Act. They are therefore subject to the Air Navigation Regulations and the Air Navigation Orders. These regulations and orders are of such a nature that it would be impossible to operate a glider in compliance with them. Accordingly, Air Navigation Order s.95.4 exempts glider from compliance with certain provisions of the Air Navigation Regulations. These exemptions relate to registration markings on aircraft, the reporting of defects in aircraft, licences for air-crew, standards and procedures for flying training schools, the use of a licensed aerodrome, the dropping of approved tow devices, the carrying out of aerobatics below 3,000 feet, licences for training organizations and the need for operators to provide an approved operations manual.



Adelaide University Gliding Club Inc.

31st July 1960

These exemptions are available if:

1. The glider is operated by:

- (a) an organization or individual who is a member of the Gliding Federation of Australia, or
- (b) an organization or individual who is a member of an association which is affiliated with and subject to the rules, regulations and directions of the Federation, or
- (c) by a person who has undertaken, in writing, to make the operation and maintenance of that glider wholly subject to the direction of the Federation;

and

2. The glider is operated in accordance with such rules and regulations of the Federation;

and

3. All pilots are qualified in accordance with the standards laid down by the Federation;

and

4. When operated for instructional purposes the instruction is only imparted by a person holding a valid instructor's rating issued by the Federation.

There are other provisions, but they do not concern us at the moment.

These provisions are badly drafted. Two important terms are not properly defined. These terms are "affiliated" and "operated".

The dictionary defines the word "operate" as to work, act or function; to exert power, influence; to drive or control; to effect or accomplish." It is therefore clear that at any one time several people or organizations can be operating a glider. The trainee operates it in the sense that he is manipulating the controls. The instructor operates it in the sense that he is responsible for its control. And the gliding club which owns it operates it in that it is responsible for ensuring that certain tasks such as airworthiness and certain operational procedures are carried out in relation to the glider. As the section is currently worded it is sufficient if only one of these operators fulfils the conditions for the exemptions. It is not necessary that they all fulfil those conditions.

Adelaide University Gliding Club Inc.

31st July 1980

The word "affiliate" is defined by the dictionary to mean "to take or bring into relationship, as by adoption or formal association; to receive as members or to incorporate, as other bodies or branches." It is therefore my opinion that since every gliding club is a member of a State association which itself is a member of the Federation, every gliding club is "affiliated" with the Federation. Therefore, all members of gliding clubs are entitled to the exemptions even though they may not themselves be "affiliated" with the Federation. That is the current position.

However, the position is further complicated by the current metamorphosis through which the Federation is going. Previously the Federation was an unincorporated association which had as its members several State associates. Hence, it was impossible for an individual to be a member of the Federation. He could only be an affiliate.

It is now proposed to incorporate the Federation in the Australian Capital Territory and to have as its members the various individuals who are carrying out gliding operations throughout Australia. Hence, under the proposed new organization clubs and other gliding organizations cannot be members of the Federation. Further, there is no provision in the proposed structure for such gliding organizations to be "associated" with the Federation.

Accordingly, when a club or gliding organization is operating an aircraft in its own right, such as when the glider is not being flown but the club is responsible for administrative requirements in relation to it, it would not be entitled to the exemptions provided by section 95.4 of the Air Navigation Orders. This will mean that such clubs and organizations will have to apply for a licence to conduct a training organization, prepare an operations manual which is provided for in ANR 212 and comply with certain provisions of part 6 of the Regulations.

The only manner in which such clubs and organizations can avail themselves of the exemptions is by complying with the condition in ANO section 95.4.2.1 that "the glider is operated by a person who has undertaken in writing to make the operation and maintenance of that glider wholly subject to the direction of the Federation". Section 22a of the Acts Interpretation Act 1901 as amended provides that "person" in that context also extends to corporations and unincorporated associations as well as an individual. We are preparing such a written undertaking.

The next question to be answered is which of the rules and regulations of the Federation must be obeyed. A distinction must be drawn between those that must be obeyed, because of the membership or contractual nexus between the operator and the Federation, and those that must be obeyed in order to entitle the operator to the exemptions. Any organization has the right to regulate its membership by use of civil remedies because there is a contractual nexus between them. However, under the proposed organization of the Federation, there will no longer be any contractual nexus between the Federation and gliding clubs and the Federation will therefore have no control over them other than through the conditions laid down in ANOs.

4.

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The rules and regulations of the Federation that operators are required to comply with to enable them to gain the benefit of the exemptions are only those which the Federal government could itself enact and those that are not inconsistent with ANOs.

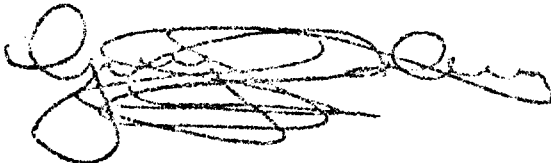
On the current wording of the conditions to the exemption there is no need for the pilot operating the aircraft to be a member of the Federation provided that the organization which is operating the glider is "affiliated" with the Federation or has undertaken in writing to make the operation and maintenance of that glider wholly subject to the direction of the Federation. Nor is there any requirement or condition that a pilot undergoing training be a member of the Federation.

Therefore, any regulation of the Federation which requires either the pilot or trainee to be a member of the Federation is inconsistent and void.

Therefore, in summary, the law is as follows. Under the new organization a gliding club will not be entitled to the exemptions listed in ANOs unless it has signed a written undertaking of the type referred to. If such a written undertaking has been signed then there is no need for either the pilot or trainee to be members of the Gliding Federation of Australia. Under the present organization the clubs are covered because they are affiliated with the Federation and there is no need for either the pilot or trainee to be members of the Federation.

Yours faithfully,  
MELLOR, GARDNER, BEAMOND & PAGE

Per:

A handwritten signature in black ink, appearing to be a stylized name, possibly 'Mellor', written over a horizontal line.

## AU GLIDING CLUB

MINUTES of the General Meeting conducted on July 4, 1980.

PRESENT: R.GROBLICKI, A&S SAWYER, T.KIEK, M.FORSTER, D.LARWOOD  
K.BENNET, D.BLACKBURN, D.ELLIS, G.PARKER, EMILIS, J.HARRI  
R.QUINN, D.HIEN, G.HARLEY, T. DODD, G.NEWCOMBE.  
APOLOGIES: S.QUINN, M.BARNDEN, T.NEMETH.

### MINUTES

Motion "The minutes of the June 4 meeting be accepted as read"  
R.QUINN/M.FORSTER PASSED

### CORRESPONDENCE

Received- routine circulars from DoT, GFA  
SAGA, rejecting research funds application  
Emilis, re Bocian flying at mildura

### TREASURER'S REPORT

- financial situation not good
- expenditure must be more disciplined
- authority to spend lies with Don only & money may be spent on  
with his approval or within previously approved limits
- unflown flying funds stand at approx. \$350
- members owe approx. \$350 (take note)
- debts to members are \$6-700
- a redesigned flight sheet was presented to the meeting
- note that money & flight sheets can be left with Don at his of:  
in the Art Gallery Historical Museum

### CFI REPORT

- \*Dean Rodda flew solo (a round of applause)
- Panel concerned about ridge flying in bad weather; henceforth  
the rule is that if you can't get a full launch without entering  
cloud you must not fly on the ridge
- students bring your blue-books
- Graeme N to check phone key
- new roster is out
- be wary of launching into low cloud
- don't fly the Bocian in rain
- Emilis has offered to help on Saturdays
- P.Wright giving X-C lectures in August through DFE  
with flying on 13-20 Sept.
- CFI offers the club the back part of his house if we help knock  
it down

### PRESIDENT

- raised the topic of conduct of meetings
- those who give reports should expedite matters by writing it; p  
it in the newsletter
- Guy says we must not waffle on

### SOCIAL

- film night; tentative date Fri Sept 19; to be at Salisbury

### WINCH

- going all right
- arms reinforced to med. student proof standard
- radio must remounted in a dry spot
- cables must have weaklinks inserted lest you over-strain the  
release with the new strong cables
- regarding launching itself; DO NOT BEGIN FULL CLIMB EARLY

### BOCIAN

- patch has been fixed; airbrakes, tailplane to be fixed in Adela  
n
- no wheel-brake
- after flying in boggy conditions clean the axle; also check the  
release has not jammed with mud or stones

### ARROW

- Roman has worked on Arrow

TRAILERS

- Bocian barn will soon be finished
- Arrow trailer OK
- pie cart being fixed

CRA

- snow chains have been procured
- take them off when not in use

ELECTION OF SECRETARY

- Tim Dodd resigned as secretary
- Redmond Quinn was nominated & elected unopposed

SAGA DELEGATES

Motion "M. Forster be the clubs delegate to the next SAGA meeting"  
 Sabotage in mind PASSED

CLUBHOUSE & AIRFIELD

- Sports Ass. Planning Com. has approved West Beach change rooms to for us; thats just the first hurdle
- apron; front end loader to extend ditch & fill holes with sand to consolidate ; T.Kiek to liase with D.Rodda

BOCIAN AT MILDURA

- Motions 1) "Club approve operation at Mildurg for Mini-Comps. in Dec supervised by Emilis"  
 2) "The Bocian be charged out club rates on this excursion"  
 3) "Maintainence inc. C of A to be done earlier supervised by Emilis" EMILIS/T.KIEK PASSED
- Motion "During this period the club make courtesy vists to other clubs"  
M.FORSTER/T.KIEK PASSED
- And that was the end of the meeting

BORN

FORGETS

BOCIAN  
BIRTHDAY  
PARTY 800

August 15<sup>th</sup> - 7-30 p.m.  
AT GUY'S PLACE - 35 WATSON AVE.  
ROSE PARK

TICKETS: \$10