

AUGUST HOLIDAYS ATTRACTION  
SOON AT A THEATRE NEAR YOU:

**ADELAIDE UNIVERSITY  
GLIDING CLUB INC.**

presents

# REMSLUTTER

starring Auntie Amy, The Phantom and Guy

A Dene Larwood production featuring stories and articles by Tony Kiek, John Morris, Emilis Prelgauskas, Guy Harley, J.C. Riddle, The Phantom, Graeme Newcombe, Auntie Amy Biggles, Anonymous and our Guest Editor. Cartoons and Drawings by Don Hein, Emilis and Creer. Filmed on location in the Barr-Smith Library. Printed in the Sports Association Office. Registered for posting as a periodical - Category B.

**NOW SHOWING!!!**

AND NOW FOR.....

SOMETHING COMPLETELY DIFFERENT.

THIS MONTH'S EDITORIAL:

Achtung!!! I have been offered this opportunity to expand my influence from film to the printed media (although why I should bother I'll never know.)

You all had a jolly good laugh at me making a fool of myself in my dream about chairing meetings, so now it's my turn.

From now on, you will all stant at Attention ven I han specke Ant vee will conduct hour meetens after der Rules off der Minist off Meandering Meetings.

Actually, the last thing I'll do is tell you how to introduce issues at club meetings.

First, you talk about it informally, then send a precis about the subject to the newsletter, and submit the item for the a gene

Then, when the issue comes up, you can speak for the issue summarising what has been discussed over the preceding weeks.

Well, I said it was the last thing I'd do.

J.Cheese

Fool....

Typist, can't you get anything right???

Coming, Sybil, my sweet little piranha.....

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NEXT EDITION

DEADLINE: September 15.

# LEARN BY OUR MISTAKE?

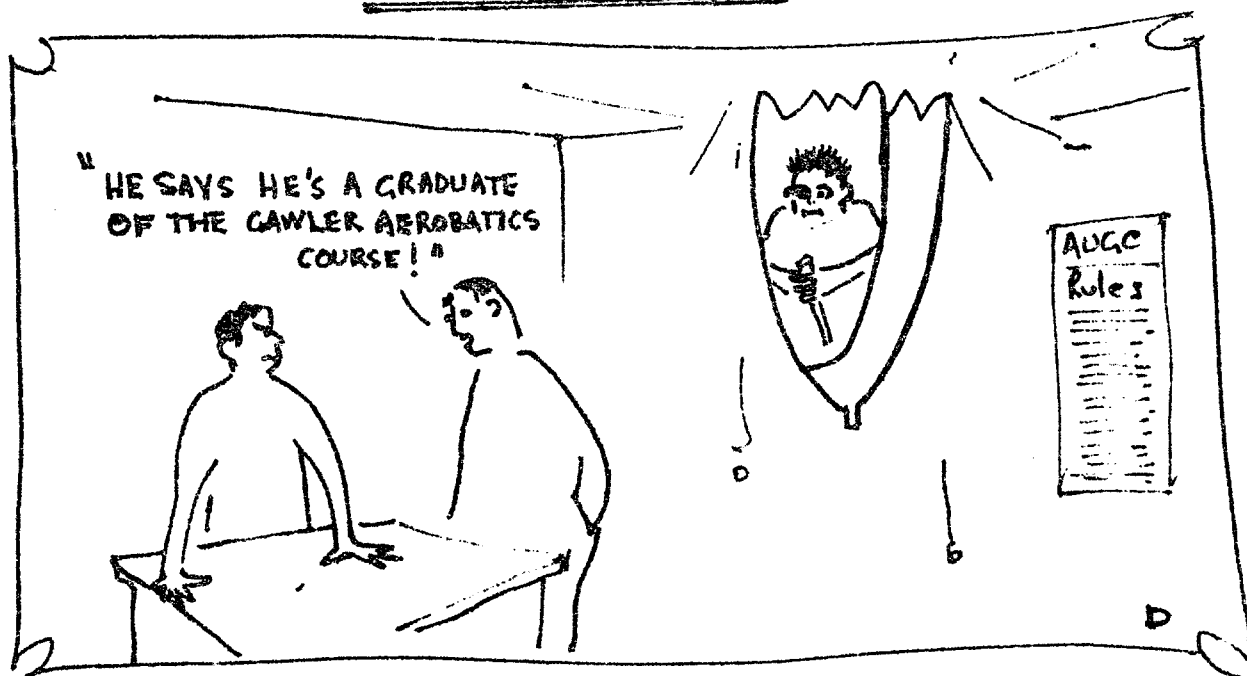
One would have thought that the memory of damaged aircraft due to strong winds and inadequate tie-down technique would linger with us.

Not so. It is now 9.30 a.m. on 10/8/80 and there is a 20-25 kt. northerly blowing. Just the day one needs a decent tie-down kit, i.e. 7-10 pegs and miles of rope.

So, what do we find on the D.I.? Not a sign of a tie-down kit in the Bocian. Not even an empty sack. The Arrow? Three pegs and a few mangy ropes.

During the week I intend to buy an adequate tie-down kit for both aircraft. When they find their way to the field, PLEASE don't remove them from the aircraft. Check their presence on every D.I. and make sure someone (you?) replaces any shortcomings. How would you feel landing out miles from somewhere, or even in the next field, and finding that you couldn't properly tie down your aircraft. **PLEASE.**

Graeme.



# CAMP INFORMATION

Dates: August 23-31  
Place: Lochiel Airfield  
Instructor: Guy Harley

(no connection with 'Gay')

Due to technical difficulties beyond our control, the shearers quarters are not available - mainly because they are being used by the shearers.

- However all is not lost -

Accommodation will be provided on field in the form of a hired caravan. To cover the cost a small charge (of about \$1 per night) will be levied.

So come along - for a day  
for a few days  
for the whole week.

Both instructional and cross-country flying will be catered.

The weather will be ideal - since his promotion, Guy has been able to make sure of that.



# FIELD LANDINGS

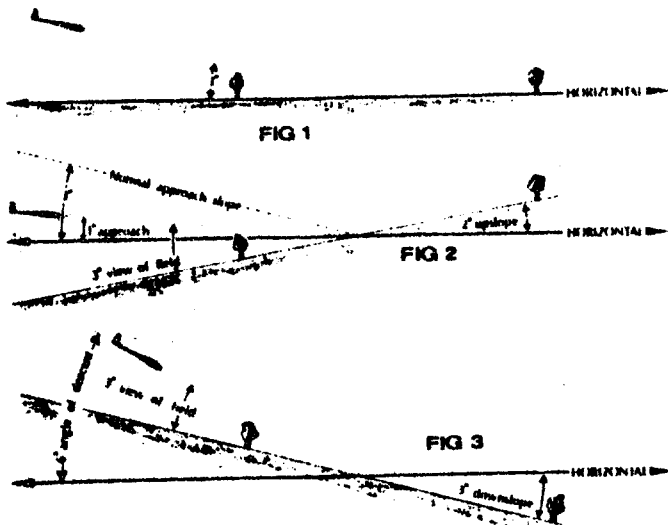
JOHN MORRIS

Much has been written about field selection and field landings in the past — yet there are still accidents with overshoots and undershoots and heavy landings.

I was fortunate enough in my professional capacity to have access to an article written by Captain Barry Schiff of Trans World Airlines which dealt specifically with problems caused by optical illusions, and after reading it for the third time it became painfully obvious that some of the information and suggestions were readily adaptable for the needs of glider pilots. After all, a visual approach is the same — be it in a Boeing 747 or a Blanik!

The basic theory of field selection will not alter. The four S's rule (**Size, Slope, Surface, Stock**) is as good now as it ever has been. **Size, Slope** and **Surface** are the important factors and using Captain Schiff's theories, I would like to look at these in turn.

Note that for the ease of explanation when discussing field size, I have used a runway as the datum — as this is more readily acceptable as a mental picture than a field. I have also assumed for the sloping field point that a 3° glide approach is the norm. This is not in fact so, but again it serves to illustrate the problem.



**Sloping fields.** Fig 1 shows a glider in a normal visual descent towards a level field. The pilot can maintain this "visual slot" quite accurately because he is used to practising approaches that "feel" comfortable. He approaches his aiming point so that his visual glideslope "seems" neither too flat nor too steep.

A visual illusion develops when approaching a field with a pronounced upslope (Fig 2). If a pilot establishes in his normal glide slot relative to the horizontal while approaching a field with (say) a 2° upslope, he would feel that he is descending too steeply. This is because he would be aware of descending at a (say) 5° angle with respect to his chosen field. As a result the

pilot will automatically compensate by dropping down until the field "looks right" — in other words he settles into the normal glide slot with respect to his chosen field. This results in a dangerously low flat approach.

The downsloping field (Fig 3) leads to overshoots. The field shown in the diagram is over-emphasised with a 3° downslope but serves to illustrate the illusion associated with shallower slopes.

**Surface.** The terrain surrounding a field often may have a slope comparable to that of the field which makes it difficult to determine in advance whether the field is sloped, or level. The only clue available to the observant pilot is often the abnormal sink rate required to maintain what appears to be a normal visual slot.

**Field dimensions (size).** Field geometry can also be confusing. Without realising it a pilot usually assesses the landing area before him by comparing it with the area he is most accustomed to landing on.

Assume that a pilot is used to landing on a 6000 x 1500ft runway (which has a length to width ratio of 40:1). From above and afar, a runway with the same proportions (10 000 x 250ft for instance) has an identical appearance. Because the runway is larger, the pilot is led to believe that he is closer and lower than he really is.

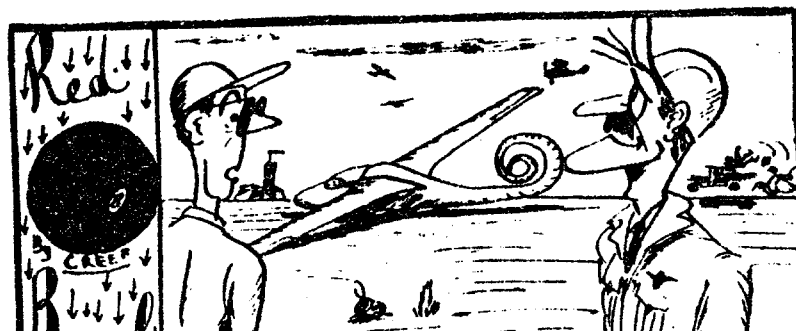
A more hazardous illusion occurs when approaching a shorter runway with those same familiar proportions (4800 x 120ft for example) — when established on finals the pilot thinks he is further from the runway and higher above the ground than he actually is.

**Size and surface.** Landing area geometry can also cause illusions. Whether he realises it or not, a pilot uses peripheral vision to help determine the proper height at which to flare for the landing. Hence a pilot conditioned to landing on narrow confined spaces (runways — mown strips etc) may have problems judging the correct flare height when landing in a wide open field.

This problem is aggravated in conditions of poor light and restricted vision — *ie* dusk, in rain or drizzle, landing into sun etc. Depth perception is of course even more difficult when there is a lack of contrast between the landing area and the surrounding area — *ie* snow covered ground, large sandy areas — (even landing on water!). All of these illusions are everyday facts — it is only with experience that they can be overcome.

Perhaps the most inherent problem with these illusions occur with a "straight in" approach, as concentration and vision are focused on the landing *point* not the *area* and it is only by observing the whole area around the landing field that a safe approach can be made. The answer is straightforward — current planning for a field landing is even more important than circuit planning at your home field. **Happy landings.**

*This article is also published in the BGA publication, Accidents to Gliders — 1980.*



IT'S THE AUNTIE AMY BIGGLES

COLUMN

Dear Ms. Biggles,

I write in to complain about your clubs indiscreetful position in life? use of channel 4 on C.B. A lot of us here in the country listen to correspondences courses on that channel. On the day in question, me and Alfie, who had just returned from a heart transplant operation, were just nicely rounding off assignment 3 of the programme "Sexual Techniques For the Critically Ill" when it was interrupted by your take off radio message. Upon mistaking this for a call for change in pace, my poor old Alfie outdid himself, alas.

Signed Frustrated Widow.

P.S. Could you arrange an introduction to the owner of that sexy, masterful voice, who issued that fateful command, as I think it might be to our mutual advantage. (For what it's worth, I was only just warming up!)

Dear "Frustrated Widow",

Sorry!-

still, never mind, it just happens that your anti-climax (so to speak) was not in vain. The owner of that fateful voice has just sent in a letter. I'll send you his address. Amy

Dear Auntie Amy Biggles,

I do not understand why people do not like me. I send them solo, convert them to the Arrow & even join in calling the C.F.I. names. Could it be that the ungrateful, ignorant

slobs cannot appreciate my magnificent effort in chairing meetings, or are they just jealous of my intelligence, good looks and power?

Yours sincerely, El Presidente'

P.S. If I don't get a decent answer you're grounded!

Dear El President'

How nice to hear from our beloved leader! It's a shame that your talents are past-without notice (except by the "frustrated widow", above). Anyway, to discourage members insulting you, too much, I have imposed a fine of 5 cents per insult, in thought, or word, uttered by members. In this way we will restore members' respect in you. In this way we should also make Don's budget look a lot healthier! Your's, Grounded and Broke.

Dear Auntie,

As a member of a minority group in the club, I don't appreciate being made even more of a minority by having my bits knocked off me by members of the majority group. Firstly it was my leg, then after the club meeting the other night I was brutally pushed down the stairs under suspicious circumstances. Do you think they are trying to convey something to me? Signed "Troubled"

Dear "Troubled",

I really think you started off on the wrong foot. There are two sides to every story. Take my advice. If you feel your ready for solo flight, next time try it in a glider

Dear Amy,

HELP!

signed "Desperate"

Dear "Desperate"

O.K.

signed Amy

# THE OLD HEAVE-HO: WINCHING THROUGH THE AGES

J.C. RIDDELL

The method of launch has been a significant limitation to the development of soaring flight. The Egyptians evidently made models of gliders, one bearing a strong resemblance to Nevil Shute's Airspeed Tern was discovered in a Pharaoh's tomb. It was reported to have flown quite well when launched from the hand. It has always seemed to me that the great size and shape of the pyramids has never been satisfactorily explained. Perhaps present day research may reveal that they were built to launch gliders in those far off days. The presence of a tomb at the centre is really only evidence of the builders prudence and that, even in death, he had no wish to be far from his favourite sport.

However, that is conjecture. What we do know is that Leonardo da Vinci is well known for his remarkable series of drawings of a flying machine. However, current thinking suggests that these ideas did not necessarily originate with Leonardo, for he was included in an information network of the scholars of the age, and as a result the most interesting ideas would be referred to him as a leading man of his time. It may be that these drawings are just his record of the ideas that took his fancy over the years.

The desire to fly was never far from men's minds. The first record I have been able to come across is that of one, Verazio, a Venetian, who in 1617 constructed a "crude parachute contrivance", leapt from a tower and landed unhurt. The purpose of this leap is not known and there is no record that he tried again.

The challenge was then taken up by the English, for in 1648 John Wilks, then Bishop of Chester, built a steam flying machine, thus anticipating the long line of non-flying machines that amateur constructors have built since, for there is no record that it ever flew.

The first record of a successful glider flight is that of the Marquis de Bacqueville. In 1742 he constructed a flying machine where the surfaces of the aeroplane were fastened to his arms and legs. However the redoubtable Marquis succeeded in making a long glide from the window of his Paris mansion, across the gardens of the Tuileries to land in the Seine without being hurt. It is not clear what the ultimate objective was for this event; some say he had amorous intentions elsewhere. He did not try again, perhaps because he found, as with all first time fliers, that the landing was not as he expected and somewhat below the dignity of a Marquis.

The early experimenters in flight did not appreciate the importance of wings being convex on the upper surface. Many tried to fly with the wing surfaces curved the other way. It was not until Sir George Cayley made his celebrated observation on the matter that progress in the design of flying machines became possible.

## The soundest foundations

To me, the great achievement of the Wright brothers was that they took nothing for granted. They built their own wind tunnel, and tested every piece of theory that they could find. In this way they built their "Flier" on more sound foundations than any man before them. Their logical training as mechanics gave them a pragmatic approach to each problem they came across.

The method of launch was an example of their quality of thought. The sand dunes of Kittyhawk were not an easy surface from which to fly so they therefore built a short railway on which the craft accelerated to get in the air. The method of propulsion was by a simple form of catapult where a cable attached to the glider passed over a pulley at the top of a tower and was fastened to a substantial weight held there. The weight was released and allowed to fall the height of the tower, thereby pulling the glider into the air.

The added confidence the success of the Wright brothers engendered, stimulated a number of new ventures. One Professor Montgomery of Santa Monica, California, designed gliders and carried them up to 4000ft beneath a balloon. The glider was then released and allowed to glide down to earth. We are told that the descent time for the pilot and his craft was twenty minutes and that they covered eight miles in the flight to a soft landing with "no perceptible jar". This represents a glide angle of 10:1 which is better than some hang gliders today.

The Inkpen meeting of 1922 and the demonstration flights of Robert Kronfeld in 1930 stimulated considerable interest in gliding in this country and really marks the start of the modern gliding movement. The movement at this time related to hill soaring, and thus aircraft were designed to be light to soar in light airs, and to fly slowly so they could be easily launched. As there was no fixed equipment, if you wanted to fly off a local hill you carried your launching gear with you. Often this was a rubber bungee rope where some

eight men could catapult a glider and pilot with a high expectation of success. The Long Mynd, Sutton Bank, Camphill Farm, Hartside and Dunstable were all used in those early days.

However the need to travel long distances to the northern hill sites to take part in the sport, first stimulated the London Gliding Club at Dunstable, and there a search for alternative forms of launch to the rubber bungee. Light aircraft had not been developed to the stage of today and were expensive, although occasionally used for aerotow launch as Phillip Wills did in his record breaking flight of April 1938 when he flew from Heston to St Austell. The motor car was pressed into use. The low speed long-stroke engines of that time in the more expensive cars of W. O. Bentley and others, were well suited to use as winches for their engines delivered a high torque at a low rotational speed.

Usually the rear wheel was removed and a cable drum substituted. The cable was then fed forward through a box of rollers and thence to the glider. The problem of quick release was not overcome until John Furlong devised the Otfur hook with Otley Motors in the late 30s. Even so the necessity for cable chopping facility exists until this day.

At the hill sites, the bungee continued to be used because of its simplicity and low cost. The Yorkshire Club developed this system by employing a horse. This faithful beast was first employed to bring the gliders back off the field. It became so adept at this that it required no command from the duty instructor, but started on its way when it saw the glider come to rest. It was not long before the horse's undoubted skills were further extended. It was asked, and it agreed, to pull the bungee. Its harness was attached to a rope that passed around a pulley in the ground and thence to the bungee. This worked well and was recognised as a great step forward. An even greater step was achieved when the rope broke one day. The horse was never seen again.

In many areas of technology the 1939-45 war stimulated the development of much that had been done in the 1930s. The two needs of the barrage balloon defence of our cities and the need to train our Air Cadets brought about the winch made by M. B. Wild of Coventry. A larger number of these machines were built and after the war some came on to the surplus market where they could be bought very cheaply. Jack Rice, a pre-war gliding man, had a small trailer business in Leicester and he

saw the opportunity of adapting balloon winches to small two-wheel trailer winches powered by a Ford V8 petrol engine of some 60hp. They worked very well for a period and they had a simple intimacy for the driver between the sky and the earth. We had one at Sutton Bank and I remember taking it up to Hartside in 1960 to fly the helm wind.

One of the earliest attempts to build a specialised two-drum winch for glider launching was made by David Martlew and David Clayton in the laboratories of Cambridge University. When I got there it was working well and was known as the "Brute". The two drums were powered by a Ford V8 engine of some 83hp and the drive could be taken to the road wheels or the winch. The basis was a long wheel base Army chassis.

I got to know it well. For, as a tyro, I quickly learned from observation, that several hours winching on duff days always gave you an advantage on the flying list when the thermals came. In many ways the "Brute" was a thing of beauty, reflecting the elegant necessity of war time cubism with the pragmatic logic of engineering students of the time. It travelled far and wide for many years as the club held camps annually at the Mynd and Camphill. On these journeys it towed a glider and trailer as well.

The late Gerry Smith designed and built a static winch set up on the west face at Camphill. A Gardner diesel engine was set with an electric transmission in a very gloomy brick shed. The cables were led onto the drums through a series of metal mushrooms set in the grass. I understand that it was not used for some years but more recently it has come back into use. It required a certain skill to drive it.

### The swivel pulley

The Germans, who had a tradition of gliding as a national activity, produced the commercial answer in the Pfeiffer and

lost winches. Several have been brought into use in this country over the years. The first that I saw was at the Mynd where a Commer 6cyl petrol engine was fitted to the winch chassis. The result was a very reliable machine and was used for many years. The innovation that had most impact was that of the swivel pulley lead on gear. This overcame the abrasion and fatigue that small rollers induce in the launching cable. This design set the pattern for many subsequent club winches.

In the 1960s, the new affluence and cheap fuel brought with it an increased demand for gliding. The old diesel bus chassis was available as fleets were renewed by the bus companies after their re-equipment after the war. These machines had fluid flywheel transmissions which gave a much improved launch. It was Les Muncaster at Doncaster who adapted one of the first.

The abundance of power gave much latitude to the constructor in the design of the gear. Much less attention to detail was required to achieve an acceptable result than was asked of the designers of the Brute a decade earlier. We now entered the 'don't get it right, get it stuck together' period. The welding rod was King. These machines sufficed for a time. As one engine wore out, the machinery of the winch was transferred to another chassis.

It was in these vehicles that man's inhumanity to the machine is seen in stark reality. Some of these winches can best be described as poetry of the grotesque. The driver was required to cow the machine by demeaning it with wire and string to make up for those details of design forgotten in over hasty assembly. The machine fights back: clothes are torn, levers stiffen and bend, brakes fail and become inoperative. Transmission drives are so badly aligned that the out of balance forces turn the thirty seconds of the launch into an experience that only the most manly can endure. Cables snarl and tangle on the drum so that valuable flying time is lost in the

best time of the day. It is a war of attrition in which the self-destructive man will win. Sooner or later it is relegated the back of the hangar to reflect its glories.

A number of capable people have moved forward and taking heed of the experience of these earlier attrition winches of these hasty contrivances Woodspring winch and the Saltby are both made on robust proportions using new engines and transmissions taking more care to match drum engine output, cable tension and speed have been set to achieve maximum efficiency.

### A fluid flywheel

A consensus is being reached. An engine of 125hp or so is being used and power is passed through a fluid flywheel the cable on a drum whose inside diameter is 3½ft. Cable speeds rarely exceed 55kt. The engine and transmission are flexible enough to accept various wind speed over the range of operation. To a certain extent the greater weights of modern gliders have benefited by the refinements in design of frame.

But what of the future? Will the changing pattern of energy costs be reflected within our equipment? Will we accept electrical winch fed from the solar grid? Or will we use yet more solar to charge batteries during the weekend launch? Will the technology of water power with which Industry started be put to use? Are the Wright's pulley more appropriate perhaps most of all, is the hand launch answer?

Of one thing that I am certain, energy and imagination that have been the driving force in the development of and soaring will not be beaten by changing circumstances. Even if we have to build our own pyramid, we will somehow.

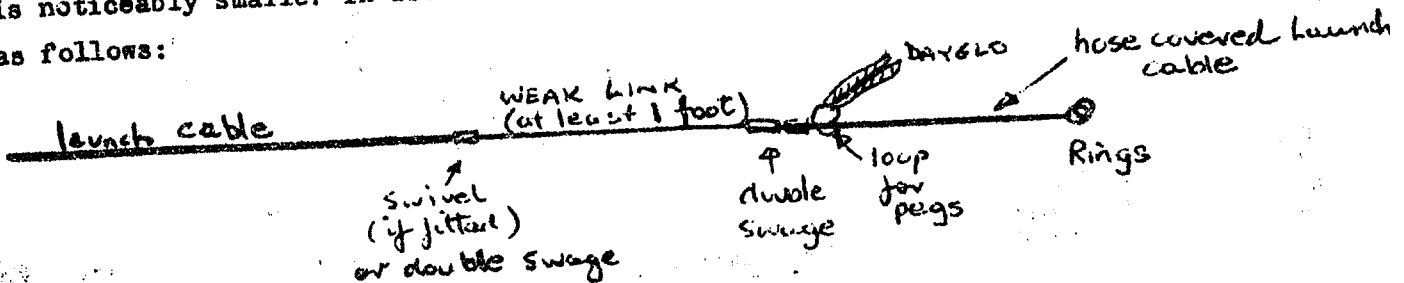




NOTES FROM INSTRUCTORS PANEL

T.Kiek

1. Two sheets of additional notes as per last newsletter to be attached to all copies of "Manual of Flying Procedures". All members are now expected to have read and absorbed the information, no excuses. If in doubt about anything, ask an instructor. Instructors will spot check members to see if they know the rules re operations.
2. It is everyones duty to help the instructor with ground organisation. This includes writing entries on the new maintenance blackboard (courtesy R. Quinn), helping to brief novices re ground handling, looking after visitors, organising flight sheets, etc. If necessary, the instructor will appoint a club member to act as duty pilot. A very important aspect of this is the close down checks after flying; e.g. batteries out, petrol taps off, cushions and parachutes into cupboards, etc., etc., etc. Refer to the notice in the hangar, and make sure all jobs are done properly please.
3. Recently a glider (at Lochiel) was put into a trailer and not secured. This is a serious matter - imagine what would have happened if, the next day, someone had hooked on the trailer and driven off. Major damage would have occurred to the glider inside the trailer. Therefore a golden rule: if you put a glider into a trailer, make sure you secure all components properly.
4. Some crews are still not checking correct weak links in launch cables. This is a very serious matter. A supply of weak link cable is kept in the front of the winch. It is noticeably smaller in diameter than the launch cable. The weak link must be fitted as follows:



5. Holiday flying arrangements:

Guy Harley organising thru August 23-30. Flying each day.

6. Cross Country courses: two courses available:

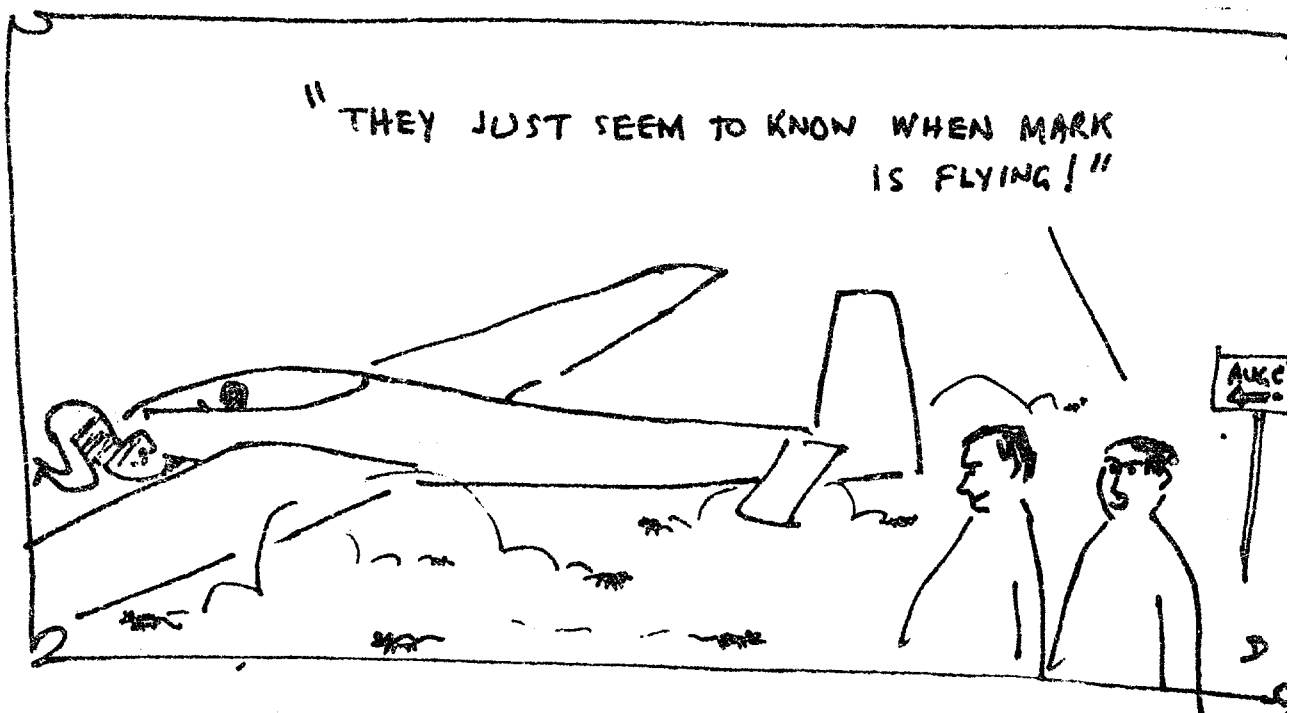
- (1) via D.F.E. at Croydon Technical College, to be held within next 3 weeks contact Peter Wright at Dept. of Trade and Industry 212 5562 (278 5210 a.h.)
- (2) via G. Harley, who will run a course if necessary prior to August vacation camp. Contact Guy.

Practicals (spot landings, outlanding exercises, etc.) will be conducted at Lochiel during vacation camp and afterwards as required.

N.B. Any cross-country pilot who is out of practice may be required to show proficiency in spot landings, etc. on demand.

7. Club policy dictates that members who owe the club money are grounded. Contact Don Hein immediately if you are in doubt.

8. Several recent cases where damaged equipment (not reported) has caused delays the next days operation. Please report any equipment damage immediately to Guy Harley or Mark Forster so that spares etc., can be brought up from Adelaide and work organised. e.g. mufflers, points, swage supply, oil, spreader gear, etc.
9. Senior pilots should help instructors to ensure that any novices are fully briefed on ground handling duties, hooking on checks, and safety procedures re launching cables, etc. and also fire ban information will be with us soon again.
10. Daily Inspectors Course to be held soon at Gawler. Near solo pilots (or new solo pilots) should attend. Contact Graham Readett, Defence Research, 2599111. Course comprises a Friday night lecture, at Gawler. Practical work is done at Lochiel on the Bocian and Arrow. (Ref: Noticeboard in Sports Association)
11. C of A inspectors course soon at Gawler to be run by Dean Hill (Balaklava) for having already done a repairs course. Contact Dean Hill direct at Balaklava 088-621695.
12. Aerobatic course: recently held at Gawler. The theory lecture was well attended the practical session was not. Hence noone from our club gained an aerobatic rating. To get a rating, go see Ian Wight at A.S.C. for dual checks. The club rule re aerobatics is that P1 must be aerobatic rated, and all occupants must wear chutes.
13. NB. When landing a glider we know to add on  $\frac{1}{2}$  wind speed to our safe airspeed. This is now to be done at FUST stage rather than waiting until final approach. This has resulted from an RTO Ops directive at the recent instructors course.



# PHANTOM'S

## CORNER



Yes, after a long, hard struggle I'm back!! After contending with a dose of depression, a pinch of paranoia (which, I see, was also suffered by one Mrs. J. Adamson) and a rash of ringworm I can tell you of my trials and tribulations:

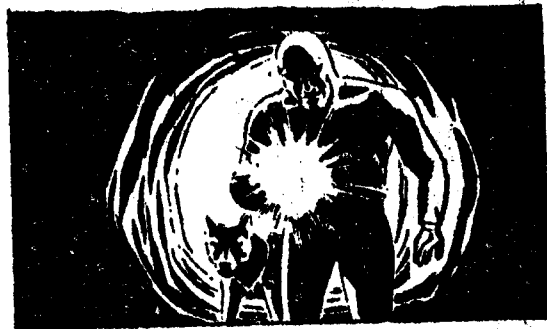
I heard that strange things were going on in the jungle back home so we set off to investigate. The natives gave us a description of a...



THE SIGNS MADE IT EASY



I WONDERED WHAT THE PERSON WAS LIKE, MAYBE HE WAS A DISGRUNTLED KNEE PAD SALESMAN OUT TO IMPROVE BUSINESS... BUT FINALLY WE FOUND HIS LAIR....



WHERE WE MET WITH SOME STIFF RESISTANCE....



SO I BURST IN TO FIND....



ON THE WAY HOME I SPOT  
SOMETHING INTERESTING...



I FOLLOW HER INTO ARTHUR MURRAY'S  
DANCE STUDIOS...



BUT MY REAL MISSION IS  
TO WARN SAGA. ABOUT MARK  
BEING AT THE A.G.M.



BUT MY TIMING IS BAD  
AS MARK, HIMSELF, SHOWS  
UP WITH ALL HIS USUAL SUBTLE

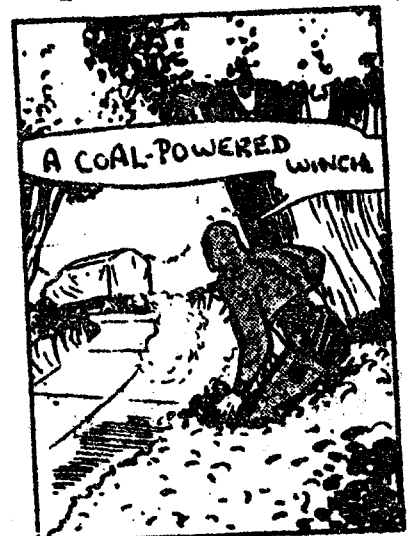


ON THE WAY PAST A.S.C. I NOTICE  
TWO THINGS; NO PRANGS WHICH IS BECAUSE  
NO-ONE IS FLYING - THEY ARE ALL  
INVOLVED IN AN USUAL ACTIVITY...



WHAT'S IT FOR??

THE ANSWER:



CONTINUED NEXT ISSUE ....

PHANTOM

... ..



"ACTUALLY, WE FIGURED THAT  
IF WE LEVELLED THE SITE,  
THE SPORTS ASSOCIATION MIGHT  
GIVE US THE CLUB HOUSE!"

### TEST YOUR KNOWLEDGE

1. What are the new headlight signals at A.U.G.C.?
2. What checks does the hooker on do (a) prior to hooking on the glider,  
(b) after hooking on the glider.
3. Given that the wing tip runner controls the launch, who can stop a launch?
4. Are two-man operations with wing drag launches allowed at AUGC? What is minimum crew?
5. What is the minimum front seat weight in the Bocian? How much ballast would a  
7 stone weakling require in the front of the Bocian?
6. As a pilot, what things would you check before getting into a glider? If you cant  
think of at least 6 things to check, you are dangerous.
7. What airspace clearance exists over the Uni airfield at Lochiel? What about over  
the town of Balaklava. Who would the instructor contact if flying midweek at Lochiel?

If you don't know some of these, refer to the Manual of Flying procedures, ask an instructor or read the Bocian handbook. Taht's your responsibility as a pilot.

# Guy's Prayer

Our leader who art in the back seat  
Harley be thy name.  
As thy pupils come,  
Thy will be done  
On ridge as in thermals.  
And forgive us our ground loops  
As we forgive those  
Who ground loop beside us.  
And lead us not into sink,  
But deliver us into lift.  
For thine is the sky,  
The power and the glory  
Forever and ever.

Amen

Minutes of the meeting held by the  
ADELAIDE UNIVERSITY GLIDING CLUB Inc.  
at the Portus Room, Adelaide University  
on Wednesday August 6th 1980.

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The President opened the meeting with a screening of "Meetings, bloody meetings", for the information of members on meeting procedure.

The business of the meeting opened at 7.50pm and was closed at 9.10pm.

Present: G.Newcombe, Don Hein, Emilis, D.Maslen, T.Kiek, G.Harley, R.Groblicki, J.Harris, P.McBean, N.Stacy, D.Larwood, M.Forster, S.Sawyer, T.Nemeth, D.Ellis.

Previous minutes: accepted as read and correct  
M.Forster/S.Sawyer Carried

Reports :Treasurer

- \* New flight sheets are working well,
- \*HOWEVER, members are reminded to pass them on immediately during the following week.
- \* Envelopes are now available for the sheets and money to be put in at the end of day
- \* Bank balance currently +\$1278.13;  
HOWEVER, about \$300 bills and \$600 insurance still to be taken from this amount.

- \* a list of current debtors will be produced each month for the meeting and newsletter
- \* a budget for dicussion next meeting will be prepared
- \* at this stage no expenditure on non-essential items will be approved

Don Hein  
Don Hein

all members

C.F.I.

- \* Guy and Graham upgraded to full instructor (applause)
- \* Guy organising cross country lectures this year also can provide information on course run by P.Wright
- \* light signals procedure amended after instructors course
- \* ground procedures have been reprinted after recent accident and all members are to make themselves familiar
- \* new maintenance blackboard in hangar

Guy Harley

all members

Social Convenor

- \*"Bocian birthday party" will be held 15th August  
35 Watson Av Rose Park \$1 per ticket BYOG  
Sell tickets to your friends, tickets from Sandra
- \*signs are to be made for placing at road and field offering passenger rides.
- \*Sign to be arranged to be left at Lochiel Institute
- \* Film night 29th November revised date carried
- \*Hire of bistro for club evening to be checked

all members

Andrew Sawyer  
Guy Harley  
Andrew Sawyer  
Guy Harley

Legal

- \*Site lease to be rearranged shortly, and registered at Land Titles Office, with 10years to run from now, and with revised ops. areas including wider and realigned strips
- \* SAGA - annual report has been submitted.

Guy Harley

August meeting 2.

#### Winch

- \* One drum failed on recent days operation.
- \* August 10th Don and 2 volunteers to take drum to Bobs workshop and reweld Don Hein
- \*Welsh plug in V8 leaking to be fixed in next 2 weeks Dean Rodda
- \*Construction of new drums to be costed for next meeting Dave Ellis

#### Utility

- \*Muffler torn off to be rewelded August 10th Don Hein
- \*Any member present when equipment id damaged is to make themselves responsible to report it direct to the President that evening all members

#### Bocian

- \*wheel brake not working
- \*radio microphone to be brought to Adelaide August 10 Guy Harley
- \*jack and extension for rear cockpit to be made Tom Nemeth
- Arrow
- \*Altimeter and compass to be fixed at next CofA
- Pie cart
- \*action delayed till next meeting, for financial outlay discussion agenda
- Bocian trailer
- \*Dave Blackburn to finish as a matter of urgency Guy Harley

#### Holiday flying

- \*A 9 day camp will be held August 23-30
- \*Guy organising 2 trainees, 4 solo pilots interested so far Tom available by arrangement all members see Guy
- \*posters for camp to be made and hung in Uni Guy to see Ti

#### Clubhouse

\*Sports Association Council deferred decision, indefinite delay expected.

"That the gliding club request a Sports Association Council meeting within one month to dicuss the allocation of the log cabin to the gliding club as a matter of urgency"

G.Harley/D.Maslen Carried unanimously

"That the gliding club submit an application to the Sports Association Secretary for action as a matter of urgency, to be permitted to remove the log cabin kit for safekeeping".

D.Maslen/D.Hein Carried

Guy Harley to implement

#### Hangar apron

- \*currently half finished
- \*more sand required on northern portion
- \*more sleepers required to form a track across apron T.Kiek to implement

#### Scholarship

- \*CFI to declare winner at end of August prior to camp, and all entrants to be promptly advised T.kiek
- G.Newcombe

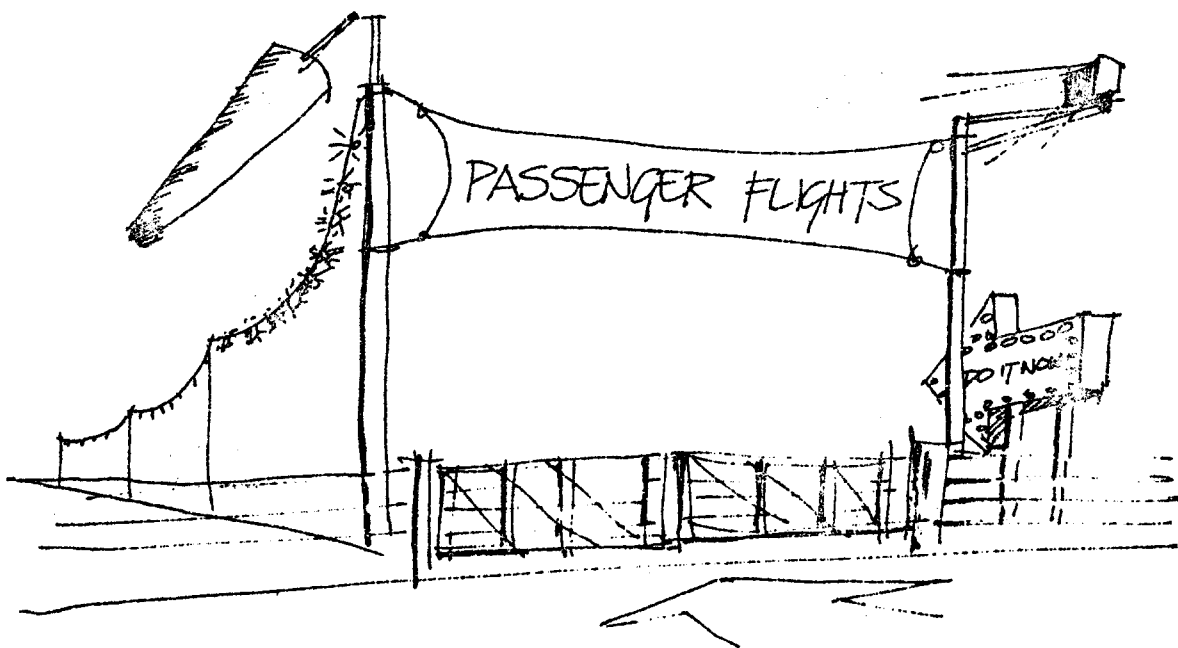
#### APOLOGIES

from meeting D,Rodda,A.Sawyer,R.Duckmanton,R.Quinn  
from minutes secretary for lousy typing



NOTE

The meeting endorsed that any member wishing to raise an issue at a meeting should either- foreshadow the issue with a member of the executive prior to the meeting, or foreshadow the issue by submitting an outline of the issue for the newsletter.



"ANDREW, HAVE YOU TALKED TO DON ABOUT YOUR PASSENGER FLIGHT SIGN?"

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It was a great feat by the pilot. A few sheep were killed as we crash landed and hit a small tree. But it wasn't much worse than landing on an ordinary runway

*Passenger on a Viscount airtaxi which made a wheels-up landing on a Devon farm*

THE EAGLE CODE

In recent times the amount of chatter on gliding frequencies has severely restricted the passing of information. In the military world, where similar problems exist during tactical exercises, a number of codes, such as the Falcon and Dolphin codes, have been invented for the passing of "short term tactical information". These codes, as a form of low grade encryption, also ensure security against enemy organisations such as the Postmaster Generals Department.

A similar code has therefore been developed for the gliding community. It is called the Eagle Code. It is intended that it will be regularly reviewed, amended and upgraded. Suggestions are welcome and should be sent to:

The Eagle Code Officer,  
Adelaide University Gliding Club Inc.,  
University of Adelaide,  
North Tce, ADELAIDE S.A. 5000

Copies of the code are available, on request, from the above address. Please provide a stamped self-addressed envelope.

The code is used as follows:

"Tango India this is Hotel Alpha Eagle eleven."

"Tango India Eagle four nine alpha."

\* \* \* \* \*

1. I say, isn't this fun?
2. If you can't take a joke you shouldn't have started this task.
3. With friends like you who needs enemies.
4. If you'll stop telling the world your life story we can get on with the flying.
5. You're a liability on this net - shut up.
6. Your RT is elegant, impressive, lucid but it is not brief.
7. I know you've got the world and his wife breathing down your neck but for christ's sake give me a good start.
8. It looks like the crew has changed on the start line.
9. If all I can get out of you is "no start" there is absolutely no point in my being here. Buck up or I'll rack off.
10. No doubt your mother thinks that your God's gift to aviation. Frankly at the moment you're in the way, we're busy, don't call us, we'll call you.
11. What the hell do you think you're doing?
12. Sorry.
13. I concur.
14. Not sorry.
15. Even sorrier; come round and claim your beer when convenient.
16. Take first the beam from thy own eye cretin.
17. I must have a chat with you about your sense of humour.
18. Stuff me he's doing it again.
19. Either you're in my thermal or I'm in your's.

20. Get out of my thermal.
21. Has the centre of the thermal shifted or are you deliberately getting in my way?
22. Okay rubberlips. Take the marbles out of your mouth, relax and pass your message again in a clear and lucid manner.
23. You're an instructor so I can't use anything else but you can imagine whats going through my mind can't you Sir?
24. Is it something I've said?
25. You are a wag!
26. You meen to say that you never make mistakes?
27. You're right I blew it but that doesn't entitle you to be cheeky; stick to Eagle 23 in future.
28. We are not amused. Pilot report to me with a suitably humbled stooping gait, bowed head and bar chit book.
29. It's all yours; I'm off to find a real thermal.
30. He's not still trying to get a good start is he?
31. There must be a better way than this.
32. Thankyou.
33. You handle your aircraft with a certain panache - but then it must be difficult flying such an agricultural device smoothly.
34. If you're so good, why aren't you in Sports Class.
35. Breaker one nine, this is rubber duck; looks like we've got us a convoy.
36. Ten four.
37. Please be gentle, this is my first time.
38. After flying with you I now realise why some animals eat their young.
39. When someone is as good as me it's hard to be .  
modest.
40. Get nicked.
41. Glass is arse.
42. Missed me again.
43. Excuse me but I think that you have confused me with someone who gives a damn.
44. Unbelievable. Will advise Mr. Ripley.
45. What can I say?
46. Wish you were here.
47. Bet you wish you were here.
48. Glad you're not here.
49. Reason(s) is(are) as follows:
  - A. I goofed.
  - B. P2 goofed.
  - C. Somebody goofed.
  - D. Inattention, for which some son-of-a-bitch will pay.
  - E. Temporary decline in usual high standards.
  - F. Another example of usual low standards.
  - G. I thought that I could get away with it.
  - H. Misdirected malapropism.
  - I. Lapsus Lingae.
50. If you think that this is bad you aint been around long.
51. Nothing is so important that it can't be delayed two weeks.
52. That pilot has more gripes than a bloody union.

53. When the going gets tough the tough get going.
54. I must be going slow, the Spruce Goose just passed me.
55. Madam, this net is not the place to discuss domestic matters with your husband.
56. God I love the sight of sailplane dotted paddocks.
57. Let's open up this thermal, I don't like skid marks on my canopy.
58. I've got final glide. Pity the airfields not at the end of it.
59. I think that the turnpoint must be a coffee stain on the tasksetters map.
60. The tasksetters absence upon my return, if I return, is adviseable.

\* \* \* \* \*

Regretably this code is incomplete because this newsletter is sent to Queensland. It is also understood that the Phantom will be publishing additions to the code in the next newsletter.