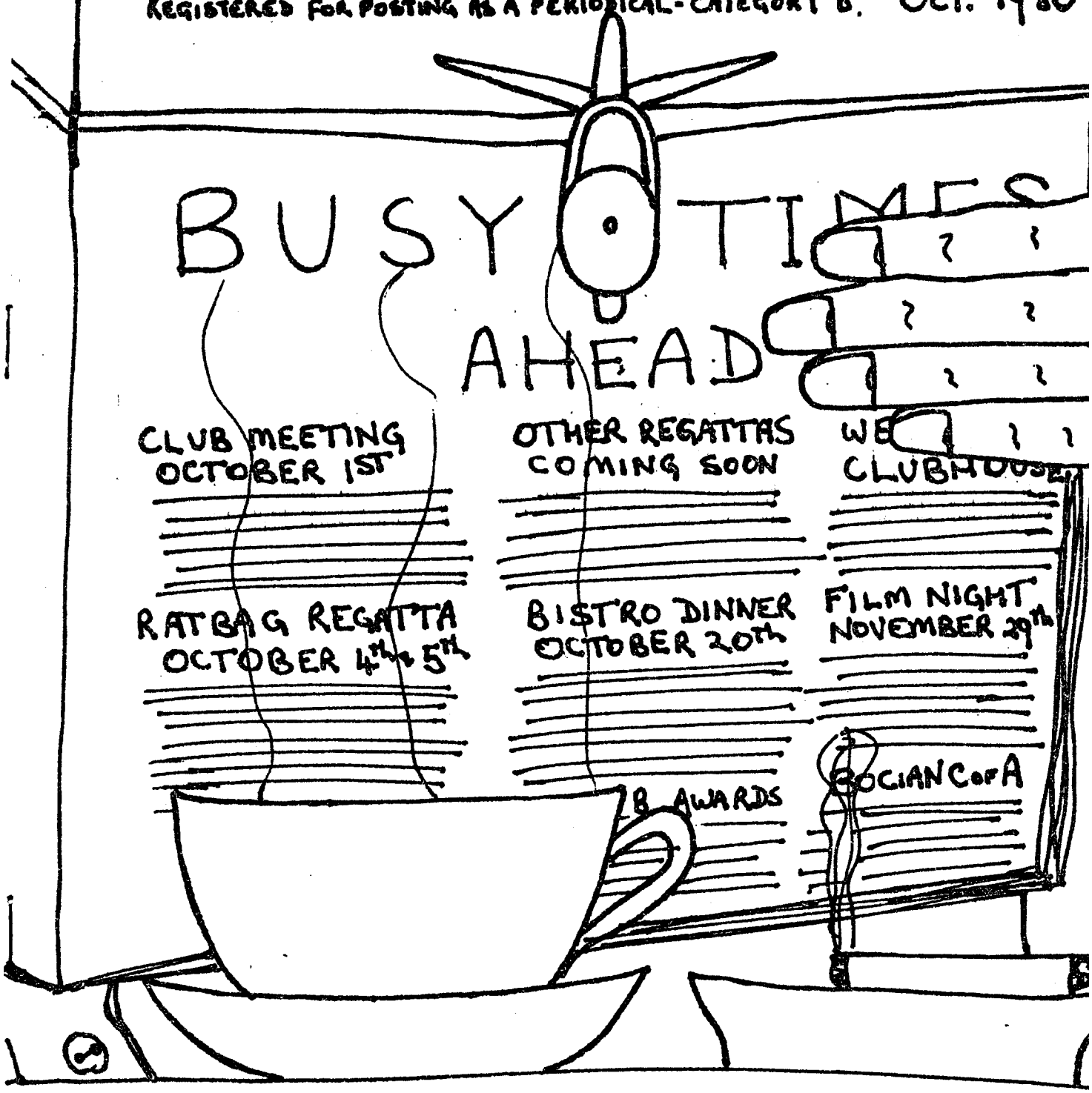
ADELAIDE UNIVERSITY GLIDING CLUB

NEWSLETTER

REGISTERED FOR POSTING AS A PERIODICAL - CATEGORY B. OCT. 1980



BUSY TIMES AHEAD

CLUB MEETING
OCTOBER 1ST

OTHER REGATTAS
COMING SOON

WE
CLUBHOUSE

RATBAG REGATTA
OCTOBER 4TH & 5TH

BISTRO DINNER
OCTOBER 20TH

FILM NIGHT
NOVEMBER 29TH

B AWARDS

SOCIAN C or A

WHETTING THE APPETITE

Mildura.
A town of about 20,000 people, two sets of traffic lights, and most importantly, a Space Invaders machine. What more could a glider pilot ask for.

The gliding field is something else. Three dust strips in the middle of a patch of scrub south-west of the town, 3 miles from the main airport.

There's an irrigation ditch halfway between, and gliders don't cross it below 3000', unless of course you want to formate with a Friendship.

The weather in December has been variable over the years. Either strong lift under cumulus, or blue sky, for days at a time, or weak lift under a strong lid with cirrus above.
The weather systems move slowly, therefore the week long contest can experience the one weather condition.

Last year, several dust storms occurred through a unique combination of events. Strong thermals develop during the day. However, a jet stre exists above. When thermals punch into this jetstream, suddenly the lower level winds are carried along at this speed. Presto, raging winds with dust carried up in the thermal draught which is formed.

Scrub. Referred to as 'donga'. Or if thermal heights are low, the 'B..... donga'. In fact, in 1978, Victorian pilots presented the home club with the 'donga award'; for presenting pilots with the most fearsome scrub any of them had ever seen.

North of the river, its all scrub up to Broken Hill. Around the river its vines and orchards.

So the tasks are set west over wheat country, and south across a 15 mile scrub line to the wheat belt which runs west from Ouyen and south to Horsham.

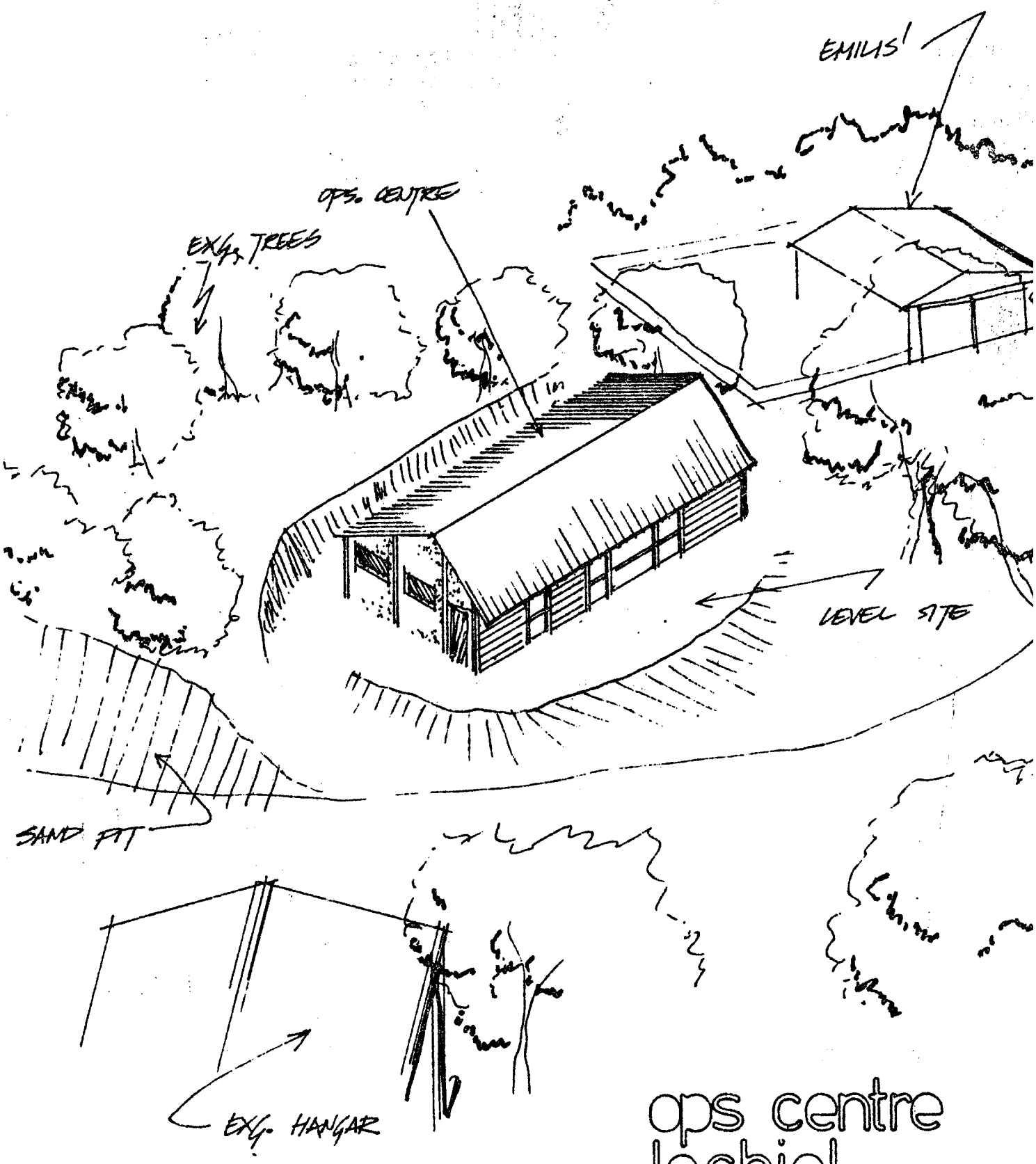
Nowingi is a railway fork at the edge of the scrub. Hattah is in the middle,; both names recurr in conversation during the week. The local wisdom is to look for salt pans, or a minute strip along Hattah.

Final glides are also interesting. Pirlta is a silo on a railway line 5 miles south of the gliding field. From there in its scrub. The gliding field merges with the trees, and the reference i s a small body of water named Spectacle lake half way in.

Only there are several lakes in the scrub. Ask Graham about how easy it is to line up on that other airport.

So, there we are, on glide toward the field. Naturally, no thermals out in the wheat country for miles before the scrub. Enter the donga. If you're below glide slope, you'll find the sink, if high the lift, all the way in. Sods law at work.

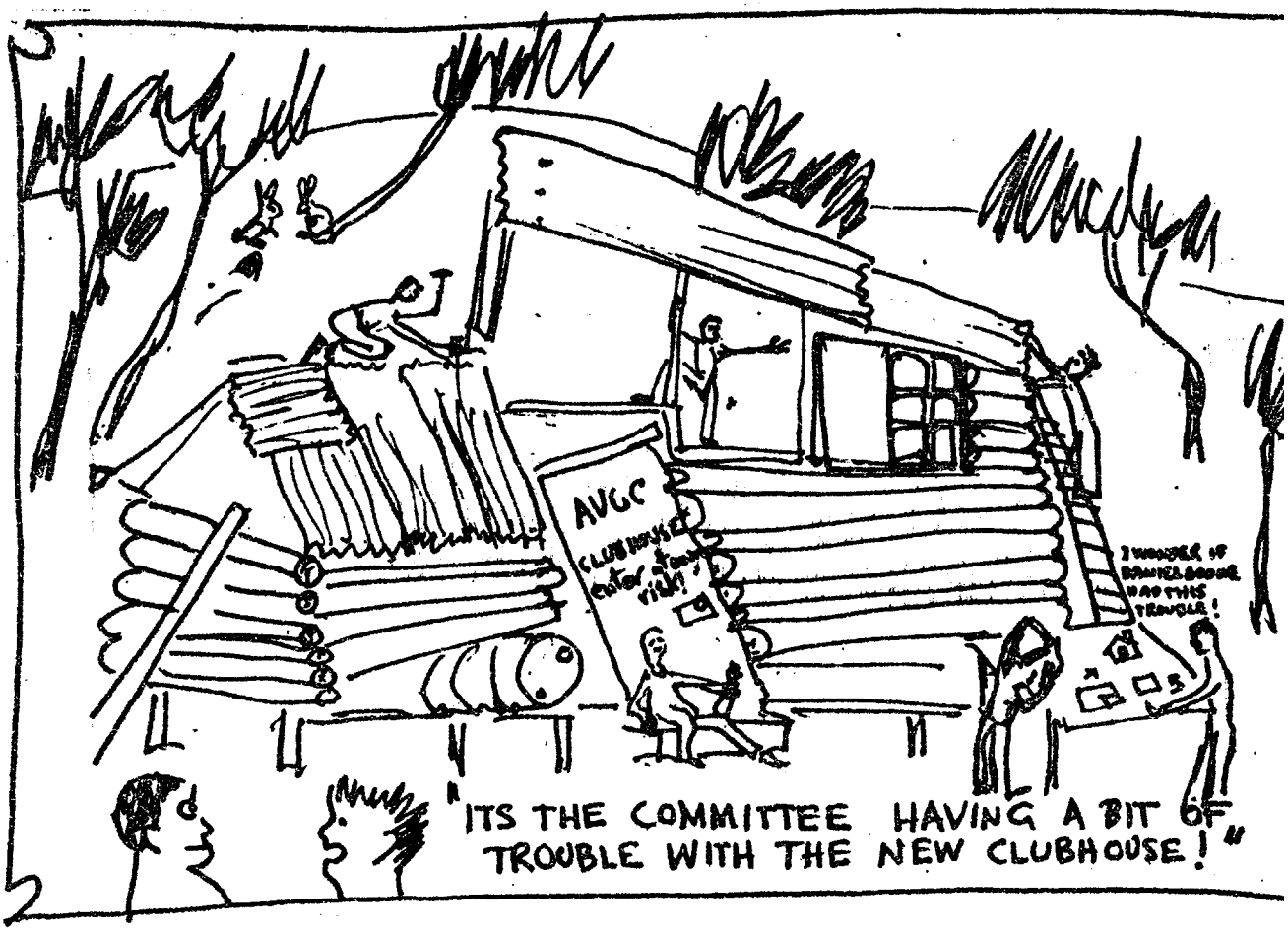
In summary, the Mildura Mini-comps are interesting, any way you look at them.



ops centre lochiel

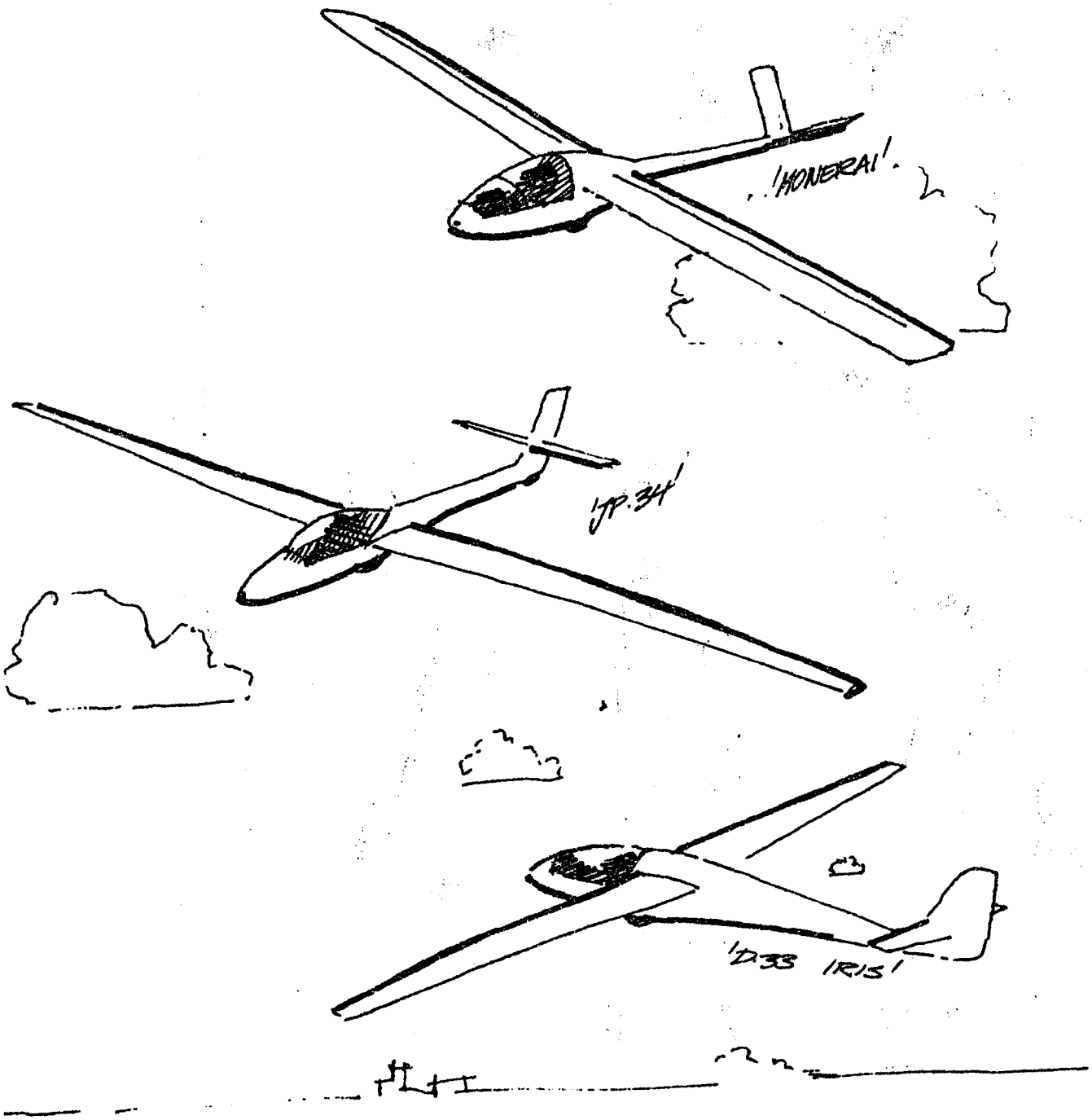
BOCIAN a list of jobs

port wing tip	repair
aileron	adjust droop clean and prime hinge points
wheel brake	clean and adjust
air brakes	adjust
trim	new wire
tailplane	dissassemble; refabric
tailskid	repair spring plate and rivets
rear cockpit	internal skin patch



FRED'S USED SAILPLANE LOT

Rumour has it that there are two skinny tall megalomaniacs around who have started a family trust to build an overseas flapped single seat sailplane which is uncompetitive in 15m class



SPORTS CLASS GAGGLE

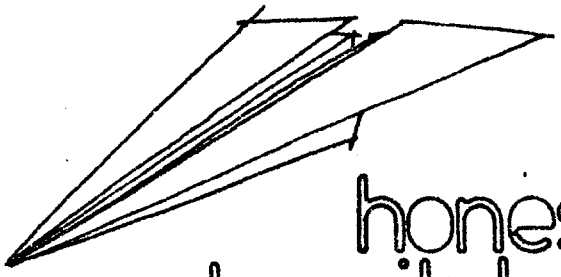
HOW TO GET PLASTERED WITHOUT REALLY TRYING

The winch is almost ready to launch and the Bocian is being pulled to the start. A few minutes later it is nearly ready for the first flight of the day; just then the Arrow also arrives at the start. help manoeuvre it into a position to the portside of the Bocian, t wingtips overlap "a bit" but not to worry, we've launched like tha plenty of times. In any case the Bocian is ready to be hooked on, I rush to grab a cable. It's already tight when I get it to the Bocian release, so there isn't much slack to be taken up, but that "usual", it happens often. After the release checks and hooking on as I am walking to the port wingtip of the Bocian I again notice that it is some ten feet behind and overlapping the starboard Arro wing, so, to be on the " safe side" I ask Mrs. S. to rotate the Arrow out of the way; she walks to the starboard wingtip and begin to do so. By that time I am at the Bocian wingtip and so I routine lift it up, ready for launch. Almost immediately it begins to move forwards. (As I later found out, the pilot in the Bocian gave an "all out" assuming, reasonably, that the Arrow wingtip was clear o the Bocian's.) It is only then that I (and a few other people) realize that something is "not quite right". In a reflex action I push the wingtip to the ground; accelerating, it passes under the Arrow wing and cuts the feet from under Mrs. S. This causes the Bocian to swerve so severely that an attempted release does not wo however the wings are levelled and the rest of the launch proceeds normally.

Well, why did it happen?? In the opinion of a major contributin factor it was a combination of too much routine (like "automatical lifting wingtips for launch) together with some bad habits (like letting wingtips overlap "a bit") and all done without really thinking - without thinking how the things I had done could affect me later.

I was only jolted out of my unthinking frame of mind when the danger of the developing situation had been blatantly staring me i the face for a fair amount of time (really ever since the Arrow wi had been put in front of the Bocian's), but, by that time, it was already too late to prevent an accident.

As a consequence, Mrs. S. had one whole leg in plaster for over a month and was also sacked from a part time job. So the next time you are routinely going on about your usual business on the airfie before using or controlling any potentially dangerous equipment, stop and think: "Is a dangerous situation staring me in the face?"



honest fred's used sailplane lot

from A.G.		
'Kingfisher'	offer	35' wingspan, L/D about 21:1 single seat, single piece wing
'Cherokee'	$4300	owned by Peter Wright of Blackwood. 40' wingspan, two piece wing, single seat, would come with all competition gear and enclosed trailer. L/D 24:1
'Kookaburra'	$4500	two seat trainer, 40' wingspan single piece wing L/D 21:1
heard on grapevine		
'LO-150'	$4500	a German single seat 50'wingspan, two piece wing, flaps, achieves L/D 34:1 even though designed in 1950's . Arrart club, Victoria
'Cherokee'		owned by Ken Caldwell in Southern Cross Gliding Club, NSW

and now for something completely different

'Ventus' somewhere around $27,000 for the hull

THIS IS WHAT IT WAS ALL ABOU (SEE MINUTES OF LAST MEE

THE GLIDING FEDERATION OF AUSTRALIA

G.F.A. Secretary	Subject:	Date 11th August, 1980
Secs. State Associations		Reply Address Building 130
G.F.A. Councillors		Bulla Road,
		ESSENDON AIRPORT 3041

AIRWORTHINESS ADMINISTRATION FEE

At a recent Executive Meeting the matter of non-payment of Airworthiness Administration Fees was discussed.

At the present time 63.5% of operational gliders in Australia have been paid for, which of course leaves 36.5% outstanding, a result very similar to last year.

The Executive has expressed real concern at the fact that this significant percentage of glider owner/operators has ignored the reminders sent to them by the Secretariat, and either refuse to pay the A.A.F. or has simply failed to respond.

Bearing in mind that the decision to implement the A.A.F. was made by Council at the 1978 A.G.M. and ratified in 1979 and that it remains a contentious and divisive issue within the Federation, the Executive asks State Associations to consider the three options listed below and instruct their Councillors to the October A.C.M. accordingly.

Before these options are listed however, it might help to suggest that Councillors refresh their memories by referring to the first 3 paragraphs of the C.T.O./A. Annual report for 1978/79 (in 1979 A.C.M. Minutes). Also of interest is the percentage of paid gliders in each State, viz N.S.W. - 56%, Vic - 50%, S.A. - 74%, W.A. - 61%, Qld. - 75%.

Herewith the options -

OPTION 1. Drop the scheme, with no refund to those who have paid.

OPTION 2. Drop the scheme, and make a refund to those owners/operators who have paid either by means of a levy on the total membership or by payment out of consolidated revenue. It is pointed out that to drop the scheme will mean an increase in G.F.A. fees of approximately $3 per head.

OPTION 3. Take strong action against those who have not paid, by advising them that they are failing to comply with a G.F.A. requirement and that, after 30/11/1980, D.O.T. will be advised that they are operating outside the G.F.A. system.

The Executive favours Option 3 with a stated deadline.

You are requested to raise the matter with your State Association in order to produce the above-mentioned recommendation to Council on the action you would like to see taken.

ASSIFIED CLADS:

FOR OTHER CLUBS TO NOTE

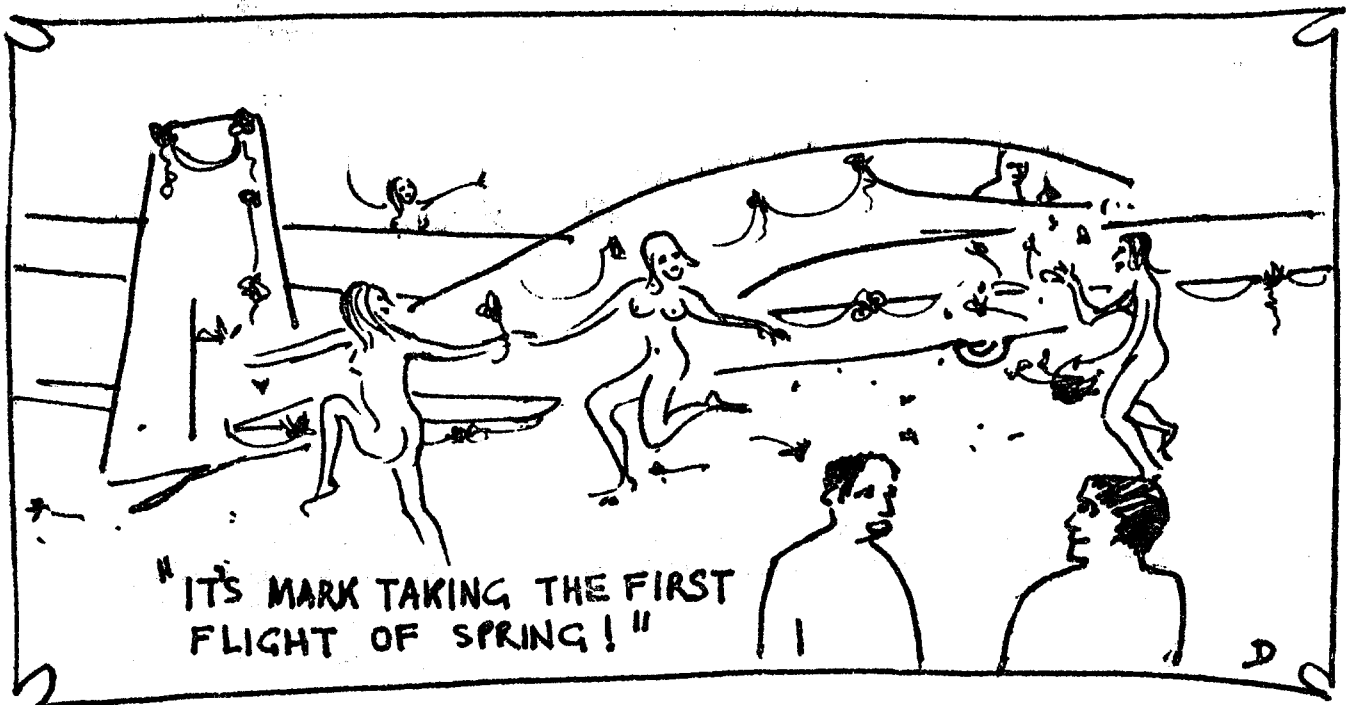
SPORTS CLASS REGATTA

OCTOBER 4-5
LOCHIEL AIRFIELD
WINCH + AEROTOW

FURTHER INFORMATION - GUY HARLEY ph 31 7340

FILM NIGHT

NOVEMBER 29
MORE DETAILS NEXT MONTH



SAFETY CORNER

The universal feeling is that we must always land back at the home field. Some clubs fine members while many commercial operators have additional charges when pilots land off the airport. We must encourage safe landings at home, but a safe landing near home is better than a wreck at the edge of the field.

A rectangular pattern should always be planned and flo caught downwind and you attempt a long straight final, you n in for some problems. Please consider the excellent article by Cooper, then see your instructor for additional training. – R GAINES, *SSA Safety Chairman.*

ZOOM?

A few months ago I was on the final leg of my landing pattern with an FAA examiner who was flying with me for revalidation of my CFIG rating. He asked what I would do if I wasn't sure I could clear the fence at the threshold. I replied that I would either make sure I would clear the fence or land short and ground-loop if necessary to avoid it.

"What about diving to pick up speed and zooming at the last minute to clear the fence?" was the next question, and I knew it was the expected answer to the first.

I chose not to argue with the examiner, but frankly I have serious doubts about the wisdom of this dive-and-zoom method of clearing obstacles, and I do not teach it. For clearing fences, hedges, and other low-lying obstacles it could, I suppose, make a difference by taking advantage of ground effect, particularly in a low- or mid-wing plane (the 2-33 we were flying is neither). But for me it will remain an emergency maneuver of last resort, for use only if it should ever be impossible to land and stop in front of the obstacle.

The maneuver is inherently dangerous. You are gambling that you will have enough kinetic energy left to zoom; if you don't, you lose, and the barbed wire gets to cut your throat.

But there is a more subtle and greater danger in the dive-and-zoom idea, which nearly cost the life of a pilot I know and the life of his passenger as well.

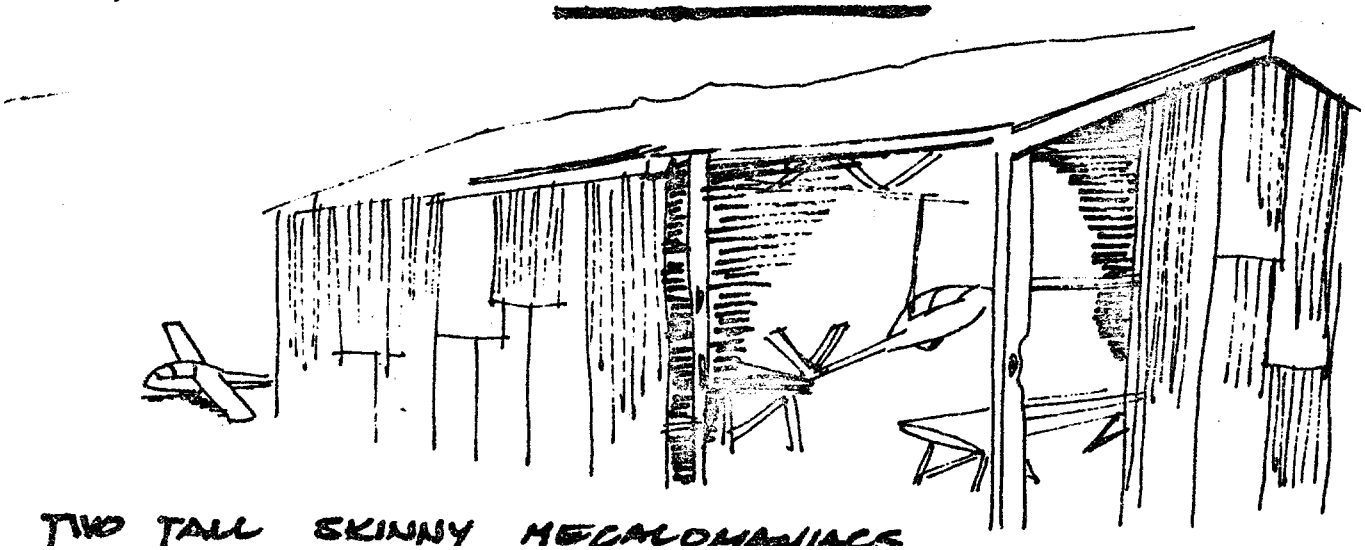
This pilot, flying our club *Blanik*, had radioed ahead that he was too low for a pattern and would land straight in, downwind. He failed to clear the power lines, some 50 feet high, at the end of the runway. The tailskid hooked the wires and tore loose, the plane pitched down and struck the ground at an angle greater than 45 degrees to the horizontal. Fortunately a guy-wire stopped the left wing so the plane yawed as it dove; the right wing hit first, before the nose, which thus absorbed a relatively small share of the impact. It was this coincidence — the guy-wire restraining the left wing — that saved the lives of the pilot and his friend, both of whom escaped with minor injuries. The plane was destroyed.

But the central point of this account is not the n escape, nor the pilot error that resulted in such a downwind approach. The point is this: As the pilot n the power lines, *he lowered the nose and then tried to z over the wires*. The pilot specifically mentions this ma in his written report. His passenger confirms it, as do eyewitnesses. In reviewing the crash, everyone — t the eyewitnesses (all pilots), the club's ad hoc inve committee, and board of directors (again, all pilots sidered the maneuver as reasonable and assume gained the pilot some additional altitude, albeit not e

But if you stop to think about it, *such a maneuver was to waste altitude, not conserve it.* We can, of course, trade for altitude, as long as we have flying speed to trade. B pilot was first trying to buy that speed by giving up th altitude he needed! It's a little like giving someone mo you can borrow it back. But that analogy is not exact, be it ignores the energy losses due to friction in the zoo

If the pilot had extra airspeed to trade for the altitu needed, he should have pulled up gently and smo *without diving first* to maximize the efficiency of the euver and minimize the friction loss, conserving as mu possible of his total energy. Instead, he reduced his energy unnecessarily by the extra friction losses of his and pull-up. That energy reduction translates to extr unnecessary loss of altitude — the one commodity whi that moment, he could least afford to lose.

I'm not sure I've explained this reasoning in t everyone will understand, so let me emphasize the conclusion: *If you're trying to conserve altitude to clear obstacles, don't dive and zoom!* Your best bet is best-glide smooth pull-up to minimum-sink over the obstacle. I aren't sure that will do it, land somewhere else.



FLIGHT LOAD

Traditionally we talk about flights loads on the aircraft. For a change, let's talk flight load on instructors.

It comes mainly in the form of numbers of student pilots.

One instructor with one sailplane, assuming he can get a launch when he wants it, can do 36 flights a day. That's 8 pupils, getting a reasonable amount of flying.

More realistically, with time delays and inexperience, 24 launches is reasonable going. Less than 6 pupils makes a reasonable day for all.

Which is why the uni club has an organising system for its flying. It not only ensures that there are enough people to go flying. It also helps make sure there aren't too many pilots per plane. Notice, how often the operation slows down when there are lots of people falling over each other, or clustered around the pie cart.

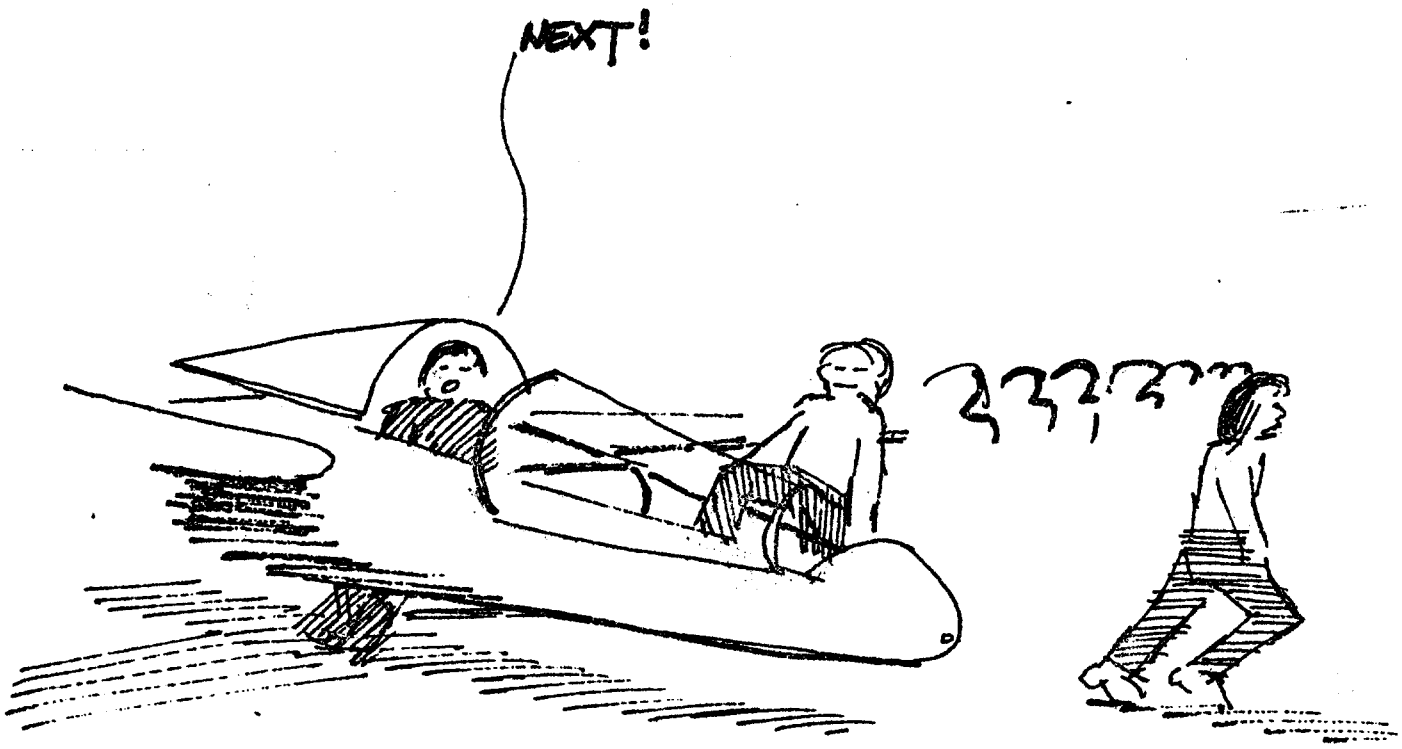
The other day, we had a windy morning, and lost half our flying. Unfortunately, we gained half our day's pupils, who hadn't contacted a flying organiser.

The equation read - 5½ hours day light = 11 pupils in 1 sailplane.

Everyone got two flights, barely; and we 'saved' the day. What put the icing on the cake, was that the following day there were hardly enough pilots to make taking the Bocian out of the hangar worthwhile.

So, there we have it. If club members get in tough with the weekend flying organiser, we spread the load evenly , and we all get more flying, with less backache.

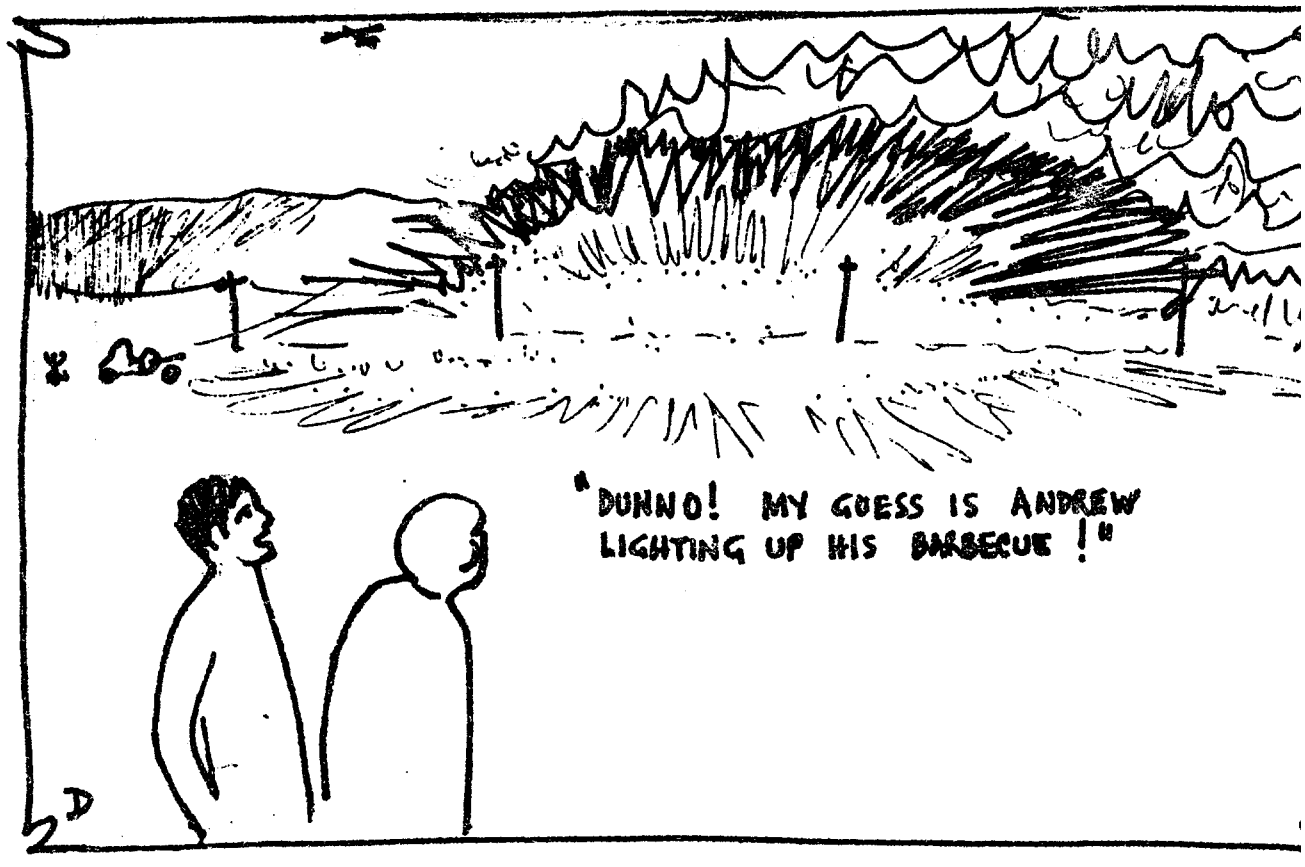
Well, for the instructor anyway.



Thursday night contact roster:

Weekend	Thursday	Contact	Phone
OCTOBER			
4 - 5th.	2nd.	Mark Forster	251 2820
11 - 12th.	9th.	Guy Harley	31 7340
18 - 19th.	16th.	Redmond Quinn	44 5331
25 - 26th.	23rd.	Andrew Sawyer	255 3646
NOVEMBER			
1 - 2nd.	Oct. 30th.	Don Hein	261 4245
8 - 9th	Nov. 6th.	Mark Forster	
15 - 16th.	13th.	Guy Harley	
22 - 23rd.	20th.	Redmond Quinn	

N.B.: Ratbag Regatta - October 4 - 5. All help on field appreciate
Balaklava Regatta - October 11 - 13. Bocian and Arrow may go
November 23rd. - Bocian brought to Adelaide for overhaul and
C of A. At Mildura for State Championships
December 6 - 13.
DFE Weekends: Oct 25 -26 and Dec 20 - 21. Help on field need



PHANTOM'S CORNER

By now you will have read the Eagle Code - unless you are a very slow reader - in which case, we'll give you another month to read it. Within the next 5 or 6 years you may have memorised the code and then we will have our very own private code. Isn't that nice.

Just to confuse matters I have invented my own code. It is much more impressive than the Eagle Code but it is of very little use. If you learn this code I suggest that you submit yourself into the care of some competent psychiatrist.

No copies of this code will be handed out - if you aren't reading this now because you didn't receive a Newsletter you will just have to put up with the fact that you will never read this. I am not going to have some silly little man running about wearing a badge saying 'Honeysucker Code Officer' and handing out copies of this code. Can you imagine yourself running around with a badge saying 'Honeysucker Code Officer'. Some of the suggestions you would receive would, perhaps, be slightly improper - but that would be your fault for running around with such a silly badge in the first place.

This code has been copyrighted but all insults used herein may be repeated without the prior consent of the author who probably doesn't want to know about it anyway.

THE HONEYSUCKER CODE

1. Nice day - it's a pity that the weather man didn't forecast it.
2. Life was not meant to be easy.....
3. With friends like you, who needs the Phantom?
4. Merv Gill is down low again.
5. Your transmission is elegant, impressive, lucid, informative, interesting and comprehensive, but we must not waffle on.
6. He just wants to get his life story into A.G.
7. Hotel Tango still going.
8. I think I'm going to land out.
9. This thermal ain't big enough for the both of us.
10. Merv's scratched his way up again.
11. I don't believe it - Oscar Uniform is actually in the air.
12. Sorry.
13. Even sorrier.
14. I'm sorry, I'm so sorry, I'm just so f------ sorry.
15. I must be flying slow - the Spruce Goose just passed me.
16. I don't believe it - a hang-glider just passed me.
17. Now this is getting ridiculous - a ute just flew by.
18. Hotel Tango still going.
19. Experiencing difficulties at the moment because:
    - A. My feet are frozen.
    - B. My bladder is full.
    - C. The ashtray is full.
    - D. I'm full.
    - E. The cassette deck and the amp just fell over.
    - F. The main pin just fell in my lap.
20. Merv's down low again.
21. I hope the Janus sees that fence.

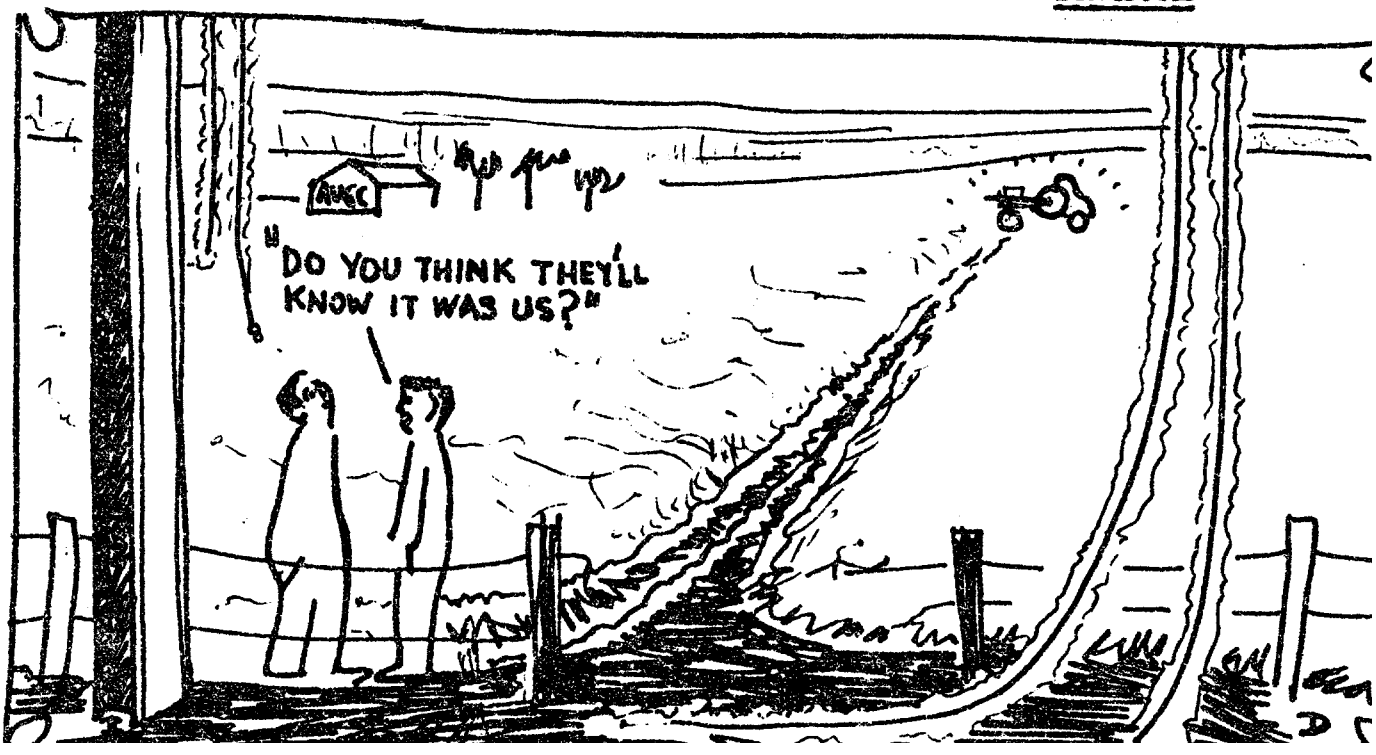
23. Stop dropping water on me - it makes the fabric go soogy.
24. That's not water - I told you my bladder was full.
25. Don't ask - but that's the explanation of the aerobatics.
26. I'm fairly certain that I'm going to land out.
27. Repeat after me:"Our Father who art in Heaven....."
28. Hotel Tango still going.
29. I like life pleasantly tough.....
30. Hang on a moment, the phone's ringing.
31. No, Guy, that's not how you make new sailplanes.
32. Parker and Dearden have found the wrong airfield again.
33. I am going to land out.
34. Good, shut up and die like a man.
35. Is the turn point in the wrong place or am I.
36. "Hallowed be thy name....."
37. If he handles himself like he handles his control column his wife will soon have something to complain about.
38. Hotel Tango still going.
39. Ha, I've managed to scrape away.
40. I'm off - like a bucket of prawns in the hot sun....

So, there you have it - the Honey sucker code. The author would like to credit some other people with some of the lines in it, bu at the moment he just couldn't be bothered.

The coming season may yield some new offerings that will be
48. Hotel Tango still going.
included in a revised version sometime in the futute.

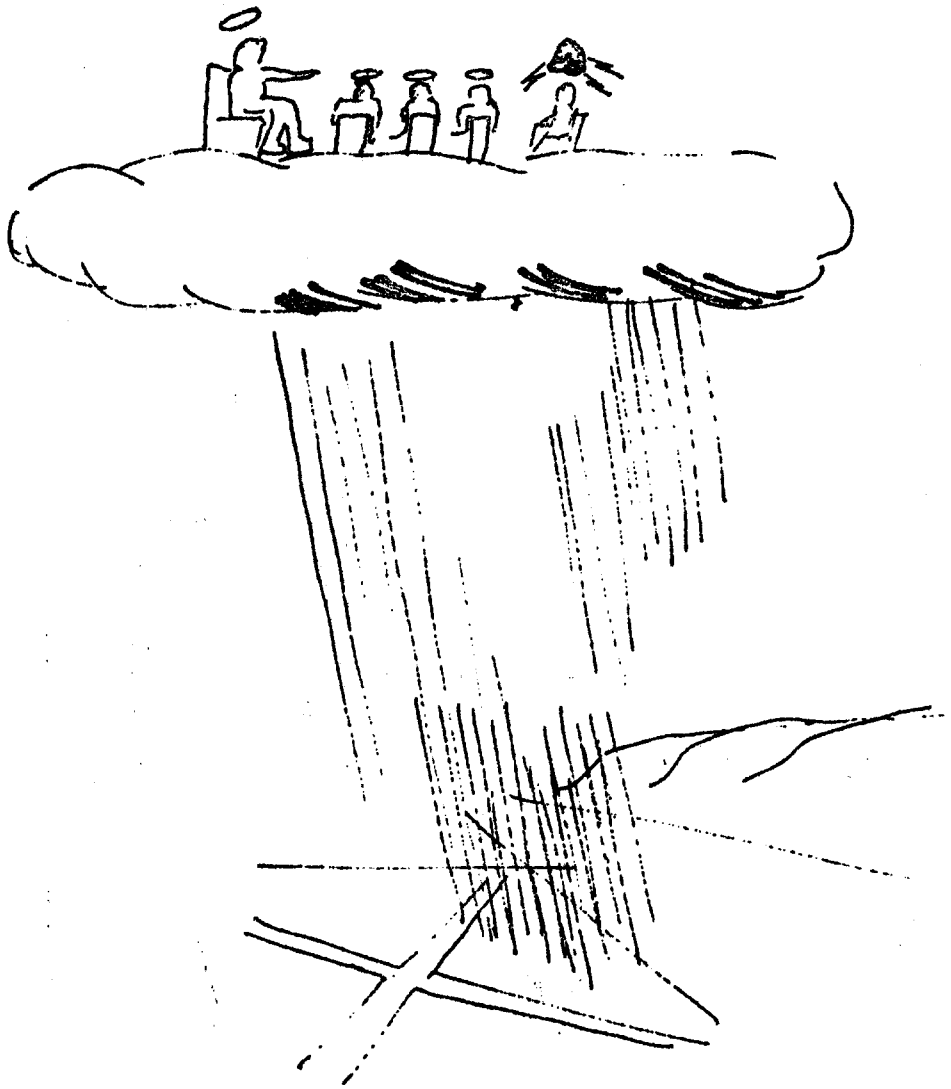
Anyhow, as he says, I'm off.....

Phanton



1980/81 COMPETITION SEAS[illegible] SPORTS CLASS

Site	date	comment
Lochiel	October 4,5	winch and aerotow
Balaklava	October 11,12,13	aerotow
Bordertown	November 22,23 29,30	winch and aerotow
Mildura	December 6-13	8 day STATE CHAMPIONSHIP
Stenafield	January 29,30,31	
Nersham	February 7 - 14	8 day NATIONAL CHAMPIONSHIP
Murray Bridge	February 22,23	



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ADELAIDE UNIVERSITY GLIDING CLUB INC.

MINUTES of the General Meeting held in the Jerry Portus Room on September 3rd., 1980.

Meeting commenced 8.00 p.m.

Present: G. Jenkins, C. Hicks, D. Biggs, G. Parker, G. Newcombe, S. Sawyer, R. Quinn, T. Nemeth, G. Harley (Chair), E. Prelgauskas, M. & J. Barnden, A. Sawyer, D. Ellis, D. Hein, D. Larwood, M. Forster.

1. BUDGET: Don Hein presented a budget to take the club into the year. The budget was accepted as presented.
2. The treasurer emphasised the following points:
   -any cash collected on field must be filled in on the flight sheet
   -no money is to be expended without authority.
   -no work may be ordered without a written quote.
3. A motion was presented that membership fees for graduate member should be raised from $20/year to $30/year (+$20/year Sports Association fee). The motion was defeated.
4. The following flying fees were confirmed:
   -Club members - $1.20/launch and 8c/minute.
   -Visiting pilots - $1.50/launch and 12c/minute.
   -Normal Passenger Flights - $4 for the first 15 minutes and 12c/minute thereafter. Alternatively $5 may be paid for the first 15 minutes and the passenger may fly at club rates for the following month.
   -Passengers who come to the field for the full day and assist with operations may fly at visiting pilots rates.
5. Guy Harley reported that no midweek holiday flying took place.
6. Guy Harley reported that there was a strong chance of being allocated the log cabin structure in storage at West Beach for use as an operations centre. If allocated to the club a cash grant would be given which would cover the cost of erection. Emilis will produce the necessary slab drawing to enable construction to commence.
7. DFE Course: It was decided to make the Bocian available for 3 weekends to cater for the DFE course. Two weekends currently allocated are Oct. 25 &25 and Dec. 20 &21. The third weekend not been confirmed and may be taken up by the Adelaide Hills Soaring Group rather than the University Gliding Club.
8. Guy Harley and Andrew Bruce are expected to represent the club on a summons expected from E.T.S.A. regarding the cable break powerlines incident last year.

probably be required for 30 people. If a tug is required it will be arranged. Guy will make contact with likely contestants.

10. Adelaide University Foundation Grants and their application were discussed.
11. All scholarship entrants will be contacted before a final decision is made on the outcome.
12. Club Cross-country Trophy: Dene Larwood and Graham Parker are to present results of competitions.
13. Tyres marking the strips - to be widened out, especially at the tree and gate ends.
14. The field telephone must be hung up properly after use.
15. Correspondence - correspondence has been received from:
    -Balaklava Club re. their Regatta - pinned on notice board.
    -Sports Association re. club officials list - dealt with.
16. SAGA Meeting: The airworthiness fee was discussed. After explanations and discussion it was decided the club position would be to recommend dropping the fee and not paying back any fees already collected.
17. Film Evening: Will be held on 29th. Nov. on the University campus.
18. A club dinner will be held in the University Bistro on Monday 20/10/80. It is expected to cost around $5.70/head.
19. A $14 profit was made on the Bocian Birthday Party. The proceeds have been absorbed by the piecart project.
20. Pie Cart: It is intended to have the pie cart back on field in time for the Regatta.
21. Winch:
    -Mark Forster rated club members as winch drivers on the following scale:
        1. Checks winch operators including allocating ratings.
        2. Can instuct on the winch but not change ratings.
        3. Competent for solo operation but can't instruct.
        4. Should be accompanied if possible.
        5. Must be accompaied.
    -It was decided to design and build new drums for the winch. R. Quinn and D. Ellis to design and draw.
    -Registration - R. Quinn to fill in registration papers and present to the next meeting.
    -R. Quinn to present conceptual winch designs to the next club meeting.
22. Ute:
    -Dave Biggs to modify exhaust.
    -it will not be registered.
    -arrangements are to be made by T. Nemeth and D. Biggs to

plugged into the cigarette lighter.

23. Bocian

-C of A work and inspection to take place in Adelaide between Nov. 24th. and Dec. 4th.

-the Bocian is to be flown in the Balaklava and Stonefield Regattas (October and Jan. long weekends respectively.).

-trim and rear seat rudder controls to be carefully inspected at each D.I.

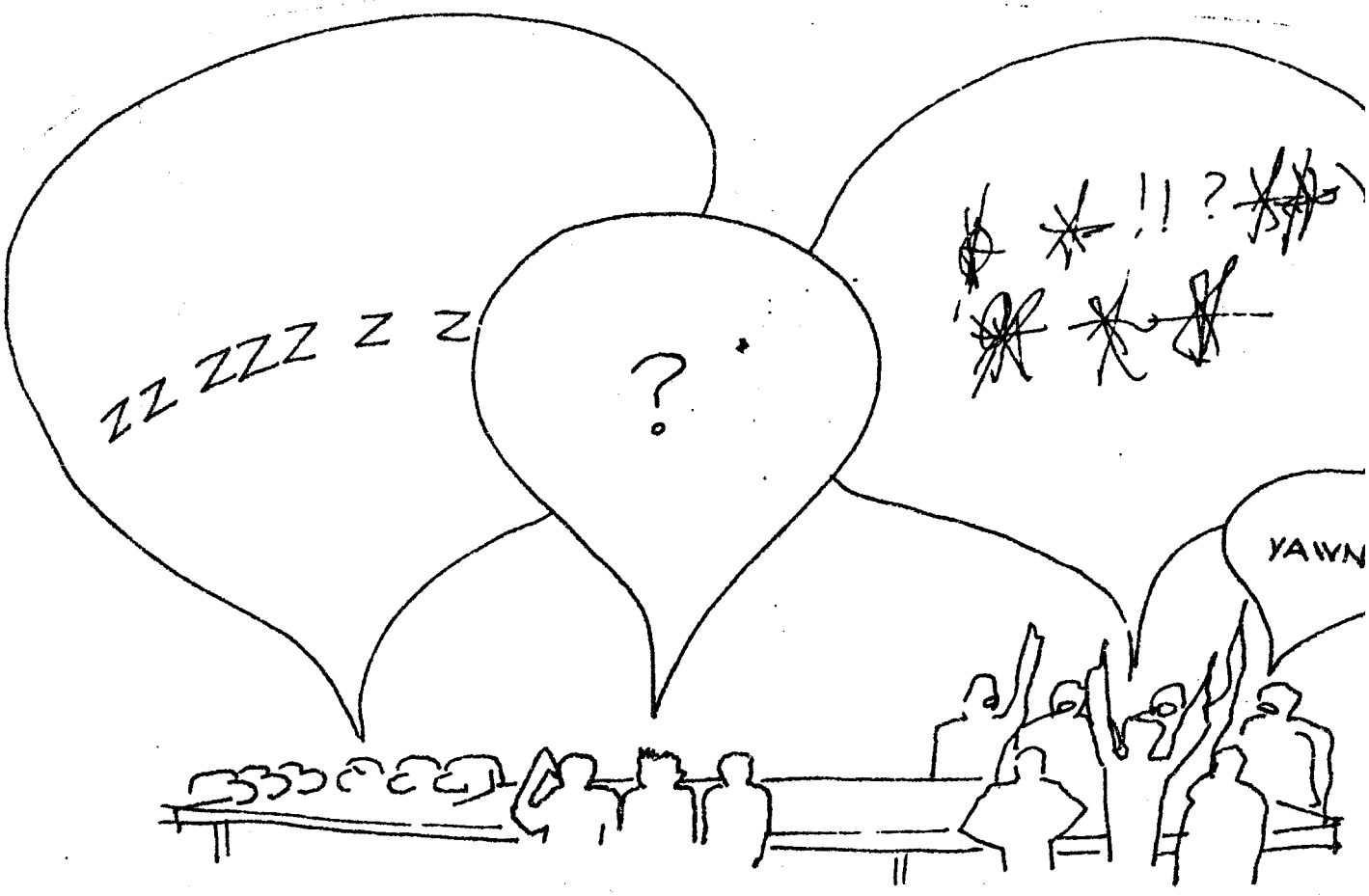
24. Arrow

-should carry a spanner for undoing tailplane.

25. Bocian Trailer

-tailplane mounting and wing niche to be provided.

Meeting ended at 10.30 p.m.



CLUB MEETING

by Manuel Labur
Mari Juana
& General Confusion

"MINUTES KEPT, HOURS WASTED"
J.W.