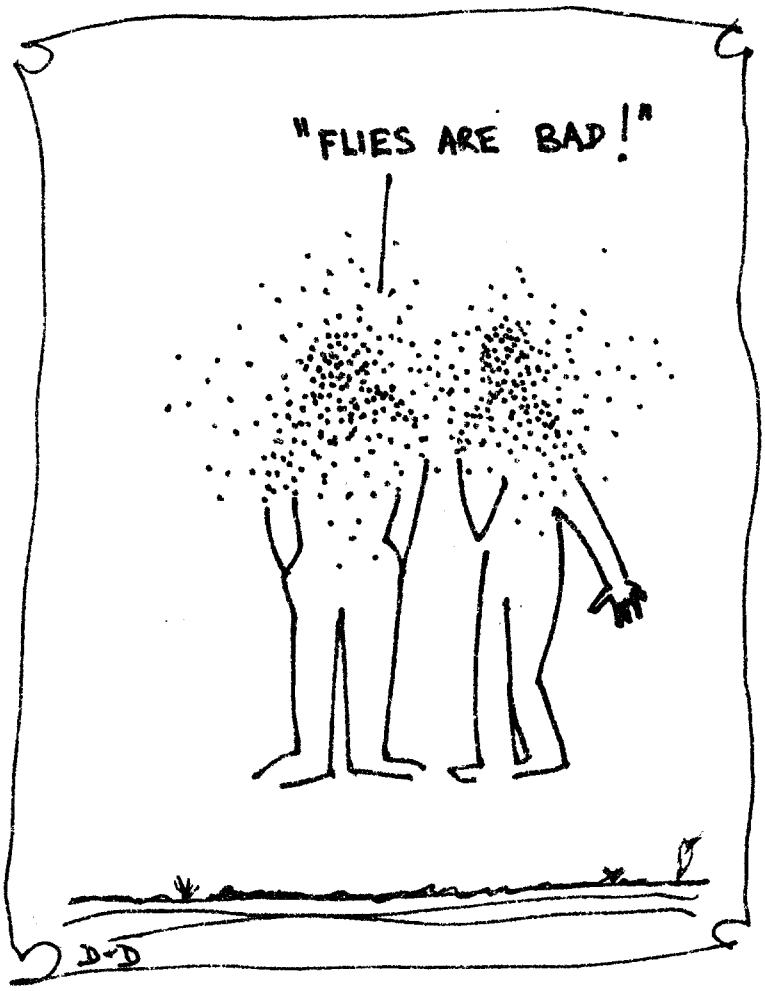
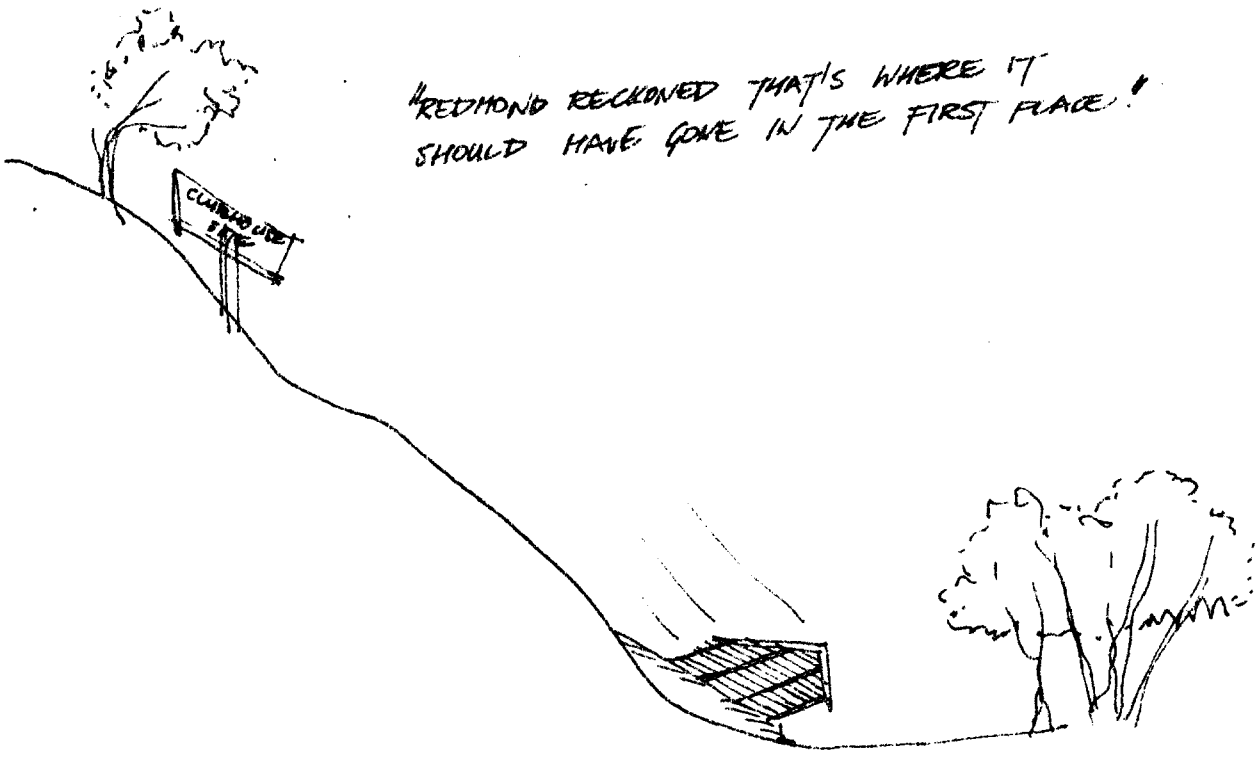
'80-'81 LONG VACATION

ADELAIDE UNIVERSITY GLIDING CLUB

NEWSLETTER

REGISTERED FOR POSTING AS A PERIODAL - CAT. B


"FLIES ARE BAD!"


"REDMOND RECKONED THAT'S WHERE IT SHOULD HAVE GONE IN THE FIRST PLACE!"

EDITORIAL

The following is a real, genuine, money-back-guaranteed guest editorial. Thanks to the person responsible who probably wishes t remain anonymous. For some idea how to read the guest editorial w the correct voice listen to 5CL each Saturday morning at 11.30 a.

GUEST EDITORIAL

Hello, dear readers! I did not want to write this eddy-tor-oil there is no script, but my cap-i-ten gave me a packet of dolly mi and promised me a mention in the Phanton's comic strip, so I was persuaded to be guest editor for this issue. I have done my homew put on my cardboard and string trousers (pulls up cardboard, adju string belt) and am ready for my part (pauses for audience applau but as usual, not a sausage).

Did you know that my friend, Eccles, and I are both fully qual glider pilot instructors? I got my licence out of a cracker at Et Bloggs' Christmas party and Eccles won his in a lottery. So the r time Emilis and all those other instructors want to go on holiday we will come up and help you out in return for a cut-out picture Dolly Parton (sigh of adoration) and a cow or two for Eccles.

Done tells me that this issue will a bigger, brighter, better brekky broadcast. What a silly thing to have! (Reads Done's scri more carefully.) Sorry, that should read end of year magazine.

Don't forget that there will still be flying each weekend and perhaps, between Christmas and New Year. All those who wish to t out the wings they find in their Christmas crackers should conta Mark for details.

I hear that some of you, including Emilis, Mark, Don, Redmond the Adelaide Hills Soaring Group people, Dr. Graeme, Dr. Graham, and Guy will be going to Mildura. I hope you will have fun there Send me a packet of sultanas if you have time.

Merry Christmas and Happy New Year to you all. I passed all m subjects at the Middle Eastham Kindergarten for budding radio announcers and I hope you all had the same success withall your exams.

I have run out of things to say, and there's no script fo me. My cap-i-ten has played a nasty trick on me. (Call of panic.) I like this game!

Bluebottle

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Please note: This is the last Newsletter for a while unless some cares to take over for a while. 'A while' is defined as being

Bear with me, it gets better.

What the pilots have to do, is THINK.
Where will the best weather be. How do I set a task to get me a decent downwind leg.

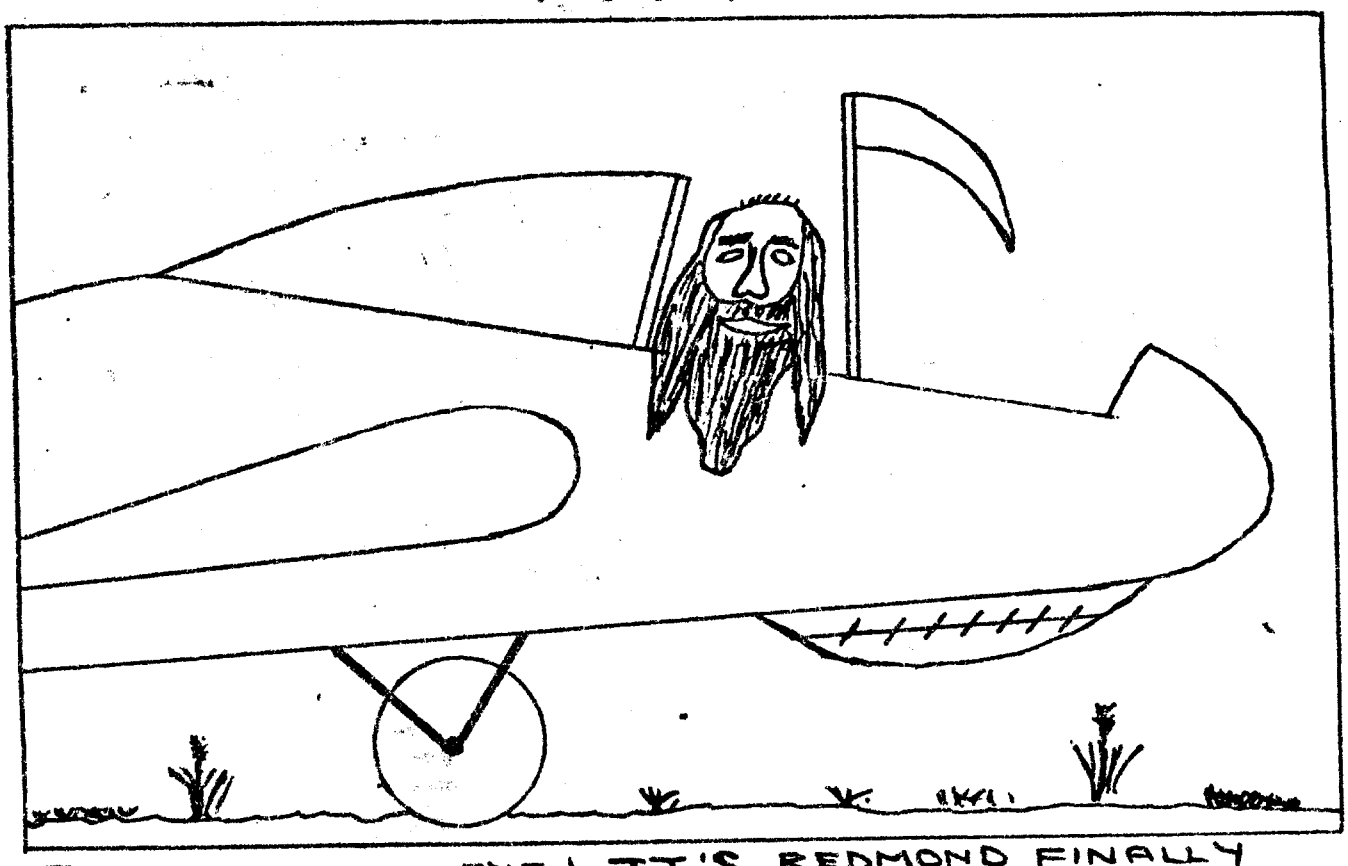
The tasksetters hand out a list of turnpoints which can be used, because they stand out.
The theory is that every pilot chooses his own task,and declares it in writing prior to takeoff. As all pilots are doing different tasks , there is no gaggle flying, no follow the leader, no leeches sticking to the best pilots. Everyone does their own thing. The task not only tests your flying but also your ability to choose the best weather area and the best course to achieve the objective.

Let me explain the difference between distance and speed task. If its a distance day, you go as far as you can (and still get home). They reduce your achieved distance by 1/3rd if you don't get home.

On a speed day, you choose a task as close to the minimum distance required to be exceeded. Your speed is calculated over the actual distance flown, and bonus points acrue for every pilot you beat by 3kph.

The objectives are two fold. First, to overcome some of the problems of closed circuit racing mentioned above. Second, it tests more than just flying, it tests also deductive reasoning powers prior to takeoff.

It has a lot going for it.



FATHER TIME MY EYE! IT'S REDMOND FINALLY GONE SOLO!

20th Century Blues

STEVEN LONGLAND

Stop Press! God not dead, merely resigned

The gliding movement, not to mention that Class B apple, Earth, has an exciting time ahead of it, though whether this will be the overwhelmingly positive experience that "exciting" might suggest is more than open to doubt. Escalating fuel prices; inflation; recession; tyranny; human isolation and despair; random violence (not that there is anything to be said for the other sort!) . . . *and* all the rest! Hell, dear friends, is actually here now, not safely rotting away in some distant dustbin of discredited ideas.

Clearly the problems facing the gliding movement are not uniquely those of the movement. They reflect pustular eruptions of more unpleasant problems that are certainly not going to go away while we look in the other direction and think desperately of flying! This is no mild mid-European skirmish; the eventual victory of right and a blissful return to the habits of yesterday. On the contrary, whatever happens in the next few years, things will never be the same again.

Our problems can be placed into four groups; a) Fuel, b) Costs, c) Airspace and d) Our attitudes to these problems — a matter closely linked with why the problems arose in the first place. Of these four groups, Airspace, though a serious problem, is minor compared with the others. After all, one doesn't need Airspace if there's nothing to put into it. Fuel and Costs are clearly major problems. As far as Fuel is concerned, our possible courses of action are rather limited.

We need fuel, no matter what, and even if someone invented an anti-gravity motor it would almost certainly be expensive and one can bet that it would require some highly sophisticated fuel itself. Since there is plenty of expertise that can be brought to bear on the fuel problem, (if only it can find the energy to organise itself and start doing something), I'm not going to concern myself with Fuel, except to say that the longer we wait before we do something about it, the worse the cure is likely to be.

Whilst lack of fuel may seem like the kiss of death to gliding, the more subtle and sly wolf in Grandmama's clothing is Cost.

Gliding has never been really cheap. If it is not expensive in terms of money, it is certainly a ravenous consumer of time. Not so long ago the quoted prices for high performance gliders were in the region of £1000 — for those days a small fortune. Gliders still cost a small fortune, and additionally, in times of economic uncertainty they are an extremely poor investment. You can't spend a glider, nor do very much else with it if you can't fly. (I suppose that if it is made of wood you can at least break it up and burn it for warmth.) Most people look to clubs to provide them with something to fly. As financial questions become more pressing people become less and less willing to fork out money, not just to buy gliders of their own (which isn't so important), but to actually fly — and that certainly isn't good from a club's point of view. Couple rising launch costs to those incurred simply arriving at the site and you have a very powerful disincentive to flying. Unfortunately the effect of cost is not confined to reducing club revenue. It also affects flying safety.

Three or four years ago people would take a launch into non soarable skies just for the fun of it, perhaps to practise some modest exercise, or merely to amuse themselves and frighten everybody else with aerobatics. The tendency now is for pilots to sit on the ground until they are quite sure that putting down their hard cash will make them stay up. This suggests that £x for the extra circuit and landing is not regarded as preferable to coming a more expensive cropper later on through simple lack might have in cheaper times, prepared to risk an outland outside the site boundary, or a dangerously low circuit, o is in some ways far worse, to return a few minutes la indulge in a one man riot with the tug pilot, or anyone el happens to be in earshot.

Stop Press! Punch and Judy seek Earth franchise!

It is possible to divide mankind into three ine categories. Kickers, Kicked and those who don't want either — those in the middle.

If the world were a sane place, which it obviously is n Kicked and the Kickers would come together, m attracted by their complementary needs, and either ann each other completely like matter and anti-matter, or liv pily ever after doing what comes naturally. Most impo they would leave the Middle alone. Such a Utopian ar ment has never been known to work. The Kicked ar versely drawn, not to those who might serve their d interests best, but to provoking the Middle to outrage — t by constant bellyaching! After the mess is over — **ouch!** Kicked wallow in glutinous and gooey puddles of guilt, c "Oh dear! Why Oh why did I make you do that? I f utterly despicable making you do that!" Equally perverse Kickers find little or no pleasure in knocking the stuffing those bits of human furniture that long to be sat upon Middle, attacked from both sides, and tricked into vi kifling themselves, gradually shrivel up and die, the vict that most secret of all crimes — a psychological murder leaves the corpse buried securely in the victim. The real c live on. The Kicked continue to sigh and moan like the wh cushion wind in a hundred thousand desolate chimneys the Kickers, naturally anxious to please nobody but own true self (as they see it!), leap around like unkissed or demented Kung Fu experts engaging in helpful and me ful activities like shattering bricks and breaking the odd n two.

Basically, this is what problem d is all about. It might se be a minor problem, but one factor most important to the h of the gliding movement is the general relationship betwe members. A club, like the movement, requires a good "a phere". Atmosphere is not some mysterious force that sur and flourishes by itself, but neither is it entirely depende whether the launching facilities are working or not. A atmosphere comes out of genuine mutual co-operation motivated by either Kicked or Kicker psychology. A enthusiastic and *tolerant* people can raise the level of club tions to something more than the sporty chasing after ba winning competitions, or spending a hundred years relaying field drains — and not flying in the meanwhile. By w contrast, a few of the other sort of people can sufficiently place their energy enough to wreck a club. And so the qual the atmosphere is rather vital; and not to be judged solely b amount of babbling in the pundits bar, but by whether member of the club, *regardless of his or her level of skill experience*, actually feels that the club is a worthwhile pla go to.

Stop press: Cain and Abel sign non aggression pact

In the world at large, co-operation is almost always enfo by rules and regulations. Some are commonsense. The vast maj are the result of whim and prejudice. One thing that

ense, co-operatives. For those that are run without a full time professional staff, voluntary labour is a must. It helps to keep the costs down (sometimes at the expense of efficiency) and produces, on the whole, a much more cohesive club spirit. Anything which tends to destroy that actually helps to break down the gliding movement as a whole, to produce cliques and factions leading to further "organic" irritation between members; a process which, in the human body, leads to prolonged and debilitating illness climaxing in major surgery. In other words, allowing that least tangible of club assets, its atmosphere, to become poisoned ensures that the patient may not survive the cure. Clubs are obviously going to have to cope with the problems produced by fuel and costs but they will also have to cope with the more intractable one of people's attitudes. If the movement as a whole, in its moment of crisis, were to be attacked on every side, inside and out, by the kicked and kickers in its ranks, it would stand a good chance of becoming the kind of bureaucratic monster, the cabbage like thing ostensibly created to protect the interests of its members (yet actually doing them no good at all, like political parties and unions), that it has so far avoided becoming. It is up to the clubs to reorganise themselves in any way which will help to promote, carefully, the kind of co-operative spirit that the gliding movement needs to make the solution of its other, more obvious problems, easier and less painful.

This may mean that we have to discuss amongst ourselves just what sort of people gliding needs (not just who needs gliding) because the types of people who come into and stay in gliding also decide — whether they mean to or not — the sort of people who are going to follow them.

In discussing all these problems we are in fact discussing the survival of gliding. And perhaps we have to ask ourselves why it should, or ought to survive?

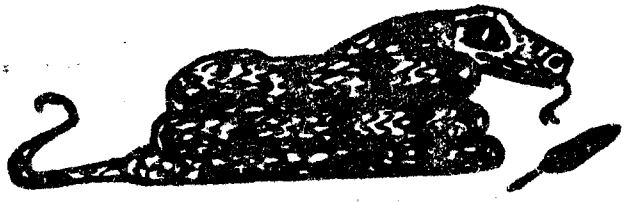
Should it survive because it is fun? Well, it ought to be fun, but that hardly counts as a reason. Many other things are just as much fun and far less expensive. Has gliding a practical value; some redeeming social role? Well, it doesn't make many people much money, and it isn't a spectator sport in the Roman Circus tradition of motor racing. Is it simply a sink down which one pours surplus time and money? It could be that, and if it is that then when time and money run out, so does gliding. Is gliding an energetic sport that enhances the health and well-being of mind and body? Hum! Apart from the brief strains of rigging there is little effort involved. Pushing gliders from here to there, and then back again, is hardly athletic. And, when we fly, we spend the entire time sat down, strapped into our seats like mutinous children, and quite unable to do anything normal in moments of acute stress and anxiety except waggle a few parts around or jump out. The rest of gliding seems to be standing around exercising the muscles of the face. In short, it is not good for your physical welfare, your bank balance, your mind — or anything, apparently! So what is it good for?

Gliding is a form of self-knowledge, regrettably abused by many of the people who involve themselves in it. I don't mean that as a joke, or as some pseudo clever way of describing something else. On the straightforward practical level the disinterested laws of aerodynamics are not suspended by the over exercise of the imagination, and challenging the entire universe to a duel by having unshakeable faith in the effectiveness of one's will only leads to spinning in off the final turn. At its best gliding has very little to do with simply pinging round the country like a super ball in a squash court, or drifting lazily and self-indulgently round the edge of Mummy — local soaring. Like most worthwhile sports it has within it the potentiality for insight into one's relationship, not merely with the shambolic contents of the human ego (a pitiful thing at the best of times), but to the seemingly "outside" world. In fact, should the relationship between what is in, and what is apparently outside of one be more than mildly inappropriate, then one stands a very good chance of having one's universe come to a full stop with a fatal accident. Whilst this might seem a rather drastic way of redressing any imbalance between human expectations and what's really going on, it is certainly effective. What gliding can give people is a unique chance, not to measure themselves up against each other — which seems a supremely daft, not to say adolescent way, of passing the time — but to find out who they actually are. In view of the fact that most people are remarkable forgeries of themselves, this would seem to be a good thing. Whether people will like the results is not for me to say, but *solely* on the basis of offering an opportunity for useful insight in a world that has become increasingly fraudulent and second hand, gliding would seem worth preserving.

The question then becomes "Are we prepared to preserve it?"

Are we?

— Sailplane & Gliding Oct/Nov '79



A quote from the Report of the Chief Technical Officer Airworthiness, Douglas Lyon, to the G.F.A. Annual Council Meeting:

"In my thirty seven years involvement with gliding I have observed many changes in gliding in Australia but not all the changes have been progress. There is no doubt about the progress in performance of gliders and improved serviceability. Twenty or thirty years ago few people looked on gliding as a business prospect or investment opportunity and the tough apprenticeship conditions which existed culled out all but those who were "mad" about gliding.

Today we have "progressed" to the stage where we have "cost effectiveness", "profitability", "insurance", "business management", "tax concessions" and "litigation". The hard nosed approach this engenders has removed a lot of the friendliness out of the game.

The almost deadly single mindedness of some of our fanatical competition pilots puts them in the same category."

NIGHT OF THE LONG DRIVES

Sunday the 23rd of November dawned fine and warm. Many plans h been made for the day - I was to tow up the last of the materi for the clubhouse, Emilis was to come and collect the Bocian a Mark was to attempt to fly the Arrow to Gawler to save on towi

Four of us met at Bolivar - Graham, David, Mark and myself. De Rodda was to be on field also. It promised to be a good day.

We arrived on field a little late but immediately got to work storing the building materials, taking the cable off one drum a taking the arm off that side so that the drum could be taken o to be brought down for Don and Redmond to reinforce it.

The Arrow was brought out, D.I.'d and Mark launched to test the day. A 10 minute flight or so - not promising, but it was still early. Another launch - 5 minutes. Another and Mark was able to at least stay up.

The Bocian was brought out and Dean and David launched. After 3 minutes they came down and reported 4 knots to 4000'. Graham an I took a launch and rapidly climbed to 4500' and so went roamin about the countryside - over to the lake (a lovely pink) and up beyond the gap. The thermals were strong but more widely spaced than could be expected for the height they were going to. But Mark shouldn't have any trouble.....

The day began to move on - I had to be home early so Dave and D decided to have one quick flight before packing up. A cable bre made it a very short flight.

Between launches we went down to the hangar to listen for the pl Now we decided to derig the Bocian just to give Mark more to ri if he landed out. Our calculations showed that he should have be in Gawler long ago - no phone call so time to go.

Race down to Bolivar - I was late and the trailer, although empt wasn't helping. Connect the trailer to Graham's car to take it t Gawler. Graham asked Dave to go along just in case ("You know Ma and we parted. At home I found some strange keys in my car....

Graham and Dave didn't get home until midnight. Mark had flown straight east and was no closer to Gawler when he landed than wh he had left. And those keys were for Mark's car.....

SANDERSTON

The day we were going to pick up the Bocian we (6 Adelaide Hills pilots) went to Sandersten to complete our commitments to the Department of Further Education in flying of course members.

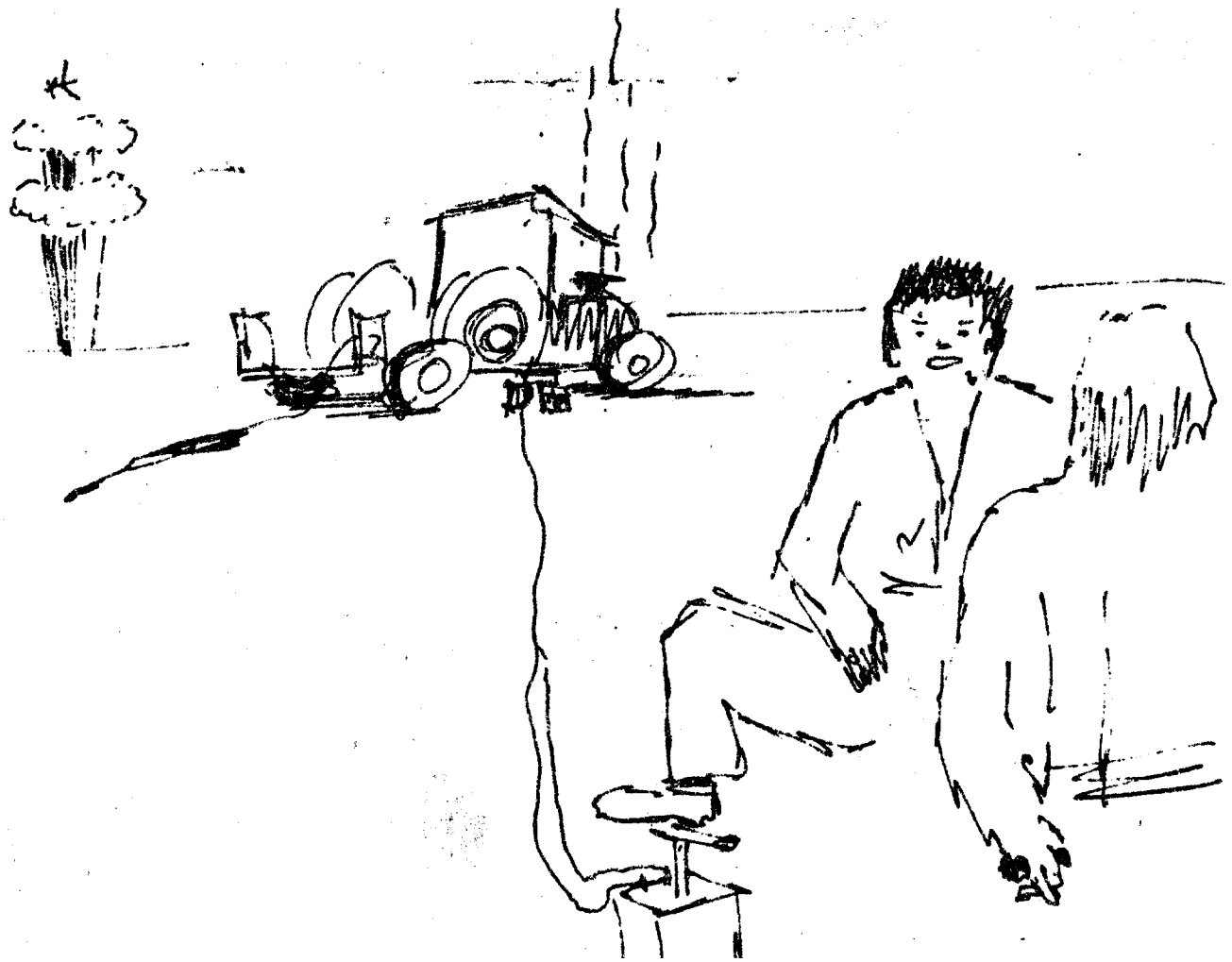
As it turned out, one course member had already decided it wasn't for him (surprise, surprise) and, instead, Keith and Lynn Jarvis came up.

We have only one strip and the wind blew dead across it (again) at about 5 knots.

So we started flying (10.30 am); first launch - 700 feet, 20 mins. Second launch - 700 feet, 20 minutes; third launch - 700 feet, 20 minutes. About the eighth launch - 1000 feet, 6 minutes.

Turns out that the end we launched toward is a ploughed paddock lined by trees. Presto, add one winch engine's heat equals "house thermal".
Arrive at top of launch, turn right ("downwind") and circle (up).
So easy.

By 2 pm. everyone had flown; we packed up and drove for 2 hours to Lochiel.



THE HAUL

Sunday 23rd., we arrived at Lociel circa 4.30 pm. to find the derigged Bocian in its trailer just being locked in the hangar

After putting all the ancillary gear in the van with 6 people, laying the wingroots and tailplane in the trailer, finding the tail fitting back-to-front, we departed.

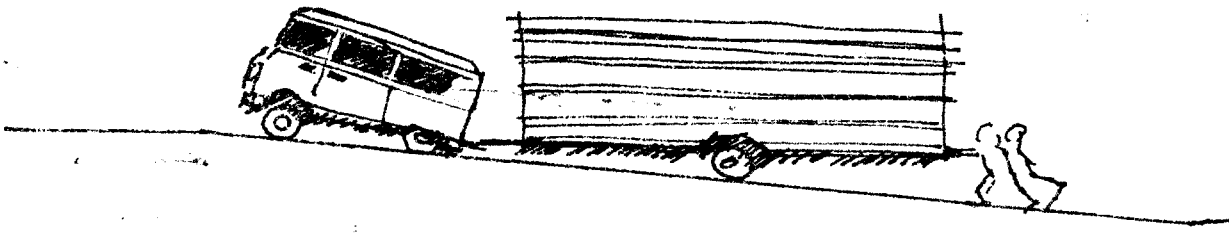
No, we didn't take the hill down into Lochiel, but drove the longer way around the next dirt road south.

But on the open road, with a head wind, we managed 40 - 45 mph changing between 3rd. and 4th. gear. It was only once we got in the suburbs that we were able to maintain 4th. gear easily.

We had to take on fuel along the way down, consumption having risen somewhat (assessed somewhere around 12 miles per gallon).

The rig arrived at Bruce's place in one piece and we de-trailed as the sun set.

I think I'll find someone with a gutsier car for the next stage



"I KEEP TELLING YOU, IT'LL GO O.K. ONCE WE GET OUT ON THE FLAT STRETCH."

CORRESPONDENCE

Occasionally we receive notes, letters, etc. from former members who have left University to work elsewhere in Australia. The lat is from David Stobie who thanks us for the Newsletters we send h

In return he has sent a copy of the NAGC (Northern Australia G.C newsletter - this is now on the notice board.

RESUME

The reports of the Gliding Federation of Australia have been sent out to clubs following the annual meeting in Melbourne on 18th. October, 1980.

The reports form a voluminous document, from which the following items have been culled as being relevant:

-The Contest Co-ordinating Committee is to investigate the holding of an International Gliding Regatta in Australia.

-Motion carried:
That G.F.A. should use every power available to force compliance in paying of the Airworthiness Administration Fee, but referring to DoT as a lasr resort.

-The date of activation of GFA as a Company is to be 30/6/81.

-The audit statement of GFA consists of 24 pages of accounts and sub-accounts.

-An insurance committee has been formed.

-As of 1/7/81, GFA membership and A.G. subscription lists will be matched.

-A full-time airwothiness employee will be advertised for in A.G.

-$2000 is allotted to the Technical Committee to seek resolution of the 3000 hour life limit on German FRP gliders by bringing in a German Janus fully rigged for testing.

-Officers elected: 20 Committees appointed: 13

-GFA will not send a team to Paderborn unless South Africa and Taiwan are not competing. $25,000 is allotted to sendind teams to major international contests.

-National Sports Class Trophy - no action.

-The Heydon Memorial Fund - a fund for loans to aid new clubs in their formation, to be repaid at the end of a two year

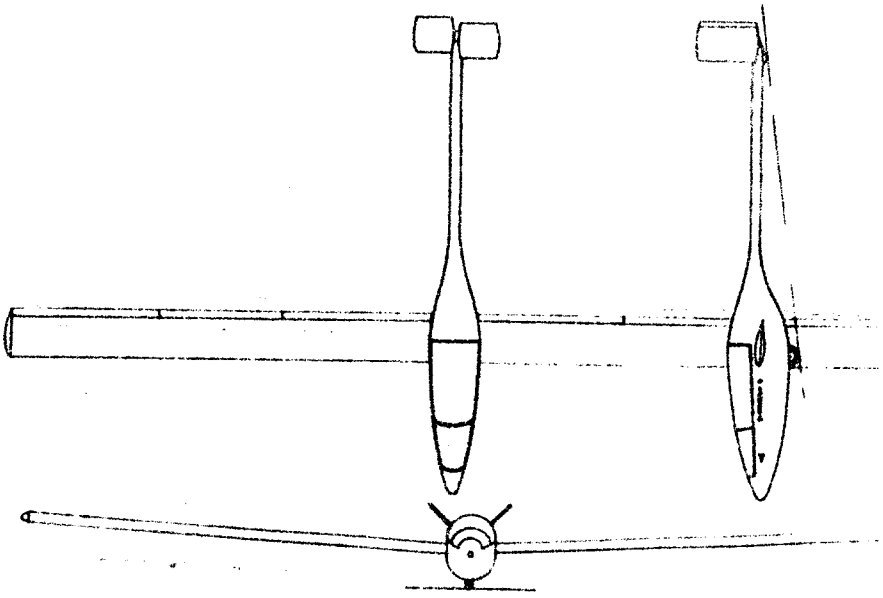
Pilot Report: "One can see exciting competition possibilities. . .

GETTING TO KNOW THE MONERAI

by GEORGE MOFFAT

Specifications:
(Courtesy Monnett Experimental Aircraft)

Length	19'7"
Height	35"/52"
Area	78 sq. ft
Span	36'
Chord	26"
Cockpit Height	27"
Cockpit Width	24"
Frontal Area	3.5 sq. ft
Landing Gear	Single fixed wheel
Aspect Ratio	16.6/1
Airfoil	FX61192 mod
Empty Weight	220 lbs
Gross Weight	450 lbs
Wing Loading (Gross)	5.76 lb./sq. ft.
Structural Limits (Gross)	+ or - 6 g
Stall Speed (Clean)	40 mph
Sink	2.8 ft./sec./55 mph
L/D	28/1 at 60 mph
V_{NE}	120 mph
V_{FE}	90 mph
Wing Incidence	5°
Tail Surface Travel Max	19° up, 19° down



For a number of years pilots have felt a great need for a small, light, medium-performance sailplane which could replace the venerable 1-26, an early fifties design. At the SSA Convention in Washington a year and a half ago, John Monnett showed up with his *Monerai*, a ship which seemed to be just what a lot of people have been looking for. Since that time I've been keeping an eye on developments and jumped at the chance late last May to be the first pilot other than the designer to fly the ship.

Structure and Cockpit

The *Monerai* makes a very good first impression. It is low, rakish, modern — decidedly a 1970's sailplane. The fuselage is steel tube with a non-structural fiberglass shell which fairs into an aluminum tail boom. The wing is aluminum with a bonded-to-the-ribs skin, giving an extremely smooth and rivetless surface. The wing is also very stiff in the air and shows no oil-canning at normal circling g loading. The cockpit is low but fairly wide. One lies comfortably on a hammock-like seat in about lounge-chair attitude. At 6' 2" and 175 pounds, I was comfortable but wouldn't have wanted to be much taller. Slight modifications to the seat would allow for another inch or two. Rudder pedals were a bit cramped at full extension, but these are due for early modification. The panel is fairly small but would hold five instruments and a Bertea or Edo-Aire type radio. Location of the controls is convenient and good except for the trim, mounted on the instrument panel. This may be changed by the builders.

A feature which some may question is the side-mounted stick. I have flown three different types with side sticks and have never found any problem. After a flight or two, one is hardly aware of the change. I flew the *Monerai* with both a long and a short side stick and much preferred the former. One problem is the very short fore-and-aft throw of the stick — only three inches. This needs modification to at least five or, even better, six inches. The current stick makes the ship much too sensitive in pitch. The cockpit side vents are NASA scoops. They are noisy and need to be changed to the nose-pot type which will also defog the canopy. Last, but definitely not least, the visibility is excellent. All in all the cockpit is snug but comfortable and well-designed. Those unaccustomed to the semireclining position will find tha becomes natural very soon and is i nitely more comfortable than the bo upright 1-26 type.

Handling and Performance

Enough about the sitting. Wh about the flying? I had three flights the ship for a total of about five hou Lift varied from 100-600 fpm. I ma two flights near the forward limit of t *cg* and one at about two-thirds a Since the total range is only 3.1", o needs to pay attention to the *cg* as shifts very rapidly with changes of pil weight. Keep in mind that the who ship only weighs 234 pounds with i struments. In general the aft positi gave much nicer handling and fast rate of roll.

On tow behind a Tri-Pacer, I foun that the ultra-short, fore-and-aft sti throw — together with an 80-mph to speed — gave some plain and fan PIO's. Once I got used to the miniscu corrections needed, things settle down. Subsequent tows with th longer stick were much easier as or could brace it with the left hand.

On release I checked stability. I pitch, the ship was normal with a fairl neutral stability with either fore or aft

placement. Basically, the ship tends to continue doing whatever is going on when you let go of the stick. I like this, but people used to the very positive stability of most U.S.-designed sailplanes might be surprised. Lateral control was okay (and much better and lighter on the second flight with the longer stick). Yaw proved only fair, about like many Open Class ships. Keeping the string centered took plenty of attention and active feet. The need for a larger V-tail soon became apparent. This is already in the works and a 20-percent larger tail will be flying in another week. If the new tail proves better, it will be offered as a retrofit kit for builders. The same will be true of the new long-throw stick which is being developed. Tail volume coefficient with the present tail is around 0.5.* My experience is that 0.6 is about the minimum for nice handling. Rolls from 45° to 45° again showed lack of rudder — rather as in the *Libelle*. Rate of the unsealed ship with forward cg was a disappointing 4.5 seconds. Sealing the tail and moving the cg aft brought this down to a pleasant 3.5 seconds.

Stalls were quick but honest at about 43-44 mph IAS (airspeed seemed to read 3-5 mph high). A slight tendency to drop the left wing was easily handled with the rudder. At aft cg the nose drops about 20 degrees with a tendency for a left spin to develop. This is easily handled with the rudder, and recovery is normal and easy. At forward cg one runs out of tail before a stall can be developed if the speed is allowed to bleed off normally.

Coordination of the controls is fair. The larger tail should help greatly. Full-rate turns were complicated by the fact that my wide-bodied running shoes tended to get caught on the lip of the bulkhead at just the wrong time. The new rudder setup should remedy this, and the new tail greatly help overall coordination.

Thermaling seemed to go well at 51-55 mph IAS with one notch of flaps (about six degrees). While the lack of rudder was apparent, the ship grooved nicely and climbed at least as well as local 2-33's which were the only competition available. Not bad for a 36-foot span. Cruise went well, using −4 degrees from about 65 mph up. I flew a couple of 15-mile runs to windward against a 20-knot breeze and was pleased with the brisk progress. Due to rough air there was no hope of accurate sink figures, but I would guess the *Monerai* came close to 30:1 at 60 mph and perhaps 20:1 at 80-85 mph. There was none of that headed-straight-down feeling you get in a 1-26 at over 75 mph. I tried the ship up to 100 mph and got a distinct impression that the sink increased sharply at over 90 — as might be expected at 5.25 lbs. wing loading.

Once we got the *Monerai* fairly well sealed, it was quiet at speed except for vent noise. In general the cruise performance struck me as 40-50 percent better than a 1-26. The *Monerai* won't cause the 15-meter ships many worries, but of course you can buy five *Monerai* kits for the price of a used Standard Class ship. Consider the *Monerai* as a Ka-6 with slightly better high-speed cruise and slightly worse climb and you should be about right.

What goes up must come down. Landing is a strong point with the *Monerai*. The flaps are 90-degree (1-35 or PIK-type) and very effective. I tried long flat and short steep landings and always felt a very precise sense of where I would touch down. Can't think of a better ship for a short, obstruction-lined field. The 1-26 type brake works well enough to put you on your nose with ease — guess how I found out!

Rigging, Kits, and Costs

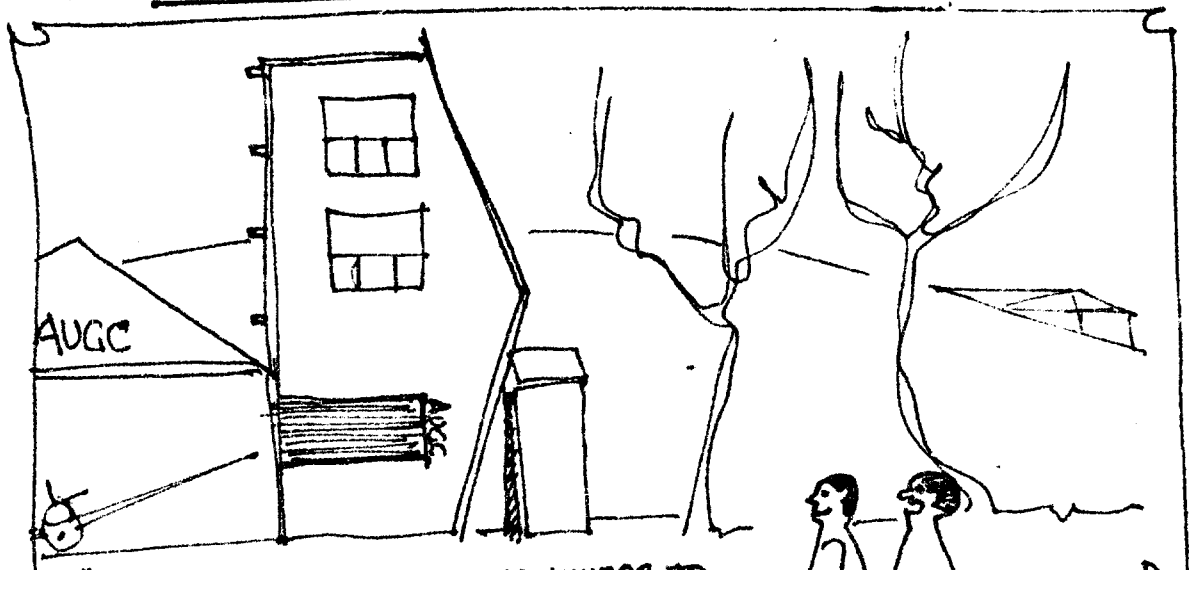
How about rigging? It's almost a pleasure. The two tail surfaces slide on tubes, are pinned, and that's it. The wings, at 52 pounds each, are a breeze. Slide in, engage flap drive, insert shear and drag pins. Do the same with the second wing and then insert the two main pins as in a Ka-6. All this goes very quickly and easily with no need for wing stands, sweat, etc. Insert the single aileron connect pin, and you're ready to fly.

The *Monerai* comes in kit form from Monnett Experimental Aircraft, Elgin, Illinois, for about $3200. The kit, plans (eight very large and beautifully drawn sheets), and 44-page construction manual should put any reasonably competent workman about 300-400 hours away from taking the air. The kits are made up in designer John Monnett's plant and appear very complete. The buyer benefits from the eight years experience with the excellent *Sonerai I* and *II* power planes John designed and for which he has also marketed kits. Initial enthusiasm is high, with 118 *Monerai* kits sold to date. Two ships are currently flying, with quite a few more due to hatch this summer. Could this be the cheap, light, one-design class we have needed for so long?

For added excitement, a bolt-on power pod is completed, being static tested, and should be flying soon. This non-retractable unit converts the *Monerai* into an ultralight airplane in the *Quickie* class or a power glider of moderate performance.

For those that want a small light sailplane with a good L over D and a fabulous Cost over Performance factor (L/D points cost about $2800 each on my *Mini* and about $106 each on the *Monerai*), John Monnett's new ship is one to keep an eye on. One can see some exciting competition possibilities opening up to all those pilots who can't see their way clear to springing $15-30,000 for the current 15-meter birds.

*Tail volume coefficient = $\frac{\text{horizontal tail area} \times \text{tail arm}}{\text{wing area} \times \text{mean chord}}$ Tail arm = distance ¼ MAC wing to ¼ MAC tail



BORDERTOWN MIDWEEK

Each year the Bordertown competitions are held over 2 consecutiv weekends in late November. In the days between these weekends there is usually a collection of pilots staying at Bordertown.

This year Dene, Graham and I joined them - in fact, became them. After a week of exams and exam results (the club now boasts two new doctors) and a hasty arrangement for Dene to borrow the Guy/John/Da Ka-6 we set off on Monday 24th., having, for various reasons, decide not to fly in the first weekend's contest.

Arrived Bordertown about 12.30. Rigged, washed, D.I.'d etc., and 6 or 7 hours of local soaring between us eventuated. Next day promi to be good.

Decided on Keith, Nhill with Dimboola being substituted for Nhil if weather O.K. Result was Bordertown-Keith-Dimboola-Bordertown wit G.P. starting about ½ hr. earlier and finishing one hour earlier than the rest of us over the 316 km. task. Weather was good with 6 - 8 kts. to 5-6000 ft. Dene and I started minutes apart and lande the same after a worrying final glide that eventually saw us finish at an easy circuit height at about 7 pm - another 16-17 flying hours and 948 km cross-country flying for the club. Excellent practice chasing two others around.

G.P., being our weatherman, forecast a "boomer" the next day, and, flushed with the success of a 300 km, we carefully mapped out 500 km and spent the night worrying about huge retrieves.

So Wednesday came and it didn't really look right for 500 with wind threatening to swing westerly, it not feeling hot enough, lot of high level cirrus, and a late start. The Bordertown people, stil determined to do 500 km., declared Bordertown - coonalpyn - Horsha Bordertown and flew off in their Cirruses. After some indecision we followed, and overtook, them on the way to Coonalpyn (102 km.). A real struggle against the wind with thermals to 4-6000, but afte starting at different times we all managed to arrive in the same thermal over Coonalpyn.

The day then improved dramatically and started going to 8-9000 I blasted back to Bordertown at considerable pace, thinking I'd do very well, only to be told by Graham that I looked so little at 50 ft. over the airfield, he being at 10,000 ft. Bastard. Then set of for places east and west, but not too far as an awful looking patc of clag was coming in from the west. However we were proven wrong and the day got better still. I got to within 4-500 ft. of Gold C height and feeling disgruntled and wanting to stretch my legs land after 5½ hrs., only to hear Dene and Graham climb through 11,000 f

Mildura and, not too dishcartoned, went to dinner at Bevan Martlew's house. Bevan is Bordertown's C.F.I.

Graham informed us that he'd been clever by flying Bordertown/ Coonalpyn/Kaniva/Bordertown - 300 km. I'd done Bordertown/Coonalpyn/ Lilimur/Bordertown, and Done Bordertown/Coonalpyn/Borderown/Keith/ Bordertown. However careful management showed Graham had done 291 km and Done and I between 280 and 290 km. And another 18 - 19 hours between us.

Next day I felt like a rest and was almost relieved to hear the weather would be unsuitable for gliding. So we ended up doing about 5½ km. around the Bordertown golf course. Interesting interpretation of the rules were applied with much kicking and throwing going on. Finished exhausted and dehydrated and so had an orange juice sculli contest. Our resident grub, G.P., was first to down the two litre container of orange juice. Yuk!!!

After all this, and with the film night on the Friday, we decide not to stay for the second weekend comps either.

So with over 40 extra hours and nearly 2000 extra kilometres between us we set off Friday for the film night.

Ta muchly to Bordertown Gliding Club for launches, hospitality and weather. Done will probably be back next year - making it four in a row, but (unfortunately?) G.P. and I will be working. Also thanks to Emilis and the syndicate for lending TI and HA.

As I write I hope the Mildura comps bring as much satisfaction. Should be fun with the Bocian flying.

- G.N. -

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OTHER EVENTS, ACTIVITIES AND HAPPENINGS AT BORDERTOWN

Monday

Everyone tired after the long trip down to Bordertown (300 km.) G.P. especially tired after the Mark Forster episode the night bef when he didn't get home until after midnight. Nobody thought much it when Graham went to sleep at 6 p.m. without any tea.

Tuesday

G.P. awoke and wakened G.N. and I at 5.30 am. We were able to watch the sunrise. No more early to bed, early to rise for Parker At least he didn't snore. G.N. repayed him by playing a lovely on note tune on his trumpet.

Wednesday

Night of the kamikaze beetles. The warm weather and the open windows brought them into our room. They insisted on taking off, accelerating to full speed and then flying straight into the wall usually over G.P.'s bed.

ACTION ON THE CLUBHOUSE

When I first drew up the construction programme for the kit I was told "phoo, phoo; we'll do it a lot quicker than that."

The fact is that at present there is no evidence of anything having been done. And yet there has.

To begin with there's been a lot of head scratching. There are no plans for the kit, it's short of materials in some very important departments, and, of course, we have our own ideas.

So while the faithful few have been shifting materials I've spent my time-

1. I drew up a toilet layout that wouldn't swallow the whole buildi
2. The Health Commission approved the layout.
3. The Licensing Court inspector perused the layout.
4. A building application was submitted to Snowtown Council.

Then the fun began.
Of the original kit we're 7 steel columns short; roofing iron, windows and assorted bits are missing.

So the kit is being made to fit a ten foot smaller shell.
Tony and Ross Weedon set out the site; Redmond went around with a level himself and we think by shifting it a bit (just a bit) we'll save ourselves a lot of work.

Mark organised the plumbing from a drawing blown up from the toilet layout.

Meanwhile, I've been measuring up components, trying to reinvent how the thing was supposed to go together.

At present we are up to -

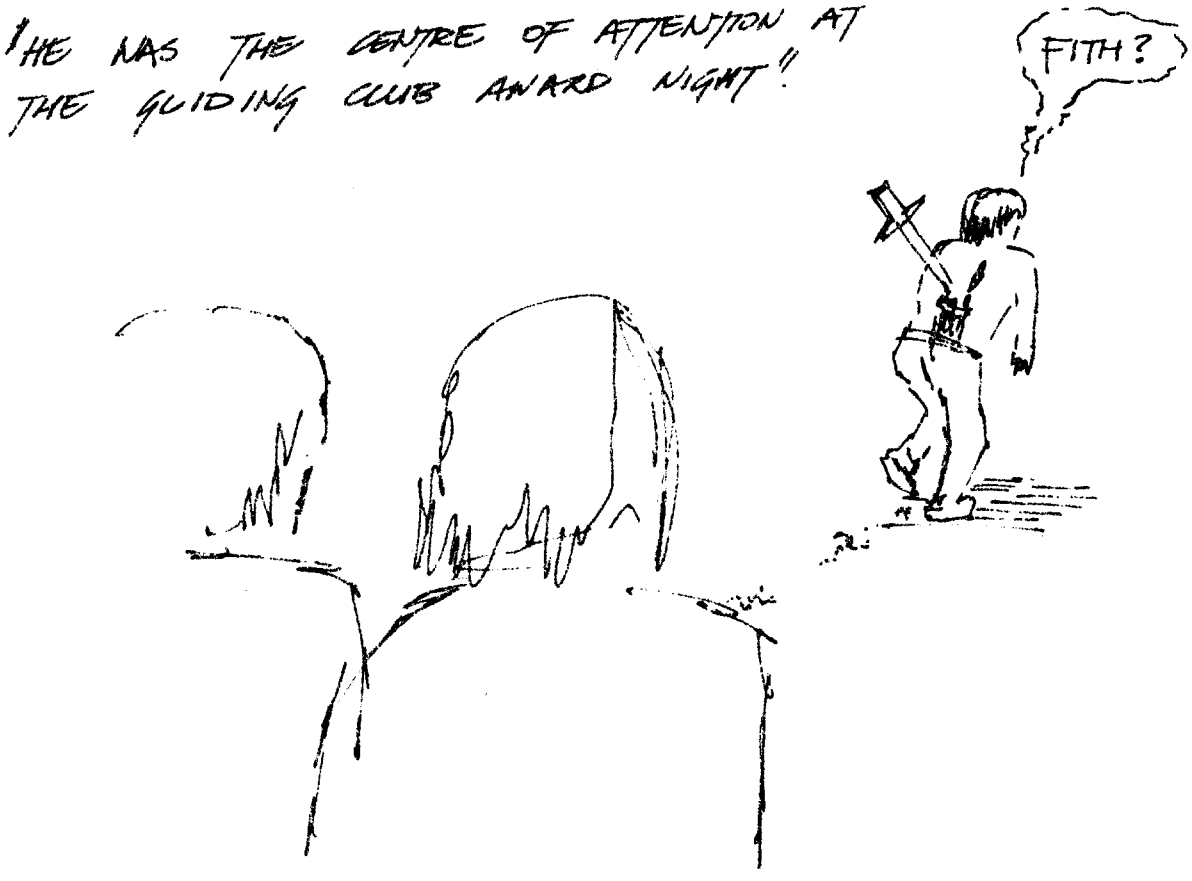
I'm preparing a concrete detail with the bolts, etc., for Ross Weedon to give us a firm quote.

Redmond is to set out the site.

And this is where you come in.
Next we've got to fill, level and compact the site.
Then we've got to trench and lay the plumbing, then backfill and compact.
Next we excavate the perimeter of the building for the slab thickened edge.

Then we can get the concrete done.

AUGC
"THAT'S THE LAST TIME WE OUTLAND ON GRAVEL!"
D


HE WAS THE CENTRE OF ATTENTION AT THE GLIDING CLUB AWARD NIGHT"
FITH?

FLYING LESSONS
ENTRY
39

VH-KYW

Some general comments about Bocian VH-KYW owned by the Adelaide University Gliding Club Inc., resulting from annual inspection carried out in November 1980 at Peterhead, South Australia.

Introduction

Each inspection carried out on club owned aircraft reinforces the writer's belief that gliding clubs should not be permitted to own aircraft.

The lack of pride of club pilots in the aircraft they fly results in unnecessary damage and deterioration in the air frame and systems which can be expected to substantially shorten the service life of the aircraft and heighten the probability of in-flight failure and likely death of the pilots at that time.

This is totally avoidable. Normally, an inspection can be carried out on a privately owned (and continuously maintained) aircraft in a few days, resulting in a short list of jobs to be done.

Characteristically, the two weeks allotted to do an inspection on the Bocian is totally inadequate. Just to do the inspection has required substantial preparatory work.

For instance, the wings have to be cleaned (chemically) and sanded back to be able to differentiate between paint cracks and structural failures. And when it takes a whole night just to get one aileron off (rusted on), then inspection times extend.

Detailed Comments

Tailplane — This area of the aircraft has most severely deteriorated in surface condition, to the extent when reinstatement has been impractical. Hail damage on the fabric areas and almost total failure of the paint has resulted in an irregular surface finish despite substantial sanding and filling. Surprisingly, the fittings are well preserved, apart from being loose at their attachment points (timber shrinkage through weathering).

Fuselage — At the time of writing, this component was still being worked on, but its history of broken plywood from stray heels digging into the cockpit wall is well known.

The failure of the harness locks due to abnormal abuse resulted in expensive replacements having to be fabricated.

It never ceases to amaze me that McCready ring markings are removed by pilots to whom this is an aid.

Wings — The condition of the wings indicates a period of operation of the aircraft without wingtip skids (aileron fabric damage), interesting residue on the wing surface (an inverted flying bird pooped on the underside of the wing) and rusting of metal components.

In particular, the aileron and dive brake drives and bearings external to the wing were pitted with rust.

The aileon hinge bolts had to be forceably removed due to internal rusting, and severe scoring of the brass bushes in the hinges has occurred with dust accumulation. The open bearings of course were seized.

The bird poop was noticeable by its acid having eaten the fabric areas on which it had been allowed to sit.

The port luggage compartment in the wing has been damaged in an inaccessible area due to unsecured luggage. It is not to be used. Redmond carried out crack tests and bearing dye on the fittings - thank you.

Summary

Bocian VH-KYW inspection has disclosed deterioration directly attributable to negligent operational techniques adopted by the owners.

Due to deterioration well established in the aircraft, future inspections can be expected to take longer, due to the need to progressively fabricate replacement components for the aircraft.

This additional work will mean that the owners can expect to have to pay commercial rates for future inspections.

.../ 3

Bocian VH-KYW

OPERATIONAL RESTRICTIONS

1. No luggage will be carried in the port wing compartment (not even cushions).

2. After every 50 hours of operations, the aircraft will be withdrawn from service and the following maintenance carried out -

   a) Bearing area of main wing pins dye tested in accordance with the relevant Airworthiness Directive issued by the Gliding Federation of Australia.

   b) All hinge points external to the airframe on control surfaces disassembled and lubricated.

   c) The paint surface both externally and internally checked and repaired as necessary.

Consistent with the operational history of this aircraft, this procedure can be expected to be carried out every 3 months.

The work can be expected to take 14 days on each occasion, and if it is to be carried out by other than the owners, can be expected to cost in excess of $200.

E. PRELGAUSKAS. (G 1093)

MINUTES OF THE ADELAIDE UNIVERSITY

GLIDING CLUB MEETING HELD ON 5/11/80.

PRESENT : D.Hein, R.Quinn, Bob Giles, Rob Ducknamton, T.Nemeth, T.Kiek, R.Groblicki, M.Forster, G.Har D.Larwood, A.Sawyer.

APOLOGIES : G.Parker,E.Prelgauskas,S.Sawyer, D.Biggs, D.Rod D.Ellis.

MEETING COMMENCED AT 8 P.M.

1. The minutes of the October meeting were accepted.

2. Correspondence :
   (a) Notice of a SAGA meeting has been received.
   (b) Reply from RAAF re-airspace usage has been received.
   (c) Guy Harley to give a copy of the lease letter to the Secretary.

3. Treasurers Report :
   (a) $2,432.79 in bank.
   (b) $ 234 Payment to GFA is due.

4. CFI :
   (a) Tony Kiek resigned as CFI.
   (b) On recommendation of the instructors panel the meetin passed a motion making Guy Harley C.F.I.
   (c) A. Sawyer moved a motion thanking Tony Kiek for his efforts as C.F.I. The Motion was passed unanimously.

5. CFI's Report : (Presented by G. Harley) :
   (a) A. Sawyer to place emergency number placard in teleph cabinet.
   (b) Visiting Pilots :
      - Duty Instructor will check fly during normal opera
      - Will sign declaration of currency in major (Regatt etc.) situations.
   (c) Independent Operations :
      - Must be approved by an instructor.
      - Instructor will nominate who is in charge.
      - Same applies to club aircraft going to other field
   (d) 6 Monthly Checks :
      - Everybody will be subject to 6 monthly check fligh
   (e) Aerotow Rating - Must be current within the last 6 we
   (f) The Ratings Currency Board in the hanger will be brou up to date.
   (g) Circuits :
      - Gate End : Downwind to be flown parallel to power not runway.

5. CFI's Report : (cont).

(h) Scholarship :

- P. McBean was nominated as winner. G. Newcombe to provide his address. He will be notified.

6. Social Convenor's Report :

(a) Film Night : Union Cinema Friday 28th November, 1980.

(b) Sawyer's Party : 29th November, 1980.

7. S.A.G.A. : Mark Forster to attend meeting on 15th Novembe 1980.

8. BOCIAN :

(a) Repairs were carried out as scheduled at Gawler durin October.

(b) Seat Belt Catches - Front one has been damaged again.

(c) Trailer : D. Hein and R. Quinn will fix trailer when is in Adealdie.

9. ARROW :

(a) Arrow C of A. Completed.

(b) Arrow will be brought to DOT hangar when the Bocian comes to Adelaide so that paintwork can be touched up

(c) The Arrow will be advertised to obtain its market val

10. WINCH :

(a) If the club supplies the steel D. Rodda will fabricat new drums for the cost of consumeables.

(b) R. Quinn will inspect existing drums. If new ones ar needed he will arrange the steel and fabrication.

(c) Side Roller : Bob Giles will organise some new roller

11. UTE :

(a) Don Hein will provide a new battery.

12. FALCON :

(a) Engine has given up.

13. CLUBHOUSE :

(a) Final bits and pieces will be collected.

(b) It was decided to consult Emilis regarding moving the site to a position immediately behind the trees.

(c) Power : R. Quinn will talk to Bob McDonald to obtain some local colour.

(d) Water : A water pressure problem is anticipated. A windmill may be needed.

14. DFE Weekends :

(a) The first weekend was an organisational mess.

(b) The second one must have DFE organisational assistanc

(c) There will be no third weekend.

MEETING ENDED 10.00 P.M.