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TURNPOINT

1982

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Official newsletter of the Adelaide University Gliding Club Inc.

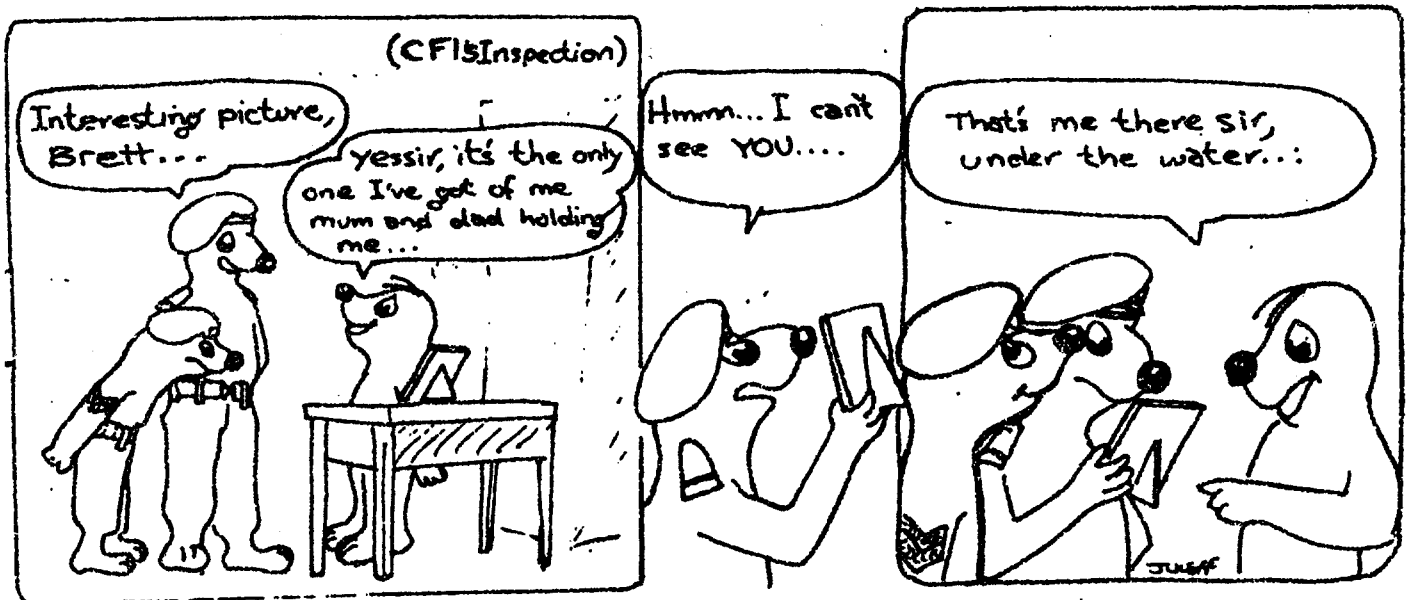
EDITORIAL

Yes, this really is an edition of the Adelaide University Gliding Club Inc. Newsletter so there is no need to reach for the Valium. The arrival of this edition is largely due to a change of editors. No longer is Andrew the Editor of this illustrious publication. Or was it Andrew and Sandra who were the Editors? More of this exciting saga later. Anyway the wheel has now turned full circle and the Club's first Newsletter Editor is now Editor once again.

Talking of wheels turning, the club has certainly been going places lately. Don has been to Thailand with Dene, Guy went to Melbourne to pick up the plywood for the Ka 6 and half the Club went to Perth to pick up the Bergfalke. Mind you nothing has been happening at the airfield.

I'm told that the Perth trip was interesting. Apparently they travelled over 4,000 Km, one rabbit, two kangaroos and a camel! Of course nobody will write anything about it for the Newsletter which is probably why there hasn't been a Newsletter for a while.

In the five or so years that we have been publishing the Newsletter there have been many attempts to give it a name but they have fallen foul of the Club's well documented apathy. However, I believe that 1982 is a good time to start changing that apathy so let's start with a good name for the Newsletter. "Turnpoint" is a good name and hopefully it will be a good symbol of the year to come. Anyway, if you don't like it you can be the Editor.



BOOMERANG FLIES 650km

(Reprinted, without permission, from the Adelaide Hills Soaring Group's Newsletter.)

Over the Christmas/New Year period Emilis' boomerang was based at Gawler. Emilis carefully watched the weather and rigged and flew the aircraft on each day which promised to be the best of the weather cycle.

Sunday 10th January was "it". However, Emilis was in the back seat of the Kooka. Next day was expected to reach 41° so on the off chance he went out to Gawler. Here is his story of what happened.

I went to Gawler with the intention of flying out and return to Yanyarrie Creek, a distance of 500km, to get my Diamond Distance. Yanyarrie is 40km past Ororoo. As it turned out I never got there.

First launch was a short descent in heavy sink. The next launch resulted in 20 minutes spent at 2000' while I could hear, on the radio, 15m gliders at 5000' and cruising. Finally, I got to 8000' and headed upwind. A good 20kt northerly was blowing and it took 3½ hrs to do the 205km to Ororoo which wasn't fast enough.

Ahead I could see a blue haze, like a sea breeze, coming in from Pt. Augusta. This made the intended turnpoint look like an outlanding prospect. Time to reconsider. To the East the clouds were dying as the cold sea air came in; to the West, over the scrub, it was overcooked and rain was coming from the black clouds. Between, to the South-East, there appeared to be good weather. Measuring by eye on the map, Victor Harbor looked like it would be a good 500km destination.

With the tailwind Burra and Eudunda soon passed. From the Barossa Valley Gliding Club airfield at Stonefield a good cloudstreet led to the South-East. I cruised at 100mph for 80km, pulling up in the cores and then cruising on. Sedan, Bow Hill and Kulde passed below. I saw that Victor Harbor was out as the sky south of Murray Bridge was clean marine air. I deviated along the highway towards the border. Soon I passed Coonalpyn and thought that I should have my 500km under my belt.

However, I'm at 9000' and it's only 6.30 pm. The weather is still convective so I decide to go just one more town. After passing Keith I hear Bordertown Gliding Club pilots on the radio. They are returning from Victoria. A cold beer and a friendly clubhouse sound good. I work my last thermal at Keith at 7.30 pm and arrive at the Bordertown airfield with 4000' in hand. My mind says "just one more town" but comfort wins out and with airbrakes out we descend to a landing 8hrs after takeoff.

Chris Dearden's reply to my suggestion that he drop everything and drive 12hrs to get me was repeated frequently as we derigged the Boomerang at 2 am. At 7am we were back in Adelaide.

Ed.-Well done Emilis! It's great to see the "Old Man" get his long sought after Diamond Distance.

NEW YEAR PREDICTIONS

January

The Bergfalke is not pranged because Andrew takes three weeks to lay the cables. After inspection with a microscope it is determined that some work has been done on the Ka 6. Andrew volunteers Sandra for Newsletter Editor.

February

The Bergfalke is pranged. Guy says not to worry he will fix it with the insurance company. After payment by the insurance company the Club no longer has an overdraft. Andrew volunteers Sandra for all onfield catering. Brett propositions Jane.

March

E.P. Enterprises has repaired the Bergfalke in between repairs to Boomerangs and Kookaburras. It is in the air for exactly one day when Sandra lands it on top of Hotel Alpha. Guy says not to worry he will fix it with the insurance company. As a result the Club buys a Nimbus IIIC (Boron Fibre). Special commendation is given to Andrew for actually putting a log in place on the clubhouse site. However, he is severely criticised by Mark and Redmond for acting contrary to the Airfield Development plan. Andrew volunteers Sandra for chief of aircraft repairs. Brett propositions Sandra.

April

It is conclusively established that someone has repaired a rib on the Ka 6. Cleve threatens to resign. Mark and Redmond finally present their master plan for the clubhouse. It will be 10 stories high with two control towers an NDB, VOR and ILS. It is suggested that this is too ambitious. Mark threatens to resign. His resignation is accepted by an overwhelming majority. Andrew volunteers Sandra for chief of winch maintenance.

May

The Bergfalke is flying again. Mark, flying as a visitor, crashes it whilst doing a chandelle, which closely resembles a loop. Guy says not to worry he will fix it with the insurance company. The Adelaide University Gliding Club Inc. takes over S.G.I.C. Rumours persist that the Bocian C of A is nearing completion but they are denied by the Management Committee. Andrew volunteers Sandra as head of the clubhouse project. Brett propositions Kylie.

June

A Liquidator is appointed to the Gliding Federation of Australia Ltd. in the interests of the public. Emilis just happens to be the Liquidator. He immediately announces the abolition of Open, 15 Metre and Standard classes. The clubhouse falls down after all the structural members have rusted through. Guy says not to worry he will fix it with the insurance company. The S.G.I.C. Building is transported to Lochiel. Andrew and Sandra separate. Sandra volunteers Andrew for custody of the kids. Guy regains control of the Club Newsletter.

July

Andrew lays the second set of cables for the year. Guy announces that the Club Newsletter is going to be computerised, as a result nobody receives the July edition. Brett propositions the Sawyers cat. Mark is finally expelled from the Club but gets his revenge by taking the Hang Gliding Cub with him. The Sports Association suddenly notices that they have a very large deficit in their account.

August

Brett is arrested for indecent assault when he fondles Jane's big toe. Sentenced to solitary confinement he takes five years to discover that nobody is listening to him. Rupert Murdoch denies that he has received a takeover bid from the publishers of the Club Newsletter.

September

Don produces the Mk XXV version of the winch head. It entails the complete replacement of the winch. Rupert Murdoch admits that he has lost control of the Times. Guy's gliding feats feature prominently on page 1 and Jane appears on page 3.

October

The Bocian C of A is finally completed but it is completely destroyed whilst being towed to the airfield by the Bellett. The Club is astounded by the news that Guy cannot fix it with the insurance company. There is a huge Wall Street collapse. Mark and the Hang Gliding Club launch an all-out attack on the University Airfield but it is cancelled when they cannot find their hang gliders.

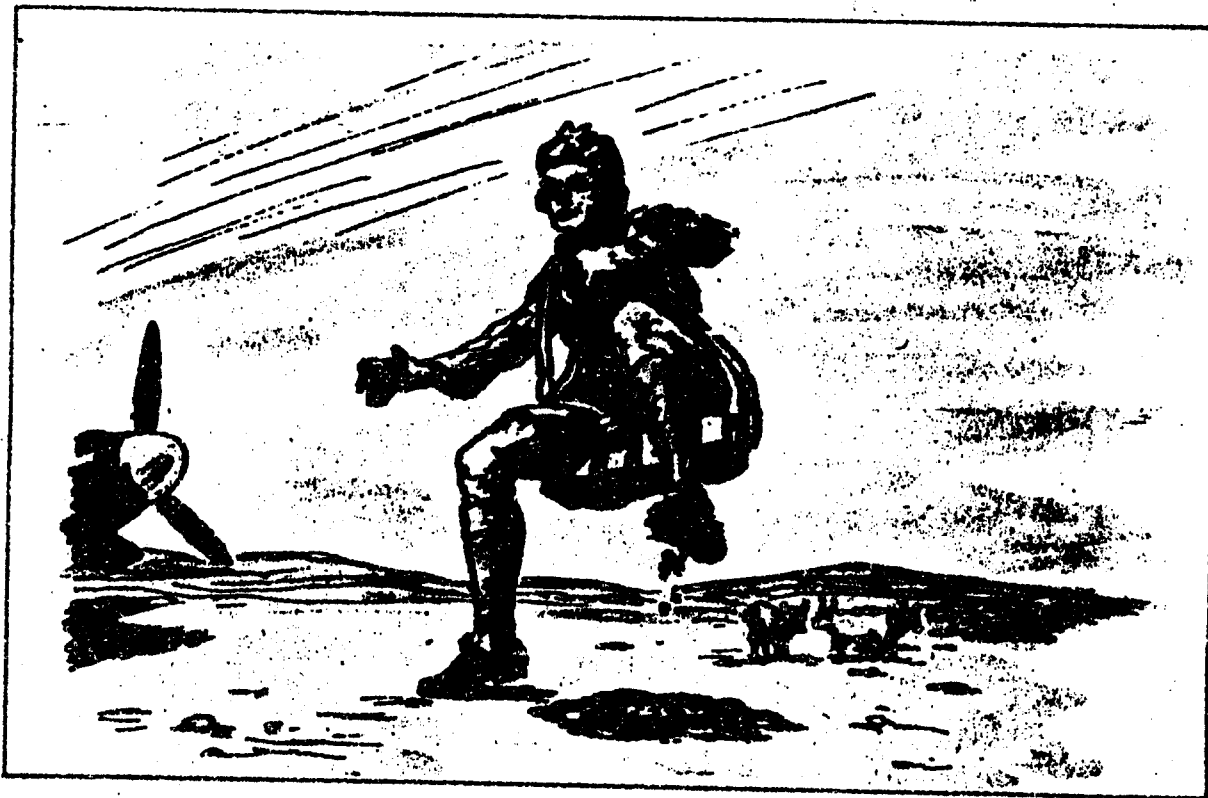
November

It is revealed that the Bocian's destruction was the work of the infamous "Gang of Four" of the Organisation for the Supremacy of Bergfalke. After Brett's involvement is revealed it is renamed the "Gang of Three and a Quarter".

December

The Bocian and Ka 6 are repaired and flying again. The clubhouse is finished. The winch does not break down. Andrew and Sandra are back together again and somebody else has custody of the kids. The Club welcomes Mark and Brett back. It is reported that somebody has actually been seen listening to Brett. Guy is made Emperor of Australia. There are no prangs. Andrew averages laying 100 cables a day. Neil goes solo. However, this good luck ends when everybody wakes up and stops dreaming.

Biggles, Man or Myth? Recently discovered extracts from the work of Capt. W. E. "Martin Chivers" Johns, the creator of Othello, Falstaff, Sidney Carton and Biggles.



BIGGLES IS EXTREMELY SILLY
(1938)

Squadron-Leader Bigglesworth paused for a moment outside the Wingco's office. He had been called back from leave three days early, and this didn't happen unless things were really wrong.

He knocked and went in. Came out, knocked, went in, knocked again, went in, came out, knocked, went in again, knocked again from the inside, came out, knocked from the outside, went in, knocked again, came out, did a little jump, knocked, went "Ee-aw!", knocked again, jumped, ran out, knocked, came in again with a waste-paper basket over his head, jumped, knocked, went out, knocked and entered the dimly-lit office. "There you are Bigglesworth," said the Wingco with just a trace of annoyance. Only a trace, not a fully-fledged burst of anger or a downright bitch about Biggles being late or a swingeing attack on the punctuality of Air Force personnel or even a snide dig at Biggles' general attitude or an irritation that he was forced, by his seniority, to be in a position where he was potentially a target for the general feelings of bitterness prevalent in the upper echelons of Fighter Command due to a combination of fatigue, long hours and the severe strain imposed on any man's self-control by the duties and responsibilities inherent in his rank, nor was there any hint. . . .

BIGGLES AND THE NAUGHTY THINGS

(1941)

Squadron-Leader Bigglesworth walked purposefully across the tarmac. It was a cold, grey, November morning, and the mist was drifting across the desolate airfield. Biggles clambered onto the wing of the waiting Jupiter and lowered himself into the cockpit.

"Weather looks dicey," observed Ginger drily.

"The sooner we get off the better," murmured Algy, "I'd rather see this bally fog from topsides."

"Shut up, the pair of you," snapped Biggles, "and hand me the substances."

"Oh, you're not going to smoke, are you Biggles?" queried Algy.

"It's such a bally awful smell," added Ginger ruefully.

Biggles took some resin from the First-Aid box, and working away with his pen-knife, soon had enough to fill a generous joint. He lit up briskly, and slamming the Jupiter into full throttle, taxied into the drifting mist, through the hangar, the W.A.A.F. Canteen, a car park, a Social Centre, a model agency and an art-book publisher's delivery depot.

Suddenly he was airborne. Algy breathed a sigh of relief and eased himself out of the co-pilot's seat.

"Oh, it's so hot in here," Algy declared evenly.

He began to unzip his flying jacket and soon stood naked in the faint glow of the altometer.

Ginger blushed hotly.

Algy returned his blush curtly.

Biggles also turned red and blushed and threw the twin-engined Jupiter into a tight turn over the airfield.

"Does my body offend you, Biggles?" queried Algy sharply.

Biggles said nothing. His drug-ravaged features showed no glimmer of emotion. His lips were set, his dilated pupils looked neither to right nor left, his hands gripped the joystick.

Suddenly out of the clouds, directly ahead of them, Ginger glimpsed the red flash of the Heinkel fighter.

"Look it's von Richthofen," he cried excitedly.

"Get your clothes on, Algy," murmured Biggles curtly.

"Shan't," returned Algy, teasingly.

"He's coming at us out of the sun!" yelled Ginger anxiously.

"Put your bloody trousers on, Algy," repeated Biggles grimly.

But it was too late, von Richthofen came nearer and nearer. Soon he was in the cockpit.

"My God we're done for," screamed Ginger.

"Aha! all ready are vee!" shouted von Richthofen, tearing off his flying suit.

Soon the little Jupiter monoplane powered by two 770 h.p. Cyclone engines was rocking from side to side, as the dastardly German wreaked his awful revenge on the drug-crazed British lads. . . .

NAMBUS 4 TEST FLIGHT

Sketchy reports are filtering through from Krickedneck, West Germany, regarding the first test flights of the new Nambus 4 contest sailplane which have been made by its designer Dr. Halsundbeinbruch.

Asked for his comments after the test flight he was tight lipped only saying that the performance came up to theoretical expectations.

This new model is once again 2 metres larger in span than the competing manufacturers' production sailplanes. Dr. Halsundbeinbruch would not elaborate on the 14hr test flight which was conducted in stable conditions. However, a reliable source from within the factory stated that the performance is as hoped. This resulted in an emergency during the test flight when the dive brakes iced up and the designer was unable to descend at the end of the scheduled test flight. It is understood that the glide ratio of the Nambus 4 is flatter than the earth's curvature. The sailplane therefore gains height in straight and level flight as the earth's surface falls away.

The source stated that, as a result the glider continued to climb once the divebrakes became inoperative and was finally only able to descend when the build up of ice on the wings degraded the performance of the glider to the level of 1981 production gliders. It is understood that electrical heating is to be installed on the production Nambus 4.

Rumour also has it that at low ring settings the Nambus 4 final glide calculator calls for heights below ground level. To overcome this divebrake settings are being fitted to production gliders along with the normal flap cruise settings.

Asked about the future of the Nambus 4, Dr. Halsundbeinbruch said that 50 orders had been received. Asked about the price, he refused to answer, saying his customers had asked that details of the purchase price be kept confidential. It is understood, however, that he has purchased an Arab oil Sate from the downpayment on the first production batch.

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NOVEMBER FOXTROT

Information received from our spies at the Adelaide Hills Soaring Group indicates that our old ES 59 Arrow was successfully test flown on January 10th. It did 6 launches for a total of 5hrs 40min. It just goes to show you that you can never keep the old girl down.