

# Uni Gliding Uni Gliding Uni Gliding

July 1983

Official Journal Of The Adelaide University Gliding Club.



## Next Meeting

Wednesday, 3rd August, 7:30 p.m.  
in the Jerry Portus Room, Union House.

- Agenda:
- 1: Business; The most thrilling part of these meetings.
  - 2: Educational Lecture: Provided by the instructor's panel.
  - 3: Coffee: You can leave at this point if you must be home by midnight.
  - 4: Film: Yes, we do sometimes have one. (a few months ago we showed 'Dawn Flight', so if you missed it, BAD LUCK.)

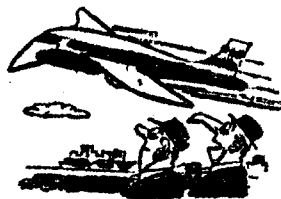
## Editorial

First, I feel that I must extend sincere apologies regarding some of the printing of last month's newsletter, especially the 'New Members' page. Because this page was virtually illegible in many copies, I am reprinting the page this month.

Also, since the editor of this publication falls somewhat short of being a literary genius (oh, you had already noticed), I would be very pleased to be able to print some articles, accounts, cartoons, poems, letters, notes, abuse, etc. submitted by ANYONE (as long as they're not obscene, or insult our CFI: we don't want to lose the mainstay of our magazine simply because someone upset Don so he stops drawing his cartoons). Any material you submit does not have to be of a very high quality (just look at the cartoons stuff we are printing at the moment). If you do decide to start doing something useful, and submit an article, we would appreciate it if it was typed neatly on an A4 page (but if you can't manage that, any other way would do— in crayon on a weeties packet would suffice. The 'deadline' for getting an article printed is the third wednesday of the month, to give us a chance to get the newsletter out in the following week. Later than that, and it may have to wait till the next newsletter. Articles may be handed to me (Andrew McGrath), or put in my pigeon hole (in elec. engineering), or posted to me (my address is on the list), or given to Russell Norman, or put in the AUGC pigeon hole (in the Jerry Portus Room), or got to the editor in any other way that seems convenient at the time.

P.S. So that's what the Phantom looks like; now what about Auntie Amy??

Andrew



"Funny nose?—What's funny about it?"

ADELAIDE UNIVERSITY GLIDING CLUB INC.

Report to S.A.G.A. July 82 to June 83

Generally, the year has been a successful one for our club.

A University club such as ours has a fluctuating membership due to the academic year. At the University Orientation Week in March, club members organised a publicity exercise, including rigging a glider on the campus lawns. The result was an intake of 54 new members, although not all of these have taken up the challenge as trainee pilots. With 25 pilots carrying over their membership from 1982, the club now has 79 members. In the last 12 months, 9 trainees achieved solo status, the highest number for 5 years.

During the year, the club's Ka6 single seater was returned to service after repairs. This brought the clubs operational aircraft up to a total of three, the other two being two-seater trainers, our ever-faithful Bocian and a Bergfalke. A marked increase in private ownership occurred, with three aircraft being purchased by club members. Whilst this is very pleasing, the club will now need to look at its winching facilities in order to avoid winch bottlenecks.

Much of the repair work on club aircraft has been undertaken by members, which has sometimes resulted in delayed repairs as work has to be done in available spare time. Our use of fabric aircraft assists us to do our own repairs, yet renders us vulnerable due to their comparatively fragile nature on the ground. Nevertheless, a dedicated commitment from a few members in particular has assisted in keeping our aircraft flying. The result is that we have once again completed a year without an increase in flying charges, an outstanding achievement as our charges were already extremely low.

Members competed in several competitions, including the Nationals at Leeton, with some success, and interaction with other clubs has been maintained with reciprocal invitations and usage of their facilities on cross country flights. Members have also been active in attending courses, including DI and instructors courses.

Not all was rosy, however. A lean period in the early part of 1983 occurred when a few of our instructors were simultaneously out of the state, which curtailed flying on several occasions. A rigging accident damaged a wing in December, a heavy landing broke a skid in January, and wing tip damage was suffered in a flying incident in May, all resulting in loss of flying. Progress on the clubhouse under construction has been slow, mainly due to distance from Adelaide.

However, despite these problems, a total of 500 flying hours and 2000 launches was achieved by club aircraft, and the year on the whole has been a successful one for the club.

Dick Temple,

## C.F.I.'s Report

1. **CROSS COUNTRY FLYING:** All solo pilots should aim to do several cross country flights each year. Qualification includes a high standard of airmanship, and thermalling skills, a knowledge of cross country flying techniques, an outlanding check and a 'C' certificate which includes a Rules of the Air test. The pilot also needs to know how to derig the type of aircraft to be flown and trailer it. On the day a cross country checklist must be completed. This will require preparations to be made and the necessary equipment to be carried. (See the checklist in this newsletter). If an outlanding is made an outlanding report should be completed.
2. **CROSS COUNTRY COURSE:** A special short (one evening) cross country course for solo pilots will be offered on Friday 12th August at 7.30 pm in the Jerry Portus Room. All solo pilots are requested to attend.
3. **PILOT LICENCES:** The carefree, halcyon days of gliding one hopes will continue, but attention to the rules and regulations is now unavoidable. For example an insurance company is refusing to pay out for a pilot hurt in a cross country accident because he did not have the F.A.I. 'C' certificate required under the Manual Of Standard Procedures (M.O.S.P.). Anyone undertaking a cross country flight as P1 must have a 'C' certificate.
4. **A, B, and C CERTIFICATE REQUIREMENTS:** It is recommended the A, B, and C certificates be applied for at the one time (fee \$10). Note the requirements and have them signed off on the day or at the next club general meeting.
5. **OUTLANDINGS:** All post solo pilots need to do outlanding drills on field before undertaking cross country flights. Basically pilots will need to satisfactorily set up a circuit and land in a taped area. On successful completion of the drill an entry will be made in the pilot's logbook.
6. **RULES OF THE AIR TEST:** A test must be passed and signed out in the pilot's logbook before a 'C' certificate can be issued. The first of these tests will be offered at the next general meeting. Those unable to attend can make arrangements with the C.F.I. to take the test on the field. A copy of the 'Rules Of The Air For Glider Pilots' is contained in this newsletter.
7. **BAROGRAPH:** All pilots should know how to prepare and use the barograph and it should be taken on all qualifying and cross country flights.
8. **INDEPENDENT OPERATIONS:** All independent operation authorizations are hereby cancelled. In future suitably qualified and approved pilots may have their logbooks endorsed for independent ops. for SOLO flight only. Even with the endorsement permission must be gained for the day concerned. The Silver 'C' certificate is one of the prerequisites to the authorization for independent operations.
9. **AEROBATICS:** Before aerobatics are undertaken the pilot must have an aerobatic logbook endorsement and the approval of the duty instructor. Parachutes must be worn.
10. **AIRSTRIPS:** The 'gate' end of the NW-SE strip has been moved further away from the power lines to allow a normal approach to be made. The 'tree' end of the NE-SW strip will also be moved for the same reason.

**11. LAUNCH SIGNALS:** (in order of preference)

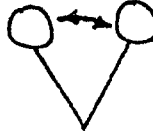
- (a) Radio or telephone: "take up slack", "all out, all out, all out." (if required) "stop, stop, stop".
- (b) Bat:

take up slack



(pendulum wag)

all out



(overhead wag)

stop



(stationary overhead)

(c) Lights:

take up slack  
all out  
stop

ON 1.5 sec - OFF 1.5 sec  
ON 0.5 sec - OFF 0.5 sec  
ON continuous

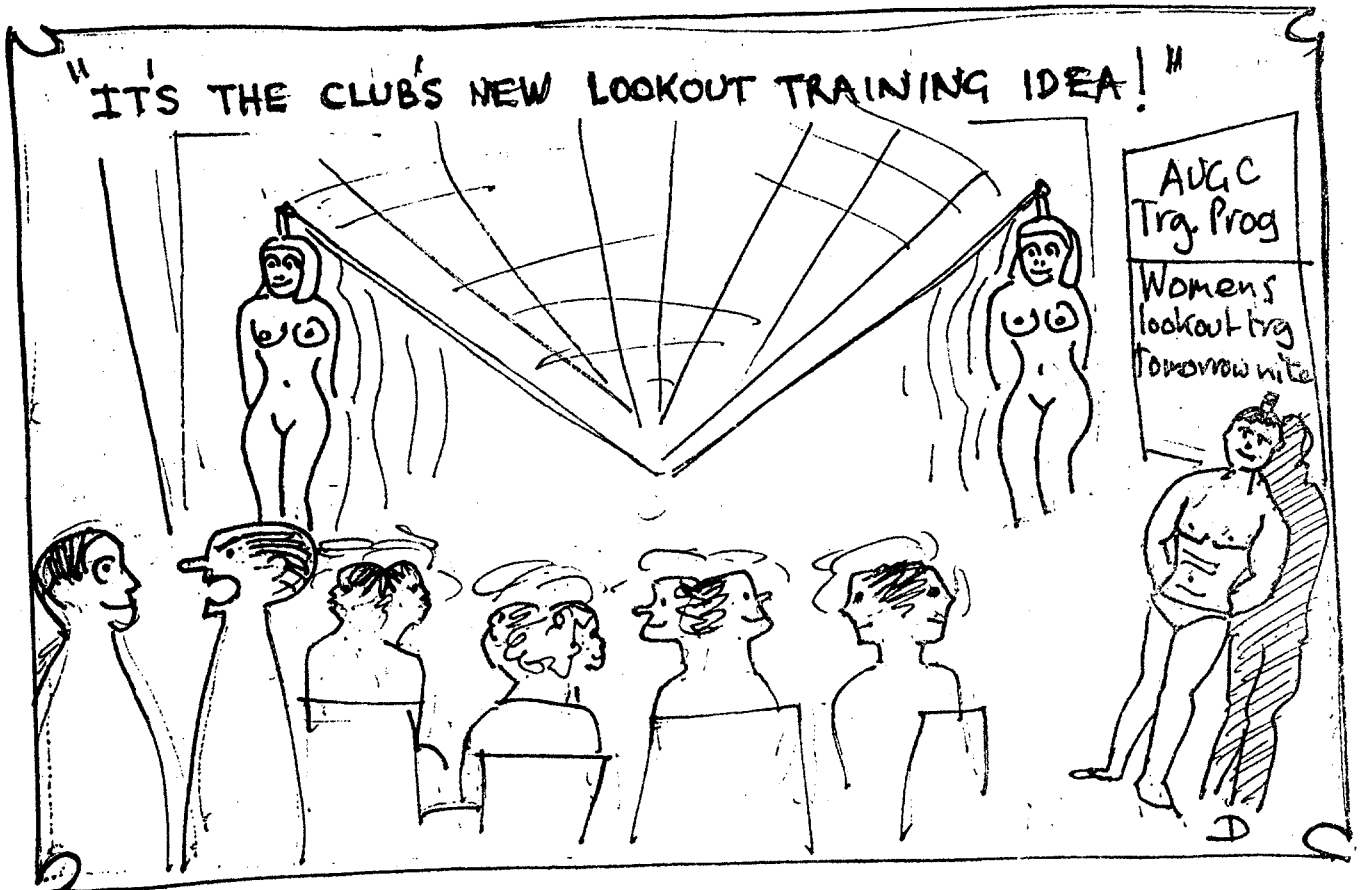
(d) Wing Signals:

take up slack  
all out  
stop

wings wagged  
wings level  
wing down.

(Note: if wing signals are being used a method of stopping the launch after the aircraft has left the wing runner's must be available)

**12. ANNUAL CHECK FLIGHT:** All pilots in the club must undergo an annual check flight and have it signed out in their logbook.



# ADELAIDE UNI GLIDING CLUB CALENDAR 1983

DATE	ACTIVITY	INST/S	THOSE ATTENDING
WED 1	GEN. MEET		
SAT 4		TN	R. Norman, N. ABBOTT, G. REDDELL
SUN 5		GH	N. ABBOTT, A. M'GRATH
SAT 11		DH	T. Parish, R. NORMAN, N. ABBOTT, A. M'GRATH
SUN 12	June	MF	N. ABBOTT, A. M'GRATH, D. Medlow
MON 13		RGH	D. Medlow
SAT 18		MB	T. Parish
SUN 19		AS	N. ABBOTT
WED 22	EXEC. MEET		
SAT 25		MB	
SUN 26		DH	N. ABBOTT
WED 29	INST MEET		
SAT 2			T. Parish, R. Norman, A. M'GRATH, G. REDDELL, B. BANHAM
SUN 3			D. Medlow
WED 6	GEN. M		
SAT 9			G. REDDELL, D. CONWAY
SUN 10			Rafferty
SAT 16		RQ	2. Medlow, T. Parish, G. P
SUN 17		DH	D. Medlow
WED 20	EXEC MEET		
SAT 23		AS	R. Norman, D. Medlow, aircraft
SUN 24			D. Medlow, D. P Temple, M. Rafferty
WED 27	INST MEET		
SAT 30		RQ/DH	R. Norman, D. Medlow, G. REDDELL, T. Parish, A. M'Grath
SUN 31		AS	N. ABBOTT, D. Medlow, J. Stagh, M. Rafferty
WED 3	GEN MEET		
SAT 6		MB	R. Norman, T. Parish
SUN 7		AS	D. Medlow
SAT 13	BVGC	RQ/DH	A. M'Grath, D. Medlow
SUN 14	BVGC	GH	D. P Temple
SAT 20		TN	R. Norman
SUN 21		AS	D. Medlow
WED 24	EXEC MEET		
SAT 27		RQ/DH	D. Medlow
SUN 28		?	D. Medlow
MON 29	CAMP	MB	N. ABBOTT, D. MEDLOW (?), A. M'Grath
TUE 30	CAMP	MB	N. ABBOTT, A. M'Grath
WED 31	CAMP	GH	N. ABBOTT, A. M'Grath
THU 1	CAMP	TN	N. ABBOTT, A. M'Grath
FRI 2	CAMP	MB	N. ABBOTT, A. M'Grath
SAT 3		TN	D. Medlow
SUN 4		DH	D. Medlow
WED 7	GEN MEET		
SAT 10		RQ	D. MEDLOW
SUN 11		?	D. MEDLOW
SAT 17		MB	
SUN 18		GH	D. MEDLOW
WED 21	EXEC MEET		
SAT 24		RQ	
SUN 25		?	D. Medlow
WED 28	INST MEET		
SAT 1		TN	
SUN 2		?	D. MEDLOW

Note Barossa Valley Gliding Club visits our field on 13-14 August. Come up and you may see some different aircraft.

MON 6 DL  
TUE 7 N. ABBOTT  
WED 8 N. ABBOTT  
THU 9 G. H.  
FRI 10 N. ABBOTT

Instructors: TN- Tom Nemeth: 251 3127  
GH- Guy Harley: 31 7340  
DH- Don Hein : 261 4245  
MF- Mark Forster: 251 2820  
MB- Mike Barnden: (085) 27 2237  
RQ- Redmond Quinn: 44 5331  
AS- Andrew Sawyer: 255 3646

August

September

October

### General News.

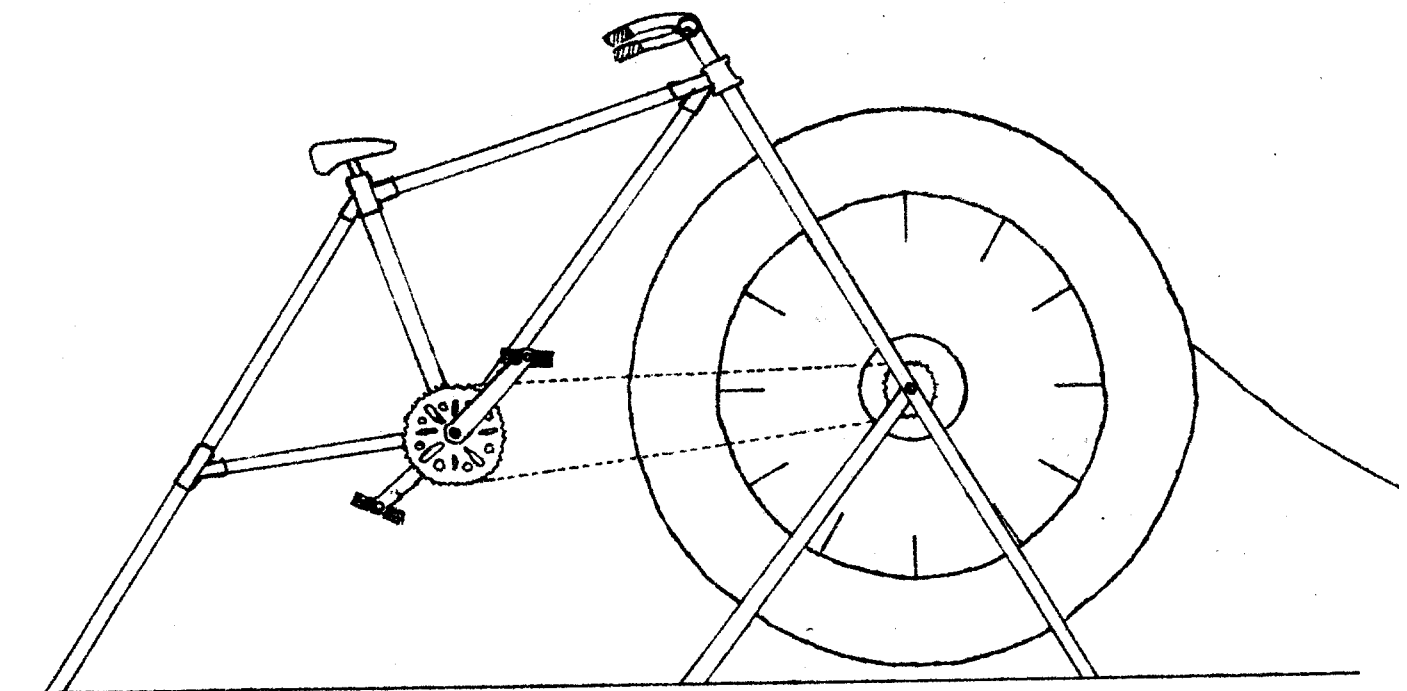
**Newsletter:** Believe it or not, some material was actually submitted for publishing in the newsletter !! Yes, Gordon Reddeek drew the 'Stages Of The Circuit', and the cartoon of Mark's cross-country was submitted anonomously (not surprisingly).

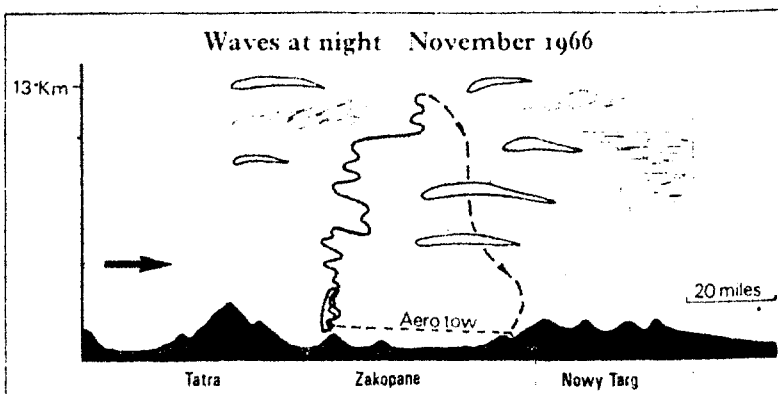
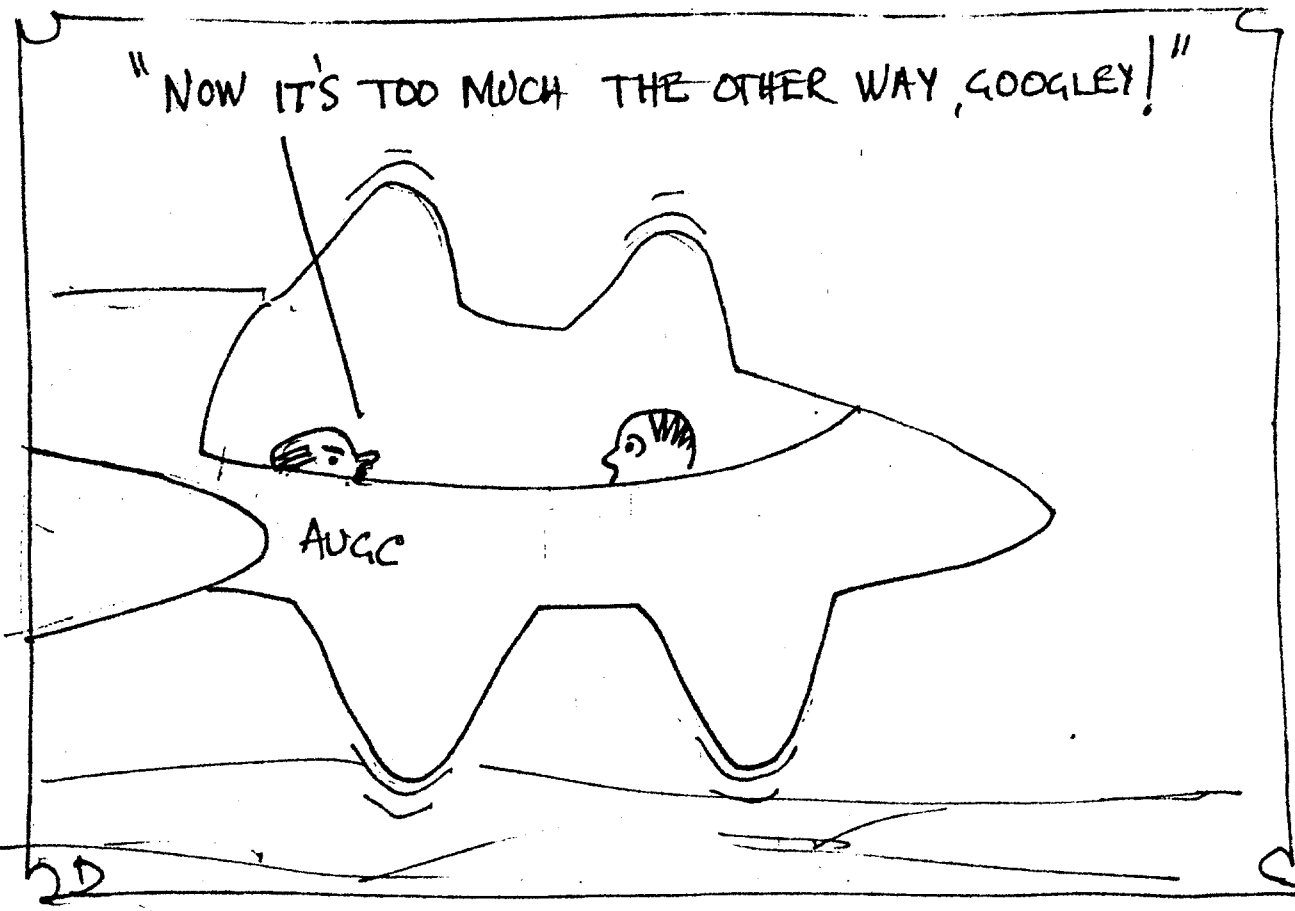
**Bergfalke:** Yes, the skid broke again. Repair should not take long this time, however, and it should be flying again very soon, if it isn't already fixed as you read this.

**Kadina Mob:** Unfortunately, it was reportd in last month's newsletter that the Kadina Mob had sold the Nambus and bought a Boomerang. It has now been pointed out that this is, in fact, incorrect: they have certainly bought a Boomerang, but the Nambus has not been sold! (sorry for dashing everyone's hopes). The Nambus has in fact been moved into the back of the hangar.

**Winch:** It has been decided that Redmond's new winch project was somewhat too extravagant for a club such as ours. Thus, the design has been 'trimmed back' a little. The new design (see diagram below) is much easier and less expensive to build, and with this winch in operation we should be able to reduce the launching cost to a level on a par with bunjee launching. We feel that the only disadvantages are that

- 1) We only have one cable out at a time.
- 2) The winch is not self propelled.
- & 3) Winch drivers may be harder to find.





11.10 That lenticular clouds can be recognised at night is shown in this account by Josefczak and Tarczon, two Poles out to beat a record. They had a Bocian glider, fur clothing and oxygen, but no cabin heating.

We took off from the airfield at Nowy Targ hoping to break the two-seat height record by flying into the night. This required a rather special approach because of the different look of lenticulars in darkness. During the afternoon the 7/8 strato-cumulus started to disintegrate and lenticulars appeared at a considerable altitude. At take-off only one rotor was left east of Zakopane, giving lift from 200 m above airfield level up to 2300 m. Take-off was made in a fairly strong wind at 1524 hrs, and the tow made at a low height in turbulence towards Zakopane. . . . There I released at 1700 m above airfield level in lift of 8 m/sec., climbed to 3500 m, and then on the side of almost the last rotor descended as far as possible to get a low point on the barograph from which to start the real climb. I managed to get within 150 m of the terrain, and then started to climb in the lift. At 4500 m I left the rotor and moved into the wave proper. When it started to weaken I flew towards Zakopane. Whilst doing this I was climbing at 4 m/sec. with the wind from 190 deg. I managed to reach 11,500 m in an area of lift 8 km long. When this lift started to deteriorate I flew again towards Zakopane and reached 12,500 m in lift at 3 m/sec. It was now dark. All the lower cloud had disappeared and only lenticulars remained looking like black strips in the starlit sky. I

See! Bocians can fly!!



MINUTES OF THE SPECIAL EXECUTIVE MEETING  
OF THE ADELAIDE UNIVERSITY GLIDING CLUB  
HELD ON WEDNESDAY, 1ST JUNE, 1983  
AT 9.30 P.M. IN THE UNION BUILDINGS.

Present: Richard Temple (President), Dennis Medlow (Secretary),  
Russell Norman (Treasurer), Don Hein (C.F.I.), Andrew McGrath,  
Mark Forster (Airworthiness Officer).

Visitors: Redmond Quinn, Andrew Sawyer.

The President opened the meeting and explained that the meeting was necessary at such short notice in order to decide on an offer that was made to the club of a 2 month old Holden V8 engine and suitable transmission. He explained that Kevin Frost from Kadina had made some investigations and seemed pleased with the engine. Redmond Quinn undertook to see GMH about engine specifications and suitability for a new winch.

*RESOLUTION 1: THAT the club executive authorises Redmond Quinn & Richard Temple to negotiate the purchase of a Holden 308 V8 engine and gearbox for a maximum of \$800.*

*D. MEDLOW/A. McGRATH  
Carried.*

### Loose electricity

Lightning occurs between a cloud and the ground, in cloud, or between two clouds. The greatest risk is within about 5000 ft either side of freezing level, but lightning will also strike outside this region. The effect of lightning is variable, and generally on an all-metal aircraft insignificant. On wood and glass-fibre aircraft the presence of the metal parts may have odd effects - a control cable may be burnt through while the wooden wing in which it is contained appears to be virtually undamaged. Alternatively, a strike passing through wood or glass fibre on to the metal beneath may reduce the non-metallic parts to the consistency of pith. Sometimes a pin hole in the surface may be the only external sign that there is trouble inside.

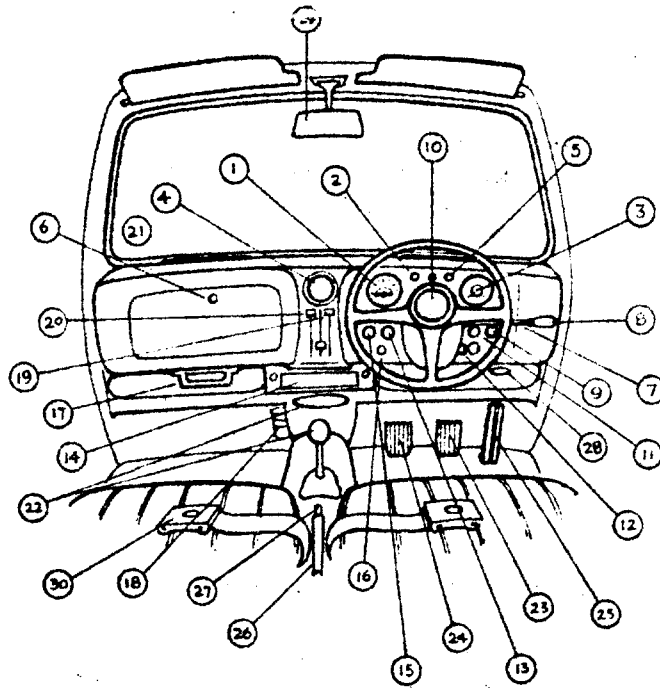
A lightning strike may cause the aircraft's ferrous parts to be magnetised, or the compass magnetism to be upset; either may result in the compass giving misleading readings.

Aerotowing of gliders in thundery conditions is usually merely unpleasant, because of the turbulence which is encountered; however there is possibility of a higher than usual strike risk since the tug, tow rope and glider are, in effect, one big object - although there is no evidence of accidents from this cause. Winch-launching is obviously very hazardous, since the wire cable sticking up 1000 ft or more into the air becomes an excellent lightning conductor. On some gliders with poor electrical bonding the pilot's body will be connected to the aircraft by his right hand on the stick, and to the ground by his left hand on the release knob. A quite small potential gradient becomes appreciable when extended vertically through 1000 ft; even if a strike does not occur there is still a risk of the pilot getting a shock.

Many different cars are driven on field, causing some confusion to the driver. Here, then, is a handy guide to the  
**PARTS OF THE AVERAGE TOWING VEHICAL.**  
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- ① - Fuel Guage; A steady needle indicates that you have run out of petrol.
- ② - Fuel warning light; To worry you at all times.
- ③ - Speedometer; Needle moves automatically to left on sight of radar trap and/or police patrol car.
- ④ - Clock; Remains stuck at ten minutes to seven.
- ⑤ - Brake Warning Light; Reminds you that brakes may fail at any moment.
- ⑥ - Glove Box; Stuck closed, produces rattle.
- ⑦ - Indicator Lever; Sometimes bumped accidentally- please ignore.
- ⑧ - Indicator; Produces alarming flashing light and ticking noise without warning (see ⑦).
- ⑨ - Internal light switch; It is hazardous to use this in the dark.
- ⑩ - Horn button; frightens sheep and/or other road users.
- ⑪ - Air Conditioning Switch; Produces alarming hum.
- ⑫ - Ignition; (Keys cannot be recovered if doors are slammed: break glass with jack supplied)
- ⑬ - Ignition Warning Light; Continuous red light indicates an electrical fault (no red light indicates an electrical fault)
- ⑭ - Car Radio; Produces depressing weather reports, news bulletins, and police traffic warnings.
- ⑮ - Windscreen wiper knob; No effect.
- ⑯ - Windscreen Washer Knob; Squirts water jets over roof of car.
- ⑰ - Ash tray; Produces twanging noise; traps fingers; flies into rear of car.
- ⑱ - Brake Fluid Reservoir; DO NOT TOUCH
- ⑲ - Hot Air Regulator; Produces stupor.
- ⑳ - Cold Air Regulator; Produces neuralgia, ear-ache, etc.
- ㉑ - Defroster Vent; Produces alarming hissing noise.
- ㉒ - Gear Lever; Produces ear-splitting grinding noise and/or embarrassment to front seat passengers.
- ㉓ - Brake Pedal; Throws occupants violently forwards, causes glider to over-run and engine to stall.
- ㉔ - Clutch Pedal; Throws occupants violently backwards, causes tow-rope to break and engine to stall.
- ㉕ - Accelerator Pedal; Gives illusions of power.
- ㉖ - Hand brake; Produces smell of burning and poor engine performance.
- ㉗ - Hand brake release button; Produces sore thumb.
- ㉘ - Internal Boot Release; Causes boot to open unless keys are unavailable.
- ㉙ - Rear View Mirror; Produces comical lopsided view of back seat passengers.
- ㉚ - Seat Belts - Produce mind-bending debates and arguments.

Additional- Headlights dimmer switch - In hand of front seat passenger - Automatically dims on sight of oncoming lights.  
And- Alligator clip on wire in rear seat - when clipped to door handle, produces bright spark, electric shock to rear seat passenger, causes windscreen wipers to start automatically on first sign of rain. (Refer \$50 station wagons)



## *Treasurer's Report*

Summary of the second half of the financial year 82/83

### Cash Flow:

Month	Income	Expenditure	Balance
Feb	1750.46	2560.00	(810.54)
March	1079.02	471.26	607.76
April	1673.35	1962.81	(289.46)
May	1792.33	596.80	1195.53
June	170.03	814.72	(644.69)

1. The total difference in cash inflow/outflow over the five month period was \$58.60.
2. Although at the end of some months there is a net outflow, this does not imply we are using a bank overdraft. We have a buffer of approx. \$1000 before an overdraft would be required.

### Conclusion:

- we have maintained a stable cash flow over the whole period despite large fluctuations from month to month.
- the reason, in the main, for this stable position is due to the heavy use of our operating grant, from the sports association.
- we started the year with \$4200 and now have \$753, however this was a deliberate action on our part for various reasons:
  - (i) the grant money is better being in our account than the sports association's.
  - (ii) when applying for a supplementary grant a large operating account with

## FINANCIAL FORECASTING JULY-DECEMBER

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Income:	known income; operating grant	750
-----	supplementary grant	1445
	investment reserve	1800
	sub total	3995
	expected income; member's accounts	2200
	TOTAL	6195
		-----
		=====

## Expenditures:

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Social repairs and maintainance	1000
Bergfalke C of A and maintainance	500
Ka-6 C of A and maintainance	500
Winch petrol, maintainance and equipment	900
Newsletter and printing	150
Loan repayments	900
Miscellaneous (parachute, office supplies)	300
	-----
TOTAL	4350

- Note:
1. Not included is the current balance of the operating account. This is not classed as income but as a buffer against financial distress. However it currently stands at approximately \$800.
  2. Expected income from members is based on there being eight flying days per month for the next six months and each day earning \$45.
  3. All figures are estimates based on past records.

## Conclusion:

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Any expense on non essentials, ie clubhouse, will have to come from earnings on flying over \$45 per day. This is assuming we do not use any of our investment reserve. So money can be spent in non essential areas from excess earnings only.

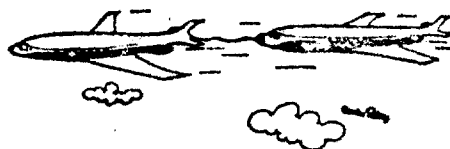
Note; we have in the past earned up to \$100 a day with three aircraft. However \$45 per day is a conservative estimate on what is achievable on a regular basis for the purpose of financial forecasting.

## WINCH PROJECT:

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We have \$2500 which can only be spent on a new winch, which is half way to the quoted cost. The other half will have to come from next year's budget, from an external source (government, sponsors) or from a good summer with no accidents.

"And check the  
oil, please!"



MINUTES OF THE SPECIAL GENERAL MEETING  
OF THE ADELAIDE UNIVERSITY GLIDING CLUB  
ON WEDNESDAY, 1ST JUNE, 1983  
AT 7.30 P.M. IN THE UNION BUILDINGS

Present: R. Temple (President), D. Medlow (Secretary), R. Norman (Treasurer), R. Quinn, T. Parish, N. Abbott, A. McGrath, P. Temple, M. Barden, M. Forster, T. Nemith, D. Hein (CFI), G. Reddek, T. Johnson, A. Sawyer, S. Sawyer plus 3 visitors.

President's Report

The President mentioned an incident on the previous weekend involving the Bocian (VH-GTW). He said the C.F.I. would elaborate further.

Secretary's Report

The Secretary reported that the Adelaide Soaring Club would visit on the June long weekend and Barossa Valley Club would visit in August.

Treasurer's Report

The Treasurer reported that the club had been awarded a supplementary grant of \$1,445 from the Sports Association.

C.F.I.'s Report

The C.F.I. reported on the incident involving the Bocian landing at the gate end strip in a high west wind and its wing tip colliding with a tree. He said that no-one should ever use ground references when flying and everyone should learn from the incident.

The C.F.I. congratulated Redmond Quinn on the gaining of his assistant instructorship.

Airworthiness Officer's Report

The officer reported that the club currently had no airworthy training aircraft. He said that the Bergfalke skid would be completed before any work was undertaken on the Bocian repair. He also informed members that under no circumstances can unauthorised repairs be made to any aircraft of the club.

Constitutional Amendments

Resolution: *THAT the Constitution of the Adelaide University Gliding Club be amended as follows:*

*Section 2(a) to be deleted*

*Section 4 to be deleted from the words "HangGliding" to "gliding facility"*

*Section 5(f) to be deleted*

*Section 8(d) to be deleted*

*and sections be remembered as appropriate.*

*D.MEDLOW/R.QUINN  
Carried Unanimously*

The business session closed at 8.20 p.m.

## AUNTY AMY RETURNS

Heelloow Possums!!

After a long absence (and extended holiday with my hubby Edgar), I have returned to grace this newspaper's pages with my words of wisdom. For those of you who have any difficult personal problems that you would like solved, please write to me at the address below:

Auntie Amy's Advice Column  
C/- Adelaide University  
Gliding Club Newsletter

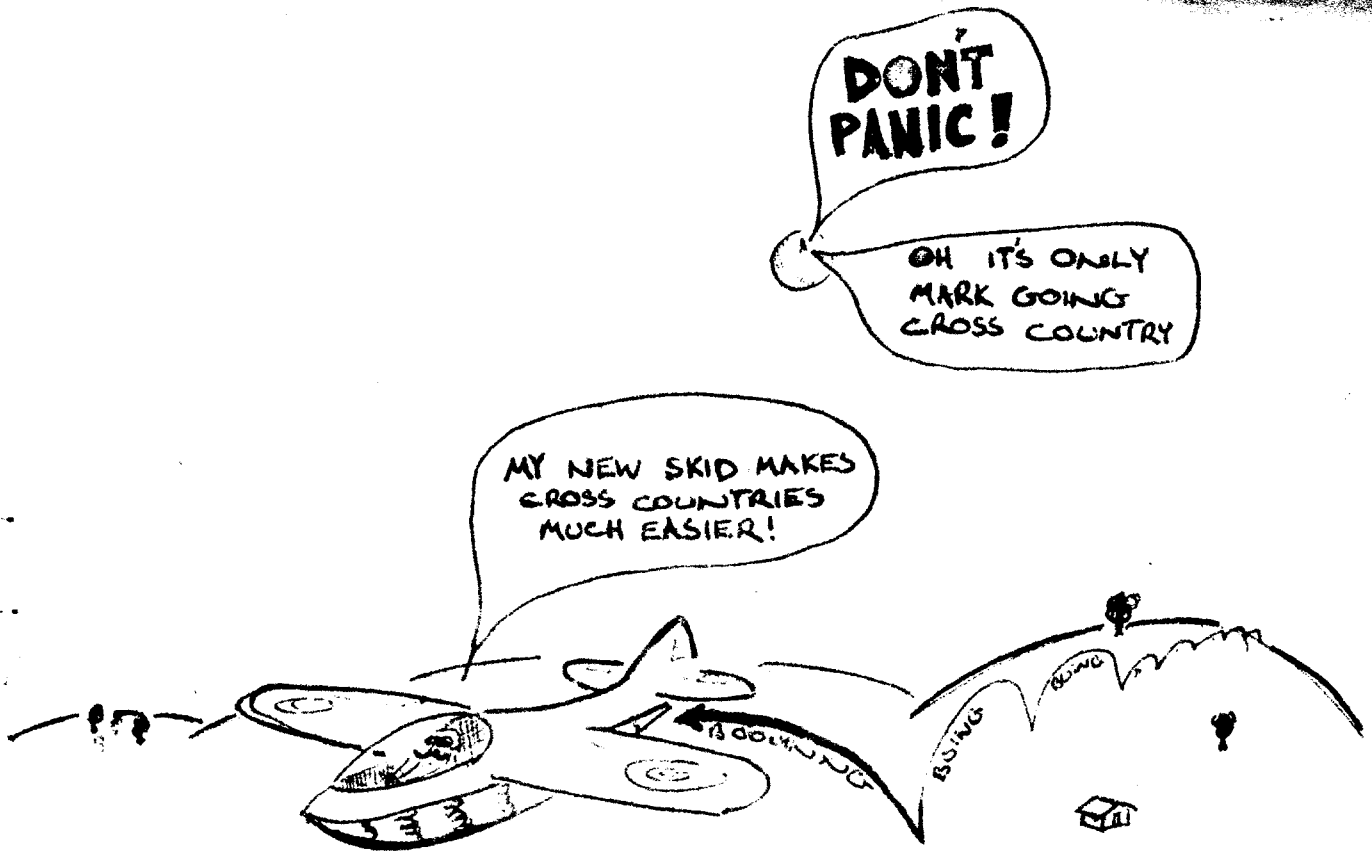
Or you can personally deliver your questions to me, just come to the third drainpipe along North Terrace and wipe your feet on the welcome rock before entering.

Yours Endearingly  
Auntie A.

### Auntie Amy's Practical Household Tips For Glider Pilots

For all those embarrassing hard-to-remove glider stains simply soak your machine in paint stripper overnight before popping it in the Simpson (for those with fibreglass, throw 'em away, its cheaper to get a new one).

And for those new students who can't stand their instructor yelling at them from the back, just mix some superglue in with his potatoe chips before takeoff, it never fails.



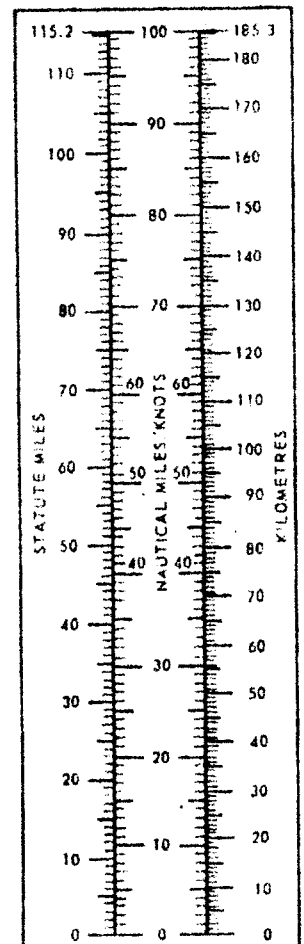
## UNITS OF MEASUREMENT

For Measurement of—	Unit
Distances used in navigation, position reporting, etc.—generally greater than 2 to 3 miles	*Nautical miles and tenths
Short distances, such as those relating to aerodromes, e.g. runway lengths	Metres
Altitudes, elevations and heights	Feet
Horizontal speed, including wind speed	Knots
Vertical speed	Feet per minute
Wind direction in observations for landing and take off	Degrees magnetic
Wind directions, except for landing and take off	Degrees true
Visibility, including runway visual range	Kilometres or metres
Altimeter setting	Milibars
Temperature	Degrees Celsius
Weight (mass)	Kilogrammes
Time	Hours and minutes, the day of 24 Hours beginning at midnight Greenwich Mean Time. (To be stated in minutes only when no misunderstanding could occur.)

\*Miles shall be read as meaning nautical miles unless stated otherwise. The word 'nautical' may be omitted from ground air communications.

If you are unable to use these units, you should advise the airways operations unit you are

SPEED, DISTANCE  
CONVERSION SCALE



MINUTES OF THE EXECUTIVE COMMITTEE  
OF THE ADELAIDE UNIVERSITY GLIDING CLUB INC.  
HELD ON JUNE 15TH AT 7.30 P.M.  
AT THE RESIDENCE OF MR. D. LARWOOD, KLEMZIG

PRESENT: R. Temple (President), D. Medlow (Secretary), R. Norman (Treasurer),  
D. Hein (CFI), M. Forster (Airworthyness), B. Giles, A. McGrath.

APOLOGIES: G. Harley (Legal).

MINUTES OF PREVIOUS MEETING

RESOLUTION 1: *That the minutes of the previous meeting be accepted as a true and correct record.*

R. NORMAN/A. McGRATH

BUSINESS ARISING

Don Hein reported that a calendar for the rest of the year had been set up.

The Secretary reported that the club had been unsuccessful in its tender for the huts.

GENERAL BUSINESS

President's Report: Richard said he had nothing new to report, he though that the club had been going through an extended crisis for the past 18 months. He said we must attempt to extract ourselves as we have large financial projects (eg. winch) coming up.

He foreshadowed a possible increase in flying rates.

Secretary's Report: The Secretary announced the responses to the clubs invitations to other clubs, and presented the administrative budget request of \$50 for the next financial year. The club executive noted and approved the dates for the Barossa Valley G.C. visit (viz. 13th - 14th August, 1983).

Treasurer's Report: The Treasurer requested budgets from those officers that regularly spend money on behalf of the club. He said the supplementary grant for the club still had to be approved by the Union committees. The club had \$250 in revenue last month.

He reported that out of the budgeted \$400, only \$296 had currently been spent on the clubhouse.

He said the winch had not cost too much to run lately and that the onsite toilet had been refurbished at minimal cost. He recommended the allocation of a budget for the airworthyness officer.

The Committee asked the Treasurer to send out reminder notices to club account holders to those members who had large debts.

RESOLUTION 2: *That the Secretary & Treasurer be allocated \$50 each for administrative purposes during the 83-84 financial year.*

R. TEMPLE/R. NORMAN  
Carried.

The Treasurer said that the budget for the newsletter will be presented at the next meeting.

The Executive discussed the reimbursement of candidates sent on instructors courses.



*RESOLUTION 3: That the club pay 100% of costs of successful candidates and 75% of costs of unsuccessful candidates to instructors courses.*

*R. NORMAN/A. McGRATH  
Carried.*

C.F.I. Report: The CFI reported that an incident on field involving VH-KYW landing at the Gate end (SE Corner) sustaining some damage to a wingtip, he said that he had received reports from both pilot and instructor. He added that the pilot was very lucky to escape injury. This indicates a pressing need to change the strips at that end.

Don said that the National coach will visit the field on the 25th June and attend our G.M. on the 6th July. A letter sent to the coach is to be included in the official copy of the minutes. The CFI recommended that a special newsletter be sent out immediately to advise people of the meeting date.

The CFI also informed the committee that the Ka6 had been outlanded safely after an abortive return from the ridge. Dene Larwood has requested that he be released from instructor's duties indefinitely. Don Hein and Michael Barnden are to go to an instructor's upgrading course. The CFI reminded the committee that flying on the ridge is really cross-country flying and that club members should be exercising greater care with outlanding decisions.

Airworthiness Report: The officer reported that the tube on the Berg Falke tyre had burst but will be replaced. He added that the Bocian will not be flying until at least after the forthcoming C of A course at Gawler. He will get quotes for repairs before the next meeting. He added that an airworthiness check status of club members will be prepared for the next newsletter, to inform members of the extent of their latitude when dealing with aircraft repairs.

Mark also mentioned that the skilled members of the club seem to be dedicating their time to the club's repairs and foresaking their own projects and suggested that the club be prepared to help out with the private projects where appropriate.

Mark also said that he will commence a list of equipment that has been borrowed from or borrowed by the club, recording the name of the person responsible for the equipment.

#### GENERAL BUSINESS

The winch proposal was deferred awaiting further information.

*RESOLUTION 4: That Russell Norman and Rodmond Quinn prepare and present a formal application to the State Government for funding.*

*D. MEELOW/D. HEIN  
Carried.*

Next G.M.: The next meeting will involve a visit by the National Coach, Mike Valentine, with no films. Coffee and Tea to be supplied by Richard, Urn from Don and Biscuits by Dennis.

Newsletter: A special issue will be out tomorrow with the special meeting notes in it, photocopied if necessary, another issue will follow in about a week's time.

Clubhouse: D. Hein made a bid for unused building materials, the committee donated them to Don for his many years of work in the club. It was noted by the meeting that the downpipes had been in place and the clubhouse will soon be at lock up stage.

The motions on notice were deferred.

## NEW MEMBERS

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As I mentioned in the editorial, there are a lot of new members in the club who we just don't ever get to see on field.

If you are a member of the club, there is just NO EXCUSE for not coming up for some flying.

Common 'excuses' given are time, transport, cost, etc.

Time is no excuse; if you want to, you can make yourself just one free day on a weekend sometime.

Transport is no excuse; even if you live at Clarendon, West Lakes, or similarly remote suburb, we have people leaving from all sorts of odd places most mornings that we fly who would be only too happy to pick up a passenger; all you need do is ring up one of the numbers below, and explain your situation, and something will be worked out, no matter where you live.

Cost also is no excuse; we know we are the cheapest gliding club in Australia, and we think we are the cheapest club in the world. An average day's flying will cost about \$6, for transport to and from Lochiel we charge \$4 (though if you take your own car, you can collect this fee from everyone you take), and if we decide to stop for a meal in the pub on the way home, that's maybe an extra \$4.

If you are a little unsure of the arrangements, here is a reminder;

1; Try to get your name down on the club calender at a meeting, or by ringing Don Hein; this is not a definite committment, but let someone know if you're not going so people won't be waiting for you.

2; If you decide only a few days in advance that you want to go flying, ring up the instructor of the day on the THURSDAY night before to allow the day to be planned. If you don't know who the instructor is, try ringing someone who is likely to know, like someone on the list below. If it's later than the thursday, (and we do prefer it not to be that late), you can try ringing around desperately to find out if the day is on or not.

3; If, however, you just wake up early Saturday morning with a burning desire to go gliding, then you can just arrive at the Golden Fleece service station at Bolivar (this is on the Port Wakefield Road, on the left, just past a caravan park), by 7:25 am (Yawn...) and you will meet all the others who planned to fly that day. Just arriving like that, however, you will not have been told if the day has been cancelled or not, and if there is flying (which there probably will be), then you will have a lower priority for flying (i.e. you probably won't get to fly at the best part of the day).

4; We then car pool from Bolivar, leaving at about 7:30 am. The owner of each car that goes collects \$4 from each passenger he/she takes for a round trip, to cover petrol.

5; The time we arrive back at Bolivar varies a lot, but is usually between about 7:30 pm and 10:00 pm, depending on light, weather, etc.

Club Contacts; Me (Andrew McGrath, Newsletter Editor); 356-2466  
Don Hein (Chief Flying Instructor); 261-4245  
Russell Norman (Treasurer); 390-1824  
Dick Temple (President); 390-1827  
Dennis Medlow (Secretary); 42-5093

not go in all probability a third that distance. There should be a ground crew of from eight to ten persons divided into three sections. Two sections of not less than three men each should be assigned to handle the launching cord. This is a rubberized cable. In the center is a metal loop. This fastens on a hook in the nose of the glider. When the rope is tight it stays on. When the tension relaxes, it falls off.

The modern glider is equipped with standard airplane controls. The pilot takes his seat and is fastened to the glider with a safety belt. (See Figs. 33 and 35.) One man gently holds the tip of the wing to keep the glider in balance. (It is usually equipped with a single runner for landing gear, not the standard wheels of an airplane.) Others take hold of a rope fastened to the tail of the ship. The crew on the launching rope take position so that the rope itself forms a "V" with the point of the angle at the nose of the ship. Care should be taken to instruct the ground crews to walk off together and stay together in order that the glider may not be thrown right or left on the take-off. (See Fig. 42.)

The pilot or his coach, if he is a beginner, commands, "Ready, Walk," and in the case of beginners, the crew walks out ten paces; then "Run," and the crew runs ten paces; "Turn Loose," and the crew at the tail do so and the glider "takes the air," the mechanics of the operation being similar to the projecting of a pebble in a boy's sling shot. Beginners should not be launched in a wind of greater than fifteen miles per hour velocity. It is to be expected that green pilots will frequently break some "ribs" in the glider or otherwise injure it. As the pilot shows progress, he is allowed to take the ship further up the slope and

gradually becomes a master of the simpler phases of the sport. The proper equipment consists of a shock cord or rubber rope  $\frac{7}{8}$  inches in diameter and 100 to 150 feet long, or  $\frac{1}{2}$  inch in diameter and 200 or more feet long. This should have a steel ring in the center to fit into the launching hook on glider. (See Fig. 43.) A galvanized wire rope thimble will serve. If the

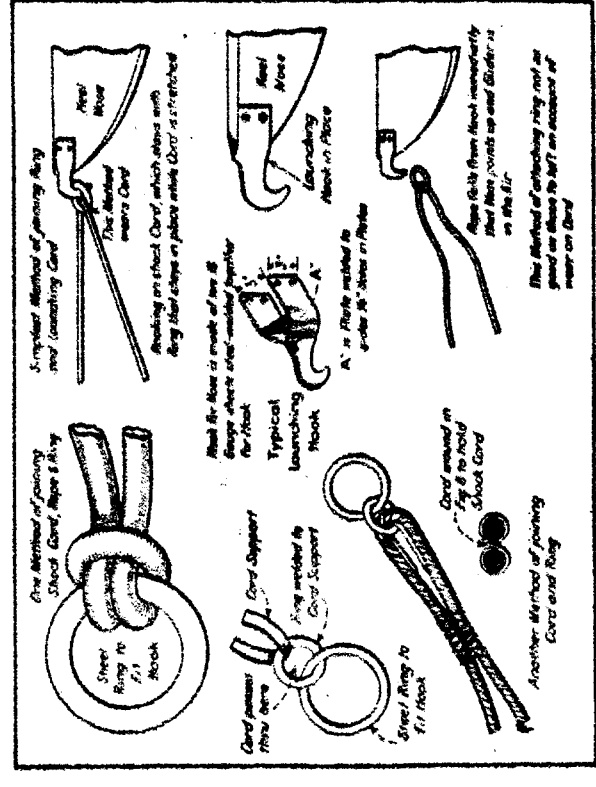
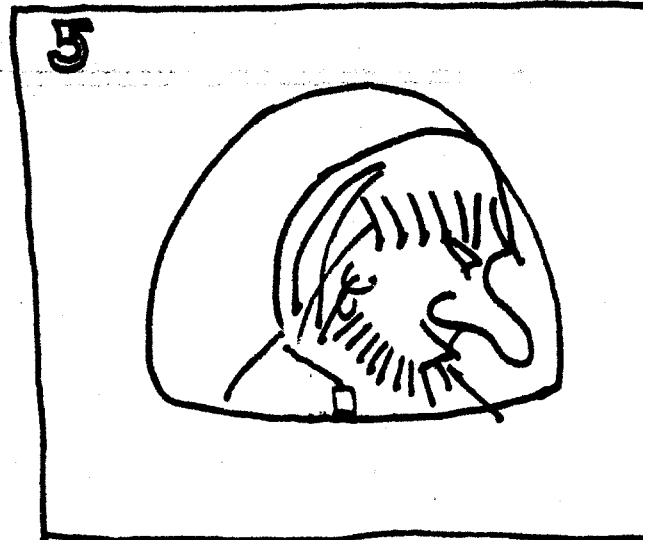
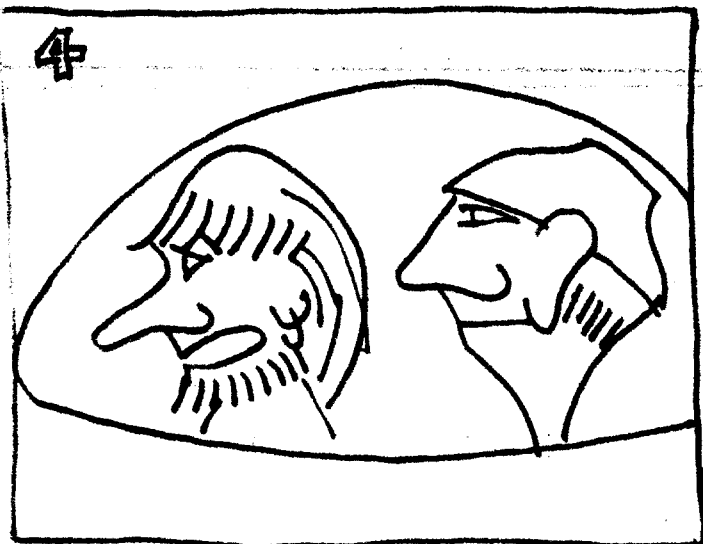
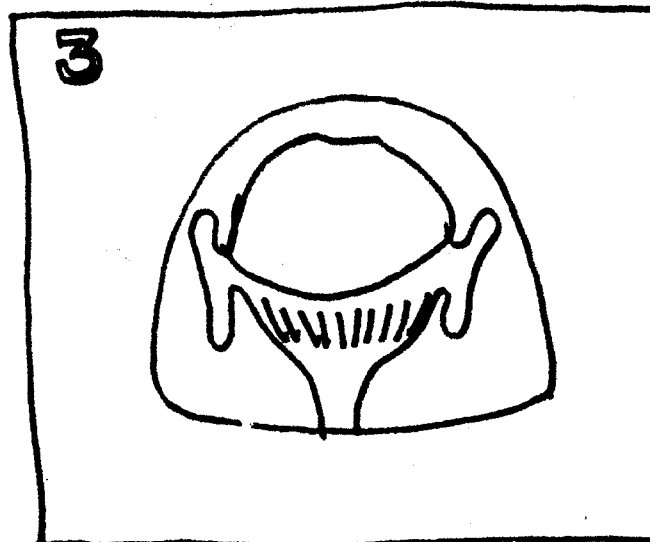
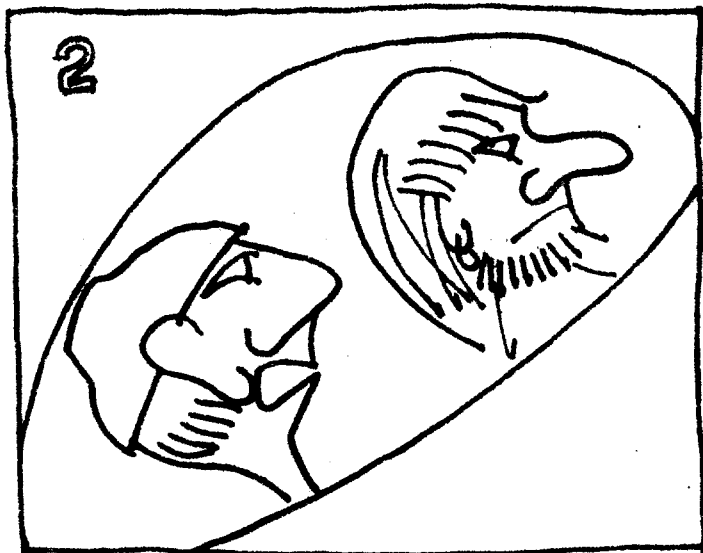
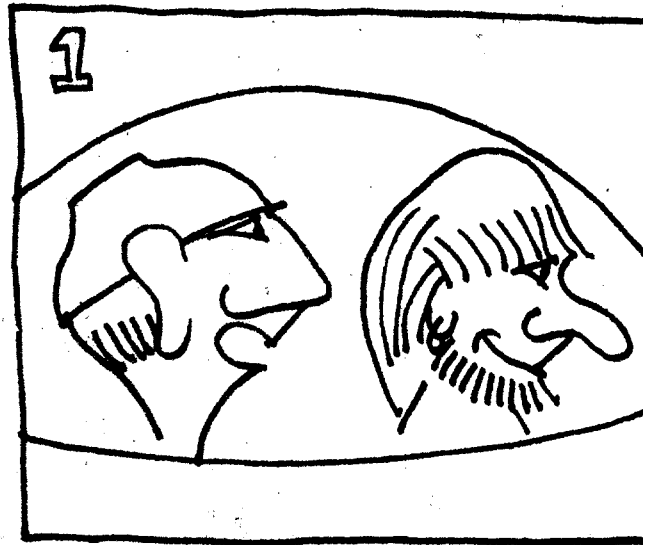


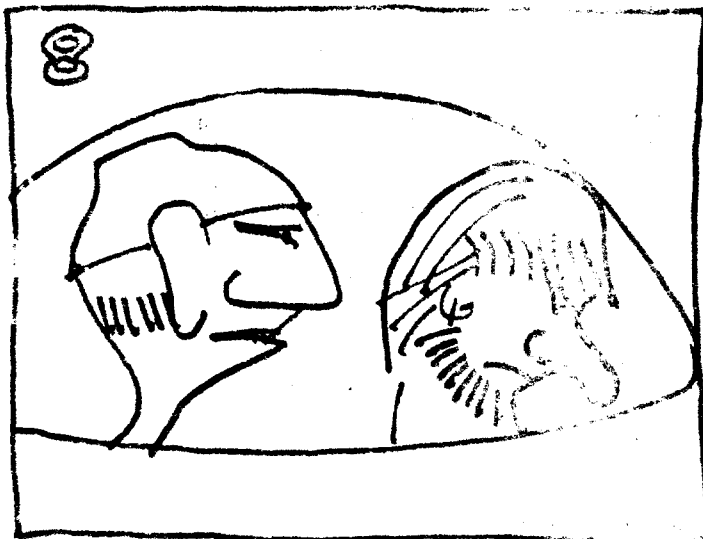
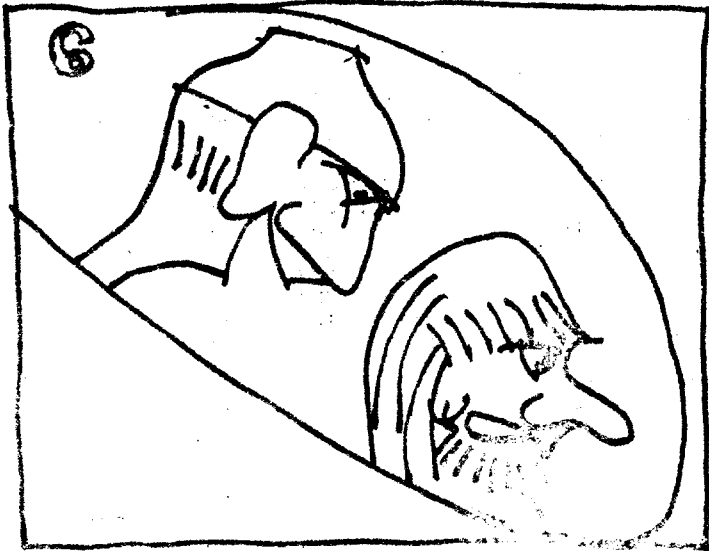
Fig. 43.—Diagrams Illustrating Construction of Launching Hook and Methods of Securing Ring to Shock Cord to Prevent Abrasion of the Cord.

ground is sandy, soft or rocky, a track should be constructed for the skid. A strip of wood four inches wide with side rails makes a satisfactory track. Cross strips, four inches apart, help to cut down the friction, and the take-off will be faster if this track is coated over with old crankcase oil or Albany grease.

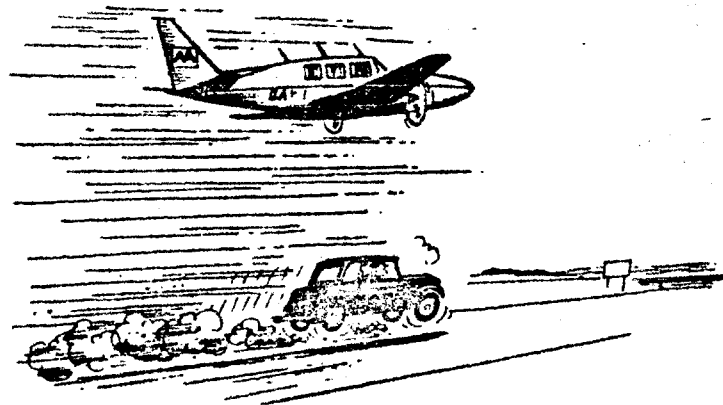
A light two-wheel dolly is easily built and will simplify the

# THE 8 STAGES OF A CIRCUIT





END



DO NOT  
ACCELERATE WHEN OTHERS ARE TRYING TO OVERTAKE

Adelaide University Gliding Club - Membership 1983

PREPARED BY : D.Medlow  
FILE ID : MEMBERS.TXT

DATE : 15 July 1983

Me#	Name	Address	Phone	Cntct
001	ABBENANTE, J	35 North St HECTORVILLE 5073	08 336 3175	SO
002	ABBOTT, N	PO Box 44 CLARENDON 5157	08 383 6236	NH
003	ADAM, John	60 Ashley St TOKRENSVILLE 5031	08 433 938	RA
073	ADAMS, Robert	6 Yorrel Av SURREY DOWNS 5126		
004	BAKER, Timothy	5 Shalford Tce CAMPBELLTOWN 5074	08 337 0077	SP
005	BARNDEN, Mike	11 Adelaide Rd HALALLA 5502	085 272 237	OC
006	BENZ, John	St. Anns 187 Brougham Pl NTH ADEL 5006	08 267 1478	UM
007	BLANDFORD, A	41 Myrtle St SEACLIFF 5049	08 296 6768	LL
008	BOROKY, Jane	PO Box 169 JAMESTOWN 5491	086 655 043	OC
009	BOROKY, Neil	6 Wilson Av FELIXSTOW 5070	08 337 7542	NE
078	BRADLEY, M	3 Coppin St GLENBOURIE 5044	08 295 1699	OC
010	BROOKS, P	5 Toolaby Av BEAUMONT 5066	08 795 081	NM
011	COLEMAN, M	2 Mawson St PARA HILLS 5096	08 264 7136	QN
012	COLLAS, P	2 Pridmore Rd GLEN OSMOND 5064	08 791 494	
079	CONWAY, David	386 Cross Rd CLARENCE PARK 5034	08 297 8638	NE
013	CRADDOCK, A	C/O Area School SNOWTOWN 5520	088 652 146	SG
075	CROUCH, Rob	11 Landy Avenue SALISBURY EAST 5109	08 250 2276	OC
014	DAMIN, Danny	7 Creaser St SALISBURY 5108	08 258 3948	LL
015	DELLER, M	9 Heathpool Rd TUSHORE 5065		LL
016	DELROY, Mike	61 Stanley St ERYNDALE 5066	08 332 2858	NM
017	DENYER, A	31 Davenport Tce HAZELWOOD PK 5066	08 311 908	NM
018	DUCKMANTON, R	5 John St EASTWOOD 5063		OC
019	DUNLOP, E	Jenkins Ave MYRTLE BANK 5064	08 336 2235	SG
020	EWING, G	64 Newton Rd CAMPBELLTOWN 5074	08 336 2235	QN Staff
021	FAROOQI, K M	10/25 Thirza Av MITCHELL PK 5043		SG
022	FORSTER, Mark	37 Cronulla Dr REDWOOD PARK 5097	08 251 2820	OC
023	FROST, Kevin	11 Tucker Pde NEWTOWN KADINA 5554	088 212 228	OC
024	FINN, Brian	26 Wilton Av SOMERTON 5044	08 298 3350	DD
025	FRASER, C	12/308 Anzac Hwy PLYMPTON 5038		
026	GEORGE, David	3 Pegler St BEVERLEY 5009		
027	GIARDINI, M	24 Alfred St PARKSIDE 5063	08 272 1252	MD
028	GILES, Bob	27 Collingbourne Av ELIZABETH VALE 5112	08 255 3233	OC
029	GREENSLADE, V	2 Ravenswood Av NORWOOD 5067	08 425 141	
030	HARLEY, Guy	35 Watson Av ROSE PARK 5067	08 317 340	OC
031	HEATH, Robert	21 George St KADINA 5554	088 211 401	OC
032	HEIN, Donald	1 Yandra St VALE PARK 5081	08 261 4245	OC
033	HOUGH-DAVIES, M	99 Le Favre Tce NORTH ADELAIDE 5006	08 267 1582	SY
034	HUNTER, B	7 Taminga Av GLENUNGA 5064	08 794 088	NM
035	JOHNSON, Tim	12 Blackwood Ct RIDGEHAVEN 5097	08 264 3972	
036	JOYCE, J	11 Keen Av SEAVIEW DOWNS 5049		SB
037	KRCMAROV, R	6 Harrow Av MAGILL 5072	08 336 6912	SC
038	KULASINGHAN, M	45 Brougham Pl NORTH ADELAIDE 5006		
039	LARWOOD, Brett	58 Harris Rd KLEMZIG 5087	08 261 5732	OC
040	LARWOOD, Dene	58 Harris Rd KLEMZIG 5087	08 261 5732	OC
041	LIM, Eddy	73 Third Av ST PETERS 5069	08 421 541	SG
042	MCCRATH, A	185 Military Rd TENNYSUN 5022	08 356 2466	ND
043	MCLACHLAN, C	28 Hardy Ct CAMPBELLTOWN 5074	08 337 9543	
044	MARTIN, H	Kincardone Av ST GEORGES 5064	08 295 016	LL
045	MEAKIN, S	10 Ridgecrest Av DARLINGTON 5047	08 298 8339	SG
046	MEDLOW, Dennis	34 Tenth Av ST PETERS 5069	08 425 093	OC
047	MELVILLE, Tom	213 Jeffcott St NORTH ADELAIDE 5006	08 267 1973	NM
077	NEWCUMBE, G	EIGLAND		OC
048	NEMETH, Tom	11 Terrigal Rd REDWOOD PARK 5097	08 251 3127	Comp Cnti
049	NORMAN, R	PO BOX 76 CHERRYVILLE 5134	08 390 1824	QA
050	NOTTLE, B	45 Brougham Pl NORTH ADELAIDE 5006		AP
071	PARISH, T	10 Rodda Rd MYRTLE BANK 5064	08 338 1415	
051	PATERSON, A	21 Leane Av GLENELG NORTH 5045	08 294 6369	
052	PETRICK, D	15 Yallum Tce KILKENNY 5009	08 268 1057	EE
053	PHILLIPS, I	12 Crispian St FULHAM 5024	08 356 4917	LL
054	POTTER, Adrian	18 Albert Av TRANMERE 5073	08 356 7409	LL
055	PRINZ, A	1 Gurr St PROSPECT 5082	08 269 4128	AH
056	QUADROS, Nikel	Lincoln Coll 45 Brougham Pl NTH AD 5006		DD
057	QUINN, Redmond	13 Redmond St COLLINSWOOD 5081	08 445 331	OC
058	RAFI, A	3 Hughes St FULHAM 5024	08 353 2025	SJ
059	RAFTERY, Mark	16 Stradbroke Av PLYMPTON PK 5038	08 293 6276	SC
060	RAUD, Tarmo	2 Hollywood Way GLENALTA 5052	08 278 1387	QA
074	REIDEK, Gordon	Delhi Petroleum 10/45 King William Adel	08 218 7611	OC
061	RODDA, Dean	51 Port Rd KADINA 5554	088 212 285	OC
062	RUSSO, Remo	20 Donaldson Drv PARADISE 5075	08 337 6095	MD
063	SAWYER, Andrew	19 Salerno Ct ELIZABETH EAST 5112	08 255 3646	OC
064	SCADDEN, John	112 Swaine Av TODKAK GARDENS 5065	08 332 0491	EE
065	SCHULTZ, A	Aquinas Coll Palmer Pl NORTH ADEL 5006		AE
072	SLEIGH, J	78 Ferguson Av MYRTLE BANK 5064		
066	TAYLOR, Deb	30 Stonehenge Rd PAKA VISTA 5093		UM
067	TEMPLE, Dick	Rangeview Dr CAREY GULLY 5144	08 390 1827	OC
068	TEMPLE, Peter	Rangeview Dr CAREY GULLY 5144	08 390 1827	OC
069	WACHTEL, S	46 Pennington Tce NORTH ADELAIDE 5006	08 267 1279	NE
076	WILLIAMS, L	6A Emerson Grv TRANMERE 5073	08 310 467	
070	WILLMORE, J	34 Columbia Ct MODBURY NORTH 5092	08 265 3182	SP

PLEASE REPORT ANY ERRORS OR OMISSIONS TO THE SECRETARY AS SOON AS POSSIBLE

ENDORSEMENT "A" CERTIFICATE: The Candidate must carry out one solo flight being as a minimum a circuit of the landing field, and which includes demonstration of the pupil's ability to turn in both directions. The landing must be normal.

ENDORSEMENT "B" CERTIFICATE: The Candidate must carry out a Soaring Flight at or above his previous lowest point after release over a continuous period of at least 30 minutes, followed by a normal landing.

ENDORSEMENT "C" CERTIFICATE: The Candidate must carry out two Soaring Flights each being of one hour duration followed by normal landings. A barograph chart signed by an Official Observer will be accepted as evidence as an alternative to visual observation.

The Candidate must pass an Oral Examination on Airmanship and Rules of the Air as prescribed by the G.F.A.  
The Candidate must demonstrate his ability to perform an outlanding.

The Candidate must sign the medical clearance clause at the bottom of the form.

N.B. Where combined operations exist, (Power and Gliding), the Candidate must pass the Rules of the Air Examination prior to first Solo.

### CROSS COUNTRY CHECK SHEET

On completion to be handed to Logbook Keeper

1. Date .....
2. Pilot in command .....
3. Nominated task .....
4. Glider registration .....
5. Duty Instructor's Approval .....
6. Retrieve crew .....
7. Duty Pilot advised .....
8. Trailer registration disc and number plates checked .....
9. Trailer checked and attached to tow car. All lights working, tyres inflated, trailer accessories for glider. Tools, aileron and rudder chocks, ramps, safety pins, covers .....
10. I have rigged, derigged and trailered this glider .....
11. If entering controlled airspace; A.T.C. advised of flight plan .....
12. Maps, pencil .....
13. Oxygen if required .....
14. Radio and battery .....
15. Parachute .....
16. Barograph No..... Sealed by ..... No.....
17. Tie down gear .....
18. First Aid Kit .....
19. Food and water if required .....
20. Landing away certificate .....
21. Camera sealed .....
22. Goal declaration signed .....
23. Sunglasses .....
24. Warm clothing .....
25. Ready cash .....
26. Telephone reporting points .....
27. Torch .....
28. S.V.B. for remote areas .....
29. Any other details .....

### OUTLANDING REPORT

- Pilot in command .....
- Glider type .....
- Reg. No. VH- ..... Competition No.....
- Location
- Name of property and/or owner .....
- Phone No. ....
- Name of nearest main town .....
- Name of road nearest glider .....
- Direction from main town .....
- Distance from main town .....
- Is glider visible from the road? .....
- Latitude and Longitude .....
- Any other details .....
- Aerotow retrieve required? — see over .....
- Trailer retrieve: Car owner .....
- If own car, location of keys .....

# RULES OF THE AIR FOR GLIDER PILOTS

## 1. General

1.1 The rules in this section are based in large part on the Air Navigation Regulations and are accordingly a legal requirement on all glider pilots. Many of these Rules apply to persons engaged in all types of flying operations. Included are Rules which lay down the obligations of glider pilots towards other users of the air.

1.2 Glider pilots must be familiar with these Rules before they may be cleared for independent operations or permitted to fly solo when sized power and gliding operations take place.

1.3 A sound knowledge of these Rules is taken as a requirement for the issue of an FAI 'C' Certificate. Glider pilots must hold a Silver 'C' Certificate before they are cleared for independent operations, a 'C' Certificate is required before undertaking initial cross-country flying.

1.4 The examination in Rules of the Air required to be passed to meet the conditions outlined in 1.2 and 1.3 is to be carried out in clubs by the Chairman of an Instructor's Panel, or the Chief Flying Instructor, or an Instructor approved by the former, to conduct the examination. The person responsible for conducting the examination shall assess by written or oral means, that the candidate has a sound knowledge of these Rules. When a candidate has passed the examination in Rules of the Air, the following entry is to be made in the candidate's log book by the Instructor responsible for conducting the examination -  
'Passed Rules of the Air examination', date .....

Signature of examining Instructor .....

## 1.5 The Rules are sub-divided into the following sections:

2. Abbreviations and Definitions
3. General Flight Rules
4. Rules of the Air
5. Signals for the control of Aerodrome Traffic
6. Airspace Restrictions
7. Airfields
8. Mixed operations (Glider and Powered Aircraft)
9. Mandatory Flight Notification
10. Method of Communication
11. Accidents and Incidents

**NOTE:** The rules contained in the following sections are to be used for the Examination:

2. - 3. - 4. - 5.  
6. - 7. - 8. - 11.

- 2 -

- 3 -

## 2. Abbreviations and Definitions

AIP	- Aeronautical Information Publication
ANSL	- Above mean sea level
ANO	- Air Navigation Order
ANR	- Air Navigation Regulation
ATC	- Air Traffic Control
CTA	- Control Area
CTR	- Control Zone
FIR	- Flight Information Region
NOTAM	- Notice to Airmen
SAR	- Search and Rescue
U/S	- Unserviceable
VDC	- Visual en route Chart
VFG	- Visual Flight Guide
VFR	- Visual Flight Rules

**Air Traffic Control Service.** A service provided by Departmental ATC centres and units to -

- (a) prevent collisions between aircraft and, on the manoeuvring area, between aircraft and obstructions and
- (b) expedite and maintain an orderly flow of air traffic by exercising positive control of air traffic in certain areas.

**Airways Clearance.** An authorisation required to be obtained by a pilot from ATC to operate his aircraft in controlled airspace.

**Clearance Limit.** The point nominated in an airways clearance beyond which aircraft may not proceed until a further clearance is received.

**Control Area.** Airspace of defined lateral and vertical dimensions in which aircraft operations are permitted only in accordance with an airways clearance obtained from ATC.

**Control Zone.** Airspace of defined lateral and vertical dimensions surrounding a controlled aerodrome in which aircraft operations are permitted only in accordance with an airways clearance obtained from ATC. In some cases Control Zone operating requirements are different from those applying in Control Areas.

**Controlled Airspace.** Means both Control Area and Control Zones.

**Manoeuvring Area.** The part of an aerodrome to be used for the take-off and landing of aircraft and for the movement of aircraft associated with take-off and landing.

## 3. General Flight Rules

### 3.1 Basic Airworthiness and other requirements.

- (a) The glider must be airworthy. It must be of an approved type, registered, and have a current Certificate of Airworthiness or Permit to Fly and a current Maintenance Release.
- (b) It must have been inspected, and signed for by an approved Glider Daily Inspector, each day before gliding is carried out.

3.2 No person may fly a glider solo excepting under the direct supervision of a qualified gliding instructor, unless that person holds an FAI Silver Certificate and an Independent Operators Authorisation.

3.3 Dual instruction shall be imparted only by a person holding a valid GFA Instructor Rating, and the type of instruction given shall be within the limits of the rating held.

3.4 The pilot in charge of a glider carrying a passenger shall hold a valid GFA Instructor Rating, or shall have had at least 50 hours gliding experience and be specially endorsed (entry to be made in pilot's log book) for the purpose by the Club's Instructors' Panel.

3.5 No glider may be flown solo by a person under the age of 15 years.

3.6 A control seat of a glider equipped with fully or partially functional dual controls shall not be occupied in flight unless the occupier is a pilot authorised to fly solo or in the case where a passenger is being carried, a passenger has received adequate instructions to ensure that the controls are not interfered with.

3.7 The pilot in charge of a glider shall not be in any state in which, in reason of his having taken or used any sedative, alcohol or spirituous liquor, narcotic or stimulant drug or preparation, that his capacity to act is impaired.

3.8 Flight instruction and authorisation for a student to fly solo must be such as to ensure that the glider will not constitute a hazard to air navigation.

3.9 **Log Books.** All pilots are to have personal log books which shall contain the following information:

- (a) Full name, address and date of birth
- (b) Past experience
- (c) Record of flights
- (d) Authorisations

...../3

...../4



3.10 Safety Precautions before Flight

- (a) Immediately before take-off the pilot shall test all controls to the full limit of their travel for sense and full and free movement.
- (b) Ensure that all locking and safety devices are removed and that all hatches (canopies) are secured.
- (c) The pilot of a glider fitted with dual controls which is to be flown solo shall ensure that the safety harness in the idle seat and other articles are safely secured.
- (d) The pilot shall ensure that the glider is loaded within the centre of gravity and weight limitation for the glider, and that any necessary ballast is safely secured.
- (e) Full lap and shoulder harness shall be worn by pilots and passengers during all stages of flight.

4. Rules of the Air

- 4.1 A glider shall not be operated in a negligent manner or in a reckless manner so as to be likely to endanger life or the property of others.
- 4.2 Give way to other aircraft on your right. Do not pass over or under the other or cross ahead of it unless passing well clear. Power driven aircraft including power driven gliders with the power unit operating are required to give way to gliders and gliders to balloons.
- 4.3 When two aircraft are approaching head on or nearly so, each shall alter course to the right.
- 4.4 If you are overtaking another aircraft, that aircraft has right of way and your course must be altered to the right.
- 4.5 All aircraft must give way to an aircraft making an emergency landing.
- 4.6 When aircraft or gliders are approaching to land, the one at the lower height has priority. High performance gliders should give way to low performance gliders when approximately the same height on the base leg.
- 4.7 Aircraft or glider on final approach, has right of way over an aircraft or glider on the ground.
- 4.8 An aircraft shall not be operated on the ground in such a manner as to create a hazard to itself or other aircraft, and shall not be operated in the air in close proximity to another aircraft except when thermalling or when in the circuit area.
- 4.9 Aircraft shall not fly in formation except by pre-arrangement.

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4.15 Visual Meteorological Conditions

VMC exist when an aircraft can maintain:

- (i) a flight visibility; and
- (ii) a distance from cloud

equal to or greater than that set out below.

Type of Aircraft	Height	Flight Visibility	Distance from Cloud		Additional Conditions
			Horizontal	Vertical	
Fixed-Wing	Below 5,000 feet above mean sea level	5000 M	600 M	500 feet	(a) Within his area of responsibility, the tower controller may require an increase or permit a decrease in these criteria within controlled airspace. (b) When at or below 2000 feet above ground or water, a pilot must be able to navigate by reference to the ground or water (c) Cruising level to be in accordance with the tables appearing in the Flight Planning Section.
	At or above 5000 feet above mean sea level	8 Km	2000 M	1000 feet	
	Above flight level 210				VFR and NOT VMC category flights permitted only with special authorisation.

4.16 A glider shall not be flown under simulated Instrument Flight Conditions unless:

- (a) fully functioning dual controls are installed.
- (b) a competent pilot occupies a control seat to act as safety pilot and has adequate vision forward and to each side of the glider.

4.17 Night flying is not permitted unless specifically authorised in writing by the Secretary, Department of Transport.

4.18 It is an offence to drop anything other than water, fine sand or an approved towing or launching device except in an emergency.

4.19 Parachute descents, other than emergency descents, shall not be made unless authorised and conducted in accordance with written permission of the Secretary, Department of Transport.

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4.10 The first pilot into a thermal sets the direction of circling. A glider joining a thermal which is already occupied must circle in the same direction as the glider/s working the thermal. Separation requirements in thermals:

- (a) Vertical separation : 200 feet above or below another glider.
- (b) Horizontal separation : 200 feet.
- (c) Overtaking procedure : The pilot of a glider which is overtaking another glider is responsible for maintaining horizontal separation when the vertical separation limits are lower than 200 feet above or below the other glider.

4.11 In the case of ridge soaring, turns must always be made into wind & an overtaking glider must pass between the overtaken glider and the ridge.

4.12 An aircraft or glider must not commence take-off until there is no risk of collision with other aircraft or gliders.

4.13 Aerobatic flight is permitted only under the following conditions:-

- (a) Without risk of collision with other gliders or aircraft.
- (b) Within the aerobatic category of the glider.
- (c) At a height of not less than 1,000 feet above terrain during the whole of the manoeuvre.
- (d) Not over a town or public gathering.
- (e) In VMC by day.

4.14 Visual Flight Rules. Gliders must operate under V.F.R. (Visual Flight Rules) at all times so as not to endanger other aircraft, some of which may be flying under IFR (Instrument Flight Rules). Requirements for V.F.R. are that the flight shall be conducted so that the glider is flown in V.M. (Visual Meteorological Conditions).

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5. Signals for the control of aerodrome traffic.

5.1 The following signals which are reproduced from the 'Visual Flight Rules' could be expected at a Government or Licensed aerodrome. They have been prepared with power aircraft in mind and some discretion would have to be exercised if received while in the air.



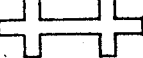
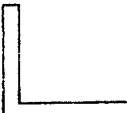
Light Signals

VISUAL SIGNALS — CONTROLLED AERODROMES  
Light Signals

LIGHT SIGNAL	MEANING IN FLIGHT	MEANING ON AERODROME
Steady Green	Authorized to land if pilot satisfied no collision risk exists.	Authorized to take off if pilot satisfied no collision risk exists.
Steady RED	Give way to other aircraft and continue circling.	Stop
GREEN Flash	Return for landing	Authorized to taxi if pilot satisfied no collision risk exists.
RED Flash	Aerodrome unsafe - Do not land	Taxi clear of landing area in use.
WHITE Flash	No significance	Return to starting point on aerodrome

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AERODROME GROUND SIGNALS

GROUND SIGNAL	WHERE DISPLAYED	MEANING
Horizontal White dumb-bell 	Adjacent to windsock	Use Runways and Taxiways only.
White Cross 	(i) Adjacent to windsock  (ii) On manoeuvring area	(i) Aerodrome completely unserviceable.  (ii) An area marked by a cross or crosses with the limits delineated by markers, is unfit for use by air-craft.
White Double cross 	Adjacent to windsock	Gliding operations in progress.
"L" Signal 	Adjacent to windsock Note. Only certain aerodromes are approved to display this signal and where an aerodrome is so approved, the information is given in the remarks column of the aerodrome concerned in AIP/AGA-1, Aerodrome Directory	The aerodrome is currently not being inspected and regular public transport aircraft shall proceed to an aerodrome which is not a designated 'L' signal aerodrome. The pilots of other aircraft may regard the aerodrome as an authorized landing area at that time and operate according to the terms prescribed for authorized landing areas.

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7.5 No glider pilot may operate solo from any airfield or private gliding site unless the pilot has been approved for independent operations.

7.4 Nothing in the Regulations, (ANRs) shall be construed as conferring on any aircraft, as against the owner of any land or any person interested therein, the right to alight on that land, or as prejudicing the rights or remedies of any person in respect of any injury to person or property caused by the aircraft.

8. Mixed Operations - Glider and Powered Aircraft.

- (a) Observe other aerodrome traffic for the purpose of avoiding collisions,
- (b) conform with or avoid the pattern of traffic formed by other aircraft in operation,
- (c) when approaching an aerodrome, other than a controlled aerodrome, for the purpose of landing, join the traffic circuit for the landing direction in use, in the upwind, crosswind or downwind leg.
- (d) Make all turns to the left when approaching for a landing or after taking off, unless -
  - 1. The Secretary, Department of Transport, has directed otherwise for a particular aerodrome, or
  - 11. Air Traffic Control directs otherwise, either by radio, visual signal or signal displayed in the signal square.
- (e) land and take-off, in so far as practicable, into the wind unless Air Traffic Control directs otherwise.

8.1 At aerodromes at which the operation of aircraft is not restricted to prepared runways, aircraft when landing or taking-off shall as far as possible observe the following rules:

- (a) Aircraft, when landing, shall land on the right of any aircraft which has already landed or is about to land, or which is taking-off or about to take-off.
- (b) Aircraft, when taking off, shall take-off on the right of any aircraft which is already taking-off.
- (c) Aircraft, when manoeuvring on the ground, shall normally do so in the direction of landing, but aircraft may cross the landing area if, in the course of crossing, all turns are made to the left and the aircraft gives free way to all aircraft landing and taking-off.

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6. Airspace Restrictions

6.1 You must obtain a clearance from ATC before operating in controlled airspace and comply with it when you are flying within that airspace. You are required to be notified for flight in control area should be submitted adequate time for it to reach ATC so that a clearance may be forwarded available on request as above. Submission 30 minutes before expected time of entry to control area or earlier, is desirable. For further details on use of controlled airspace refer to the V.F.G.

6.2 Prohibited, Restricted and Danger Areas.

- (a) Flight within a Prohibited Area is not permitted under any circumstances.
- (b) Flight within a Restricted Area is normally only permitted outside hours of activation of the area. However, in special circumstances, approval may be given for flight within such an area during its active hours.
- (c) Approval for flight within a Danger Area is not required. However, during the hours of activation of a Danger Area, activities may be in progress which will require pilots to be constantly on the alert.

6.3 Visual en route Charts.

These charts are published to cover large geographic areas of Aus and terminal areas associated with major airports in these areas. Current copies should be carried in gliders during all cross-country flying, to carry information on the location of controlled airspace, and Prohibited, Restricted and Danger Areas, VECs are obtainable from the Department of Transport.

7. Airfields

No gliding operations are permitted from any airfield unless the operator meets the conditions laid down in the Manual of Standard Procedures.

7.1 The requirements for operations from areas other than government licensed aerodromes are:

- (a) The use of the area is subject to the owners consent,
- (b) the operator shall provide facilities and devices for the protection of the public.

7.2 Operations from government or licensed aerodromes are subject to the approval of, and such conditions as may be required by D.O.T. (See Manual of Standard Procedures Section 22.2.)

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9. Mandatory Flight Notification

You must notify flight plan details to an airways operations unit if you -

- (a) intend to operate within controlled airspace.
- (b) desire a SAR watch (See VFG for details)

10. Methods of Communication

10.1 Messages should be made by telephone to ATC or Communications unit concerning notification of glider movements, arrival reports, requests for clearances, information or weather forecasts. Calls should be made to nearest or most convenient ATC or Communications unit, whose phone number can be obtained from a P.M.G. Exchange by ground crew seeking the whereabouts of a glider.

10.2 Notification of glider movements or local flying other than in a club is not required. However, if ATC receives such notification it will pass information to all aircraft likely to be in the proximity of the glider, and the safety of all is enhanced. Notification of all glider operations is therefore recommended. For a club, a notification that glider flying is in progress at the airfield between certain times is sufficient. Some cross-country flights are of a random nature and few specific details can be given, but a warning that there is a glider on a cross-country flight will at least cause the pilot of an aircraft to keep a good look out.

COMMUNICATIONS  
GENERAL

The complete communications procedures to be used by pilots are contained in the 'Flight Radio Operator's Manual', (DOT Publication No. 10) published by the Department. You can purchase this publication at the Head Office of the Department or at any Regional Office.

11. Accidents and Incidents

Owners of gliders, operators and pilots are required by the Air Navigation Regulations to report all accidents and incidents to the Department of Transport. D.O.T. also requires accidents and incidents to be reported to the appropriate Regional Technical Officer/Operations. See Section 21.10 of the V.F.G. Manual of Standard Procedures and the Visual Flight Guide for full details of procedures.

The first responsibility of an operator or a pilot involved in an occurrence is to notify D.O.T. by the quickest possible available means immediately after the occurrence. This may be done through the nearest Airways Operations Unit, or by telegram (using the telegraphic address) or by telephone to the Director of Department of Transport in the Capital of the State where the accident happened.

\*Extracted from the Department of Transport Visual Flight Guide\*.

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