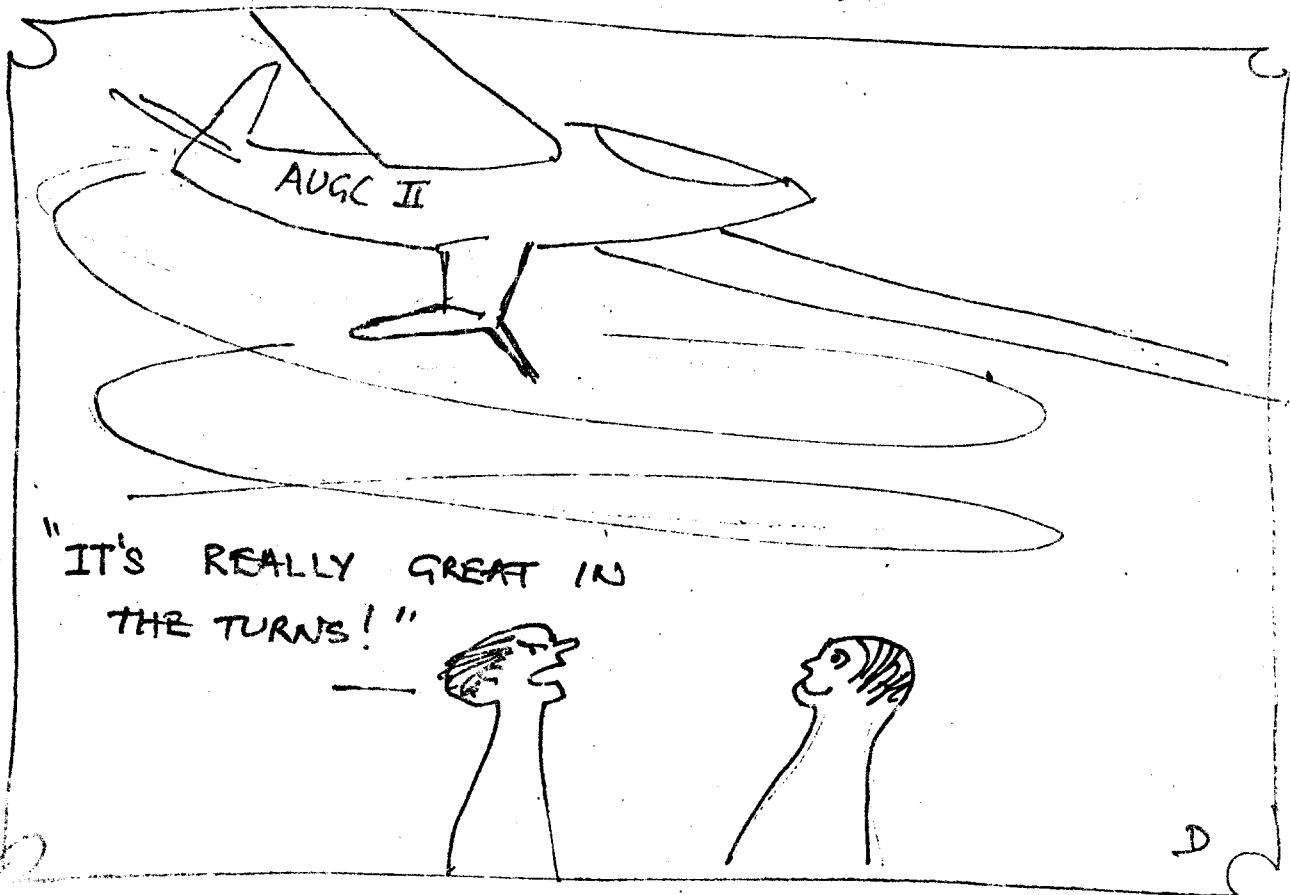


September 1983

Uni Gliding Uni Gliding Uni Gliding

Official Journal Of The Adelaide University Gliding Club.



Next Meeting

Wednesday, 5th October, 7:30 p.m.,
in the Jerry Portus Room.

- Agenda:
- 1: Business - Find out about the many bits of the club's operations.
 - 2: Educational Lecture - Listen to an instructor talk about a secret topic !!!
 - 3: Coffee - or tea - maybe even
BISCUITS!!!
(we had some last time.)
 - 4: Video - Come and see the expertly made tape that we failed to show last time.

Or - a talk on Parachuting, by a parachuting instructor. Find out what's in that silly looking bag, worn by K&G pilots. Outsiders welcome.

Editorial

Firstly, I should like to apologise for last month's newsletter; the slightly reduced size was largely due to the pressures of exams (which have now been temporarily relieved). The printing also was not exactly high quality; I think that the duplicator is a bit shagged. I will do all I can to ensure that the newsletter is legible in the future (though I haven't seen this one yet...). I see that the rush of articles for printing is taking a while to get to me, but I assume that this is because you are all writing very long involved articles that you do not want to submit until you are finished. Any articles in excess of about ten pages will have to be printed in serial form anyway, so don't worry about hanging on to them until your material is completed. I do note that some of you have heeded my call for material other than such long articles, and I have already received a cartoon from Gordon Reddeek, a letter for Auntie Amy, and a camp report that I forced Nick Abbott to write. My major worry at the moment is that Don is leaving, and we may run out of cartoons for publication (oh, horror of horrors!! How could a newsletter survive??).

I am still awaiting the flood of material from you (what about an article along the lines of 'The Joys Of Shed Building' or 'Mending Bergfalke Skids As A Career' or even 'How To Make Bocian Axles Out Of Tent Pegs'.)

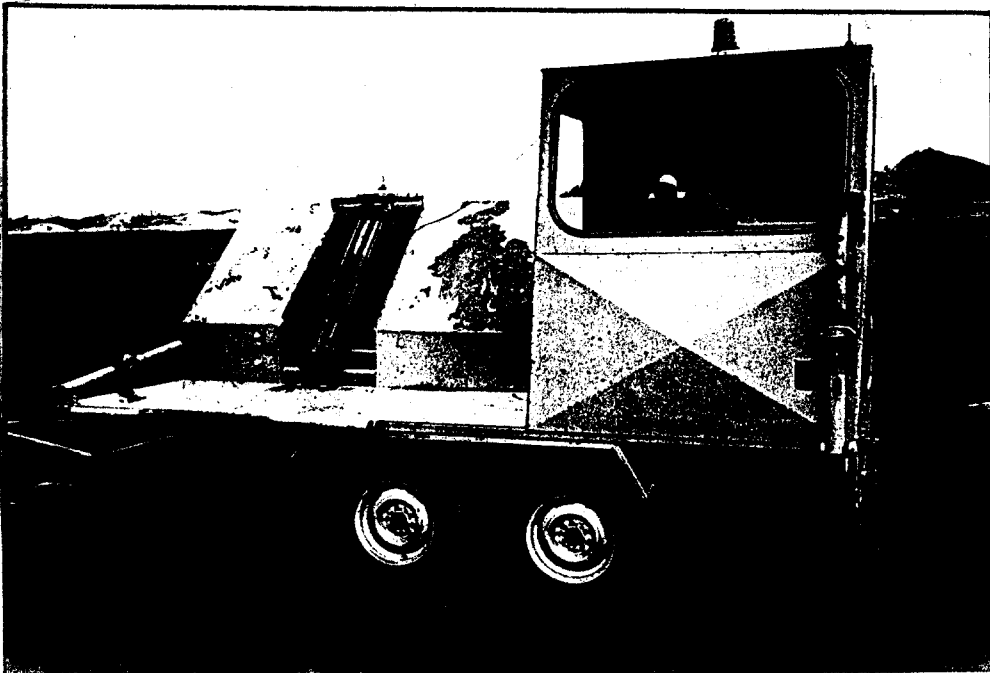
Andrew

Remember Whyalla Gliding Club
is coming to our field this weekend
October 1st - 2nd, bringing about
3 gliders including their IS-28 B-2.
Why not come up for a day or
two, and fill in, in an exciting way, those days when you
wouldn't get anything done anyhow?
Phone Don Hein on 261 4245
or Dennis Medlow on 42 5093

WAVING IN NEW ZEALAND

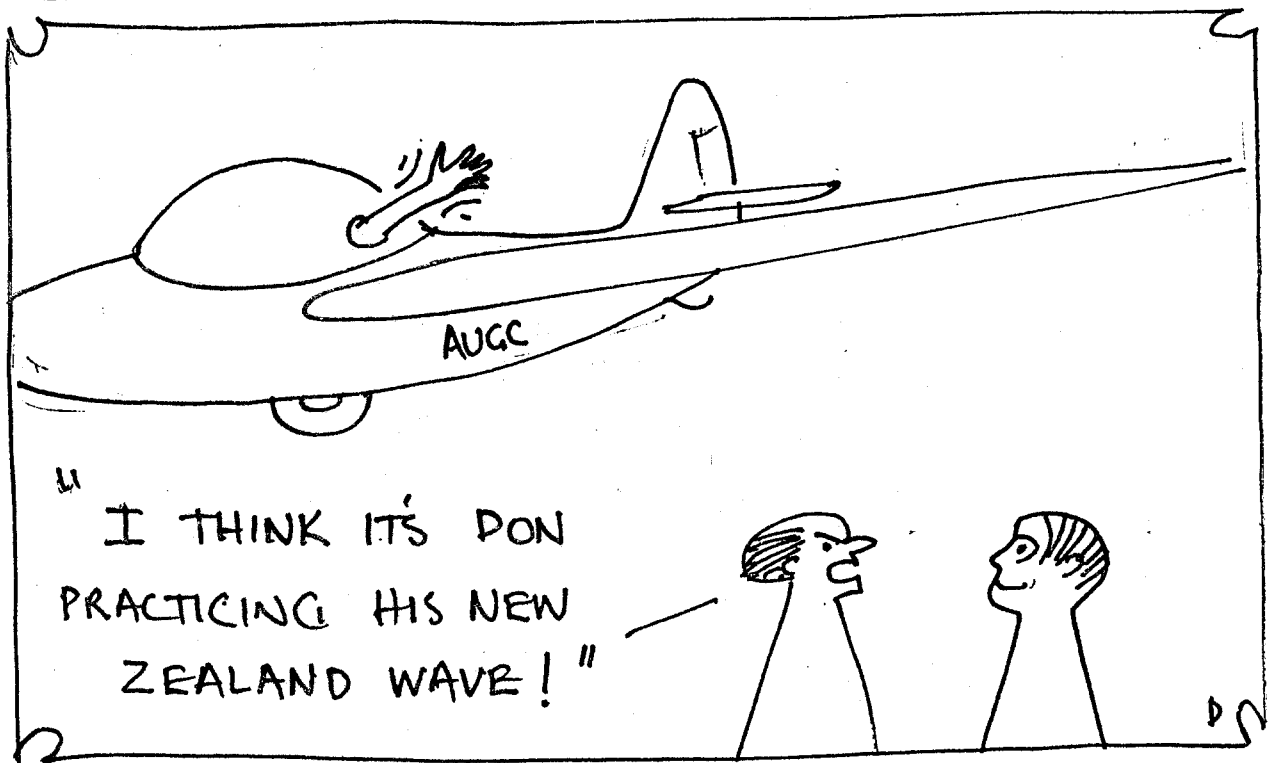
On a holiday in the land of mountains and wave soaring one should not be distracted by fantastic snowfields, stream-laced valleys, rolling hills, glaciers, geysers, trout streams, steam pools and some of the most attractive landscape and people in the world. Nevertheless your illustrious C.F.I. was progressively frustrated in his desire to try gliding in the land of the Kiwi.

Close to the mudpools of Rotarua a small gliding club has, would you believe, a Bocian 1E (one of four in N.Z.) but rain dominated the day. Later I found my way to the Southland Gliding Club where they winch launch using multistrand wire on a small single drum. Here they enjoy great flying on 500 Km of high ridge. Unfortunately operations had been cancelled for the lambing season.



With time closing in a desperate dash was made up to the Wellington Gliding Club on the coast at Paraparaumu where 200 members, 13 instructors and heaps of private owners (having the largest Ka6 fleet in N.Z.) enjoy 2 club Blaniks, a club Libelle and a Standard Libelle. Unhappily they were also enjoying the rain, so we drove over the range to the hilltop field of the Upper Valley Gliding Club.

Whilst the rain had stopped the field was too soggy to get out the two K7s and single Pirat.



Now really determined we hurried over another pass to Masterton where the ^{37,000 ft} wave height record is held. The Waimamapa and Rushire Aero Club have a K13 and Pirat and delightfully they were flying. While waiting for a turn there was a chance to examine the wooden, T-tailed, 3 piece winged Polish Pirat (pie-rat). This is a **junior** cousin to the Bocian, with the same distinctive rudder and many similar fittings.

The Piper Cub very slowly lifted the K13 to 2500' on high tow (used exclusively in N.Z.) to find no wave but a chance to again admire the beautiful N.Z. countryside (adding to three earlier floatplane flights). All too brief but enough to set the urge for a return trip in the future.



ADELAIDE UNIVERSITY GLIDING CLUB INC.

MINUTES OF THE EXECUTIVE MEETING
HELD ON 20TH JULY, 1983 AT 7.30 P.M.
AT THE SECRETARY'S RESIDENCE, ST. PETERS.

Present: R. Temple (President), D. Medlow (Secretary), R. Norman (Treasurer),
D. Hein (C.F.I.), B. Giles, M. Forster (Airworthiness).

Apologies: A. McGrath.

Visitor: R. Quinn.

The Executive noted and accepted Mr. McGrath's apology.

MINUTES OF PREVIOUS MEETING

RESOLUTION 1: That the minutes of the meeting of June 15th, 1983 be accepted as a true and correct record of proceedings.

*MEDLOW/FORSTER
Carried.*

RESOLUTION 2: That the minutes of the meeting of June 1st, 1983 be accepted as a true and correct record of proceedings.

*TEMPLE/FORSTER
Carried.*

BUSINESS ARISING: (Meeting of June 1st)

Winch: The President explained that the Kadina motor offer was rejected on the grounds that the motor size was inadequate for the clubs operations.

RESOLUTION 3: That the resolution 1 of June 1st, 1983 be rescinded.

*MEDLOW/FORSTER
Carried.*

BUSINESS ARISING: (Meeting of June 15th)

Motion on notice: *That the C.F.I. position be considered vacant as at the 1st Executive meeting after the A.S.M. of each year.*

MEDLOW/FORSTER

The C.F.I. spoke briefly to the motion and said that Mike Valentine (national coach) and Philip Beale (RTO/Ops) noted that such a system can cause instability in a club. The matter was deferred to the next meeting for comment by the instructors panel.

Campus Advertising: Executive members present were given a copy of a G.F.A. advertising brochure. The comments from the Exec were generally favourable. The Secretary is to forward these comments to G.F.A.

Winch: Mr. Quinn informed the committee that the club was two months too late in its submission for a Government grant for a new winch. He also explained that to obtain money for a project it cannot be commenced until next year.

The Executive discussed whether to proceed with the winch or not.

RESOLUTION 4: That Redmond Quinn be authorised to look for an appropriate vehicle suitable for a new winch with purchase value of up to \$2,500.

TEMPLE/NORMAN
Carried.

Mr. Forster expressed concern that there may not be enough input into the project. The committee discussed whether the winch should be a one or two engine concept. Mr. Quinn said that a 4 wheel drive winch with auto transmission and a transfer case would be ideal for our club but are very hard to get at a reasonable price.

G.F.A. Visits: The C.F.I. reported that the visit by National Coach and RTO/Ops was for advice and to give any help we required. He said that they were satisfied with our operations and the visit went well for all concerned.

Bocian Repair/C of A: Mr. Forster reported that at the time of the meeting, the Bocian wing repair had not been completed and that the repair should take priority. He said that the aircraft control cables will need to be replaced at the next C of A. He added that he is seeking quotations for the cost of refabricating the aircraft. Mr. Temple is to organise a crew to take the Bocian back to Lochiel.

GENERAL BUSINESS

President's Report: Mr. Temple reported that he had sent off the club's report to S.A.G.A. He added that Mr. Heins' shed was progressing thanks to club labour.

The Secretary had nothing to report.

Treasurer's Report: The Treasurer, Mr. Norman, circulated a report summarising the club's financial performance for the first six months of 1983 plus a forecast of the next six months of income and expenditure.

He commented that the club seemed to be financially stable at present although flying is down on previous periods.

C.F.I.'s Report: Mr. Hein announced that the club had a new assistant instructor giving 5 instructors and 3 assistant instructors in the club. He said that assistant instructor do not have independent operations authority, but Andrew Sawyer may soon be granted this. He noted with concern that the DI book for the Berg Falke was still missing but said that he could recall nothing on the Maintenance Release that needed attention. Mr. Temple is to organise a search for the book. He added that the instructors roster will be examined at the next instructors meeting and that he has provided some notes for the newsletter.

Airworthiness Officer: Mr. Forster said that all of his points had already been discussed. He added that the Berg Falke skid will be repaired next Saturday.

RESOLUTION 5: That Richard Temple be paid \$20 (less reimbursement from passenger for towing the Bocian to Lochiel).

MEDLOW/QUINN
Carried.

Newsletter Editor: The Editor was not present.

NEXT GENERAL MEETING

The next meeting will be held on 17th August, 1983 at the residence of the President at Carey Gully.

ANY OTHER BUSINESS

The Secretary is to attend the S.A.G.A. A.G.M. on the 13th August, 1983 at Wakerie.

The meeting was closed at 10.15 p.m.

THE LAWS OF FLIGHT

The Aviation corollary of Murphy's Law:

If a nice thermal day can possibly produce 10 knots sink over the airfield and surrounding countryside, it will.

The Andrew Sawyer moisture control theory:

It will never rain until all aircraft have been towed to the tree and launch point.

Horrible Hein's Customer Calculus:

The instructor is ALWAYS right.

First corollary to the Calculus:

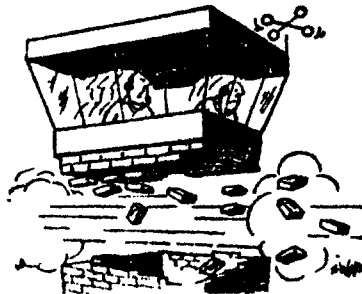
The C.F.I. is more right than any instructor.

Medlow's theorem of expanding beaurocracy systems:

The only way to sort out the paperwork produced by a committee is to set up a sub-committee.

Harley's observation on Medlow's theorem:

Mark's Kingswood is a glider designed by a committee.



*"You're coming in too low,
you're coming in too low,
you're—ah, forget it!"*

AUGUST FLYING CAMP

DAY 1.

The forecast 20-30 knot winds from the north only partially eventuated. Unfortunately the winds contained no westerly component although strength surpassed expectation. The strong winds resulted in high launches, the highest being when Nick Abbott launched the Bocian to 3,300 feet. Flying consisted only of extended circuits, and the wind intensity (in the order of 55-60 knots, up at the top of launch) made flying generally difficult. Monday saw 15 launches, with 2 hrs. 20 mins. flying time. Rain commenced soon after packing up. Mike Barnden was instructing, and there were some eight people staying at the shearer's quarters that night.

DAY 2.

A glider pilot's dream. For once the weather seemed to be on our side. We woke to find a clear sky and a gentle breeze from the west which slowly intensified to 10-15 knots producing a brilliant ridge day. Soon after clearing all sheep from the ridge, streeting developed allowing sorties to 2,700', this being cloudbase. Eight flights in excess of one hour were recorded, the longest being 2 hrs. 4 mins. We had only 12 launches, but a total of 12 hrs. 31 mins. were flown! Mike Barnden was instructing again.

In the late afternoon the Bocian and Ka6 were seen flying in formation on the ridge - and nobody had a camera.

DAY 3.

In a state of euphoria from the previous day's soaring, we were confronted with an equally good day. A 7-12 knot northerly wind slowly swung westward during the morning to produce a ridge working to 1,300'. The greatest disappointment for the morning was for Andrew McGrath who reported that all attempts to terrify the sheep at the southern end of the ridge were in vain. At about 10 o'clock cumulus clouds formed at 2,500' allowing more thermalling practice for the coming soaring season - or had it already arrived?

Wednesday had 24 launches, giving 10 hrs. 16 mins. of flying.

With Bob Giles present with NN and two club aircraft on field many extended flights were made. Guy Harley was the instructor.

DAY 4.

On Thursday, the wind was a fairly constant 10-15 knots from the north all day, so although we were getting nice high launches (up to 2,000') from the gate end, the longest flight was only 11 minutes. Tom Nemeth was instructing. The high launches enabled the demonstration of some stalls and spins in both aircraft (the Bocian and the Ka6 were operating). The Bocian took 16 launches and had 2 hrs. 4 mins. in the air, while the Ka6 had only one flight, for 4 minutes (the shortest flight of the day), although this did include a spin of about six turns. The day finished off with a ripper of a tangle on the winch, and towing both aircraft back to the hangar.

DAY 5.

Thursday night had dumped a load of rain on Loochiel, and the rain persisted intermittently on Friday morning with cloud-base at about 500'. Flying was called off after the cars had been slid out along the track to the shearer's quarters by Mike Barnden, the scheduled instructor.

The total of flying for the week amounted to 27 hrs., 15 mins. flying time, from 68 launches.

Preliminary Investigation into the Attitudes of Eight Young

Adults on the Subject of Non-Motorized Flight

Introduction

The survey was carried out in a well patronised public house in a country town, which for the well being of this reporter shall remain nameless. Subjects were chosen according to the following criteria:

- 1) Able to communicate in English; vocabulary \geq 200 words (ignoring grunts and nods); pauses in speech \leq one minute.
- 2) Age believed between 17 and 41 years.
- 3) Possessing a degree of radical thinking (in order to depart from the safe topics of rain, drought, and stockfeed).
- 4) Blood alcohol level $<$.2 ppm.

A total of eight adults participated in the survey, and similar answers were grouped to avoid duplication of results. Delicate timing was required to avoid total inebriation, yet counter the natural suspicion and wariness of locals toward 'strangers' (ie less than 3rd generation newcomers to the district). Previous exposure to gliding was minimal.

Results (representative answers only)

Q1. What is a glider?

- plane without engine.
- plane which can have wings removed.
- small furry animal able to travel from tree to tree.

Q2. How does it get into the air?

- very slowly.
- towed by plane.
- climbs up trees and jumps.
- winched with truck.
- towed by car.

Q3. Do you consider gliding to be a safe sport? If yes, why? If no, why not?

- Yes, as long as you stay within the air turbulence.
- Yes, as long as the distance from tree to tree is not too great.
- What? One of them things wiv'no engine???

Q4. Name three parts of a sailplane/glider.

- Head, body, legs.
- Tail, front, joystick.

PARTS OF THE CLUBHOUSE

WAYALLA VISIT

OCTOBER 1st & 2nd - WAYALLA
GLIDING CLUB VISITS OUR FIELD.

COME UP FOR ONE DAY OR FOR BOTH:

FREE ACCOMODATION

(YOU JUST BRING SLEEPING BAG OR BLANKETS
AND FOOD - FRIDGE & STOVE AVAILABLE)

An interesting and enjoyable experience for

ADLAIDE UNIVERSITY GLIDING CLUB INC.

MINUTES OF THE EXECUTIVE MEETING
HELD ON 17TH AUGUST, 1983 AT 7.40 P.M.
AT THE PRESIDENT'S RESIDENCE, CAREY GULLY.

Present: R. Temple (President), D. Medlow (Secretary), B. Giles, M. Forster
(Airworthiness), A. McGrath.

Apologies: D. Hein (C.F.I.), R. Norman (Treasurer).

The apologies were noted and accepted by the committee.

MINUTES OF THE PREVIOUS MEETINGS

The minutes were read by the Secretary as no typed copies were available.

RESOLUTION 1: That the minutes of the meeting of 20th July be accepted as a true and correct record of proceedings.

TEMPLE/McGRATH
Carried.

BUSINESS ARISING

The motion on notice regarding C.F.I. appointment was deferred by the executive due to the absence of the C.F.I.

GENERAL BUSINESS

President's Report.

Mr. Temple stated that the Barossa Valley visit was successful for both clubs and future visits of this type should be encouraged. He suggested another visit when the soaring season starts.

Secretary's Report.

The Secretary reported that a notice had been received regarding the Whitworta regatta and would be announced in the newsletter and at the next G.M.

He added that a letter had been received from Whyalla Gliding Club accepting our invitation to them. Whyalla had proposed a visit date of 1st & 2nd October.

The Secretary spoke briefly regarding the S.A.G.A. A.G.M. He added that a letter had been sent to A.S.C. regarding use of their workshop for the Berg Falke C of A work.

RESOLUTION 2: That the Whyalla Gliding Club be invited to Lochiel airfield on the 1st & 2nd of October.

MEDLOW/TEMPLE
Carried.

It was expected that accommodation would be available, the Secretary would write to Whyalla detailing our facilities.

Treasurer's Report.

The Treasurer was absent but Mr. Temple explained that he had contacted Mr. Norman and said that he had nothing specific to report except that the club had been granted a supplementary grant of \$1,400.

Airworthiness Officer:

Mr. Forster reported that the Bocian and Ka6 are flying. The Ka6 C of A is due in October/November and requires new back wheel bearings and work on the drag pins.

The Bocian requires much more work including new wheel, wingtip repair, release problems, wing paintwork, front skid replacement and recabing, plus many holes to be patched. The Bocian C of A is in December. The Berg Falke is now out of service, its skid is broken. An estimate by Harry Schneider is that 10-20 hours work is required on it with over 40 hours required for its C of A. C of A work includes tubing painting and repair work to the wings and adjustment of the airbrake control.

Mr. Forster added that it quite possible that service lives on Polish gliders (such as Bocian) will be introduced soon due to glue deterioration. The club appears to be running out of aircraft.

RESOLUTION 3: That a notice be placed from the President in the next newsletter outlining the clubs position to the membership and requesting as much help as possible with Mr. Hein's shed and Mr. Forster's Foka.

MEDLOW/TEMPLE
Carried.

The executive did not decide to let Mr. Schneider work on the Berg Falke skid.

Some discussion was held about the Bocian release which was releasing prematurely at the last weekend.

Mr. Forster said the matter will be attended to at the C of A and that it does not compromise on safety.

Mr. Forster added that the two seaters will not be going cross country this summer unless substantial improvements are made to the Bocian trailer. Also neither twin seater must get wet due to their condition.

NEWSLETTER

Mr. McGrath reported that the earliest a newsletter will be out is the Friday 26th. He requested that copy for it be placed in the club pigeonhole by Monday, 22nd August.

NEXT GENERAL MEETING

Will be held on 7th September, Mr. Temple to arrange tea and coffee, Mr. Medlow to arrange biscuits, Mr. Hein to provide an urn.

OTHER BUSINESS

The Committee thanked the C.F.I. for the recent cross country course which Bert Heath, Kevin Frost and Jane Boroky (country members) were able to attend due to it being held on a Friday night.

NEXT EXECUTIVE MEETING

The next meeting will be held on September 21st at 7.30 p.m. at the residence of Mr. Bob Giles at Elizabeth East.

The meeting was closed at 10.10 p.m.

Sat 3-9

Cancelled due to lack of instructor.

Sun 4-9

This was a 'sit in the hangar and watch the rain fall' day, with no flying for any of those who went to the field. Don made use of the opportunity to give a number of people their Rules of the Air test, required for the C certificate.

Sat 10-9

Redmond Quinn was instructing; with only one trainee on field, the four others had quite a good go of it. The weather was quite pleasant, with Bob Giles making the most significant thermal flight, of 48 minutes, to about 2,000'. The ridge worked (though not strongly) for a few hours in the afternoon, with light winds from the NW. This day saw two quite nasty tangles on the winch, including the almost mandatory overrun while laying the last two cables of the day. We managed 22 launches, logging 5 hours and 39 minutes in the two aircraft operating, the Booian and the Ka6.

Sun 11-9

Longest flights: Nick Abbott - 1 hr. 32 mins.
Total flying - 6 hrs. 43 mins., from 8 launches.

Sat 17-9

Instructor in attendance: Mike Barnden

Pilots et alia: Bob + Ann Giles, Jane Boroky, Gordon Reddeck, Dennis + Tom Medlow.

Weather Forecast: Fine after initial showers, S to SW winds at 10-15 knots.

Cold front passed over Adelaide at approximately 1800 hrs. the preceding day.

First flight : 1101 Pilot : D. Medlow

Last flight : 1547 Pilot : J. Boroky

No. flights = 22

Comments: When the Adelaide entourage arrived on field at 0900 the day was quite 'gray' with occasional light showers and cloudbase at about 700 FAGL. By the time of the first flight cloudbase increased to about 2000 FAGL and patchy areas of no cloud were developing, some slight thermal activity was noticeable. Circuits were only possible for the morning. At approximately 1400 hrs cloud streeting was noticeable and evidence of greater and consistent thermal activity in the form of well formed cumulus clouds appeared. At this time the longest flights of the day occurred.

Lift exceeded 10 kts on my flight, but was more than compensated by the sink. Highest flight was to 3800 FAGL. After 1500 conditions waned back to circuits. It was quite surprising that the weather produced good conditions so quickly and that the 'soaring window' was so small. The wind remained S to SSW all day so no ridge lift was obtained.

Longest flights:

Booian: Bob Giles + Jane Boroky
31 minutes.

Ka6: Dennis Medlow
55 minutes.

Both flights were not terminated by lack of thermal activity.

Prepared by D. Medlow for AUGC 20/9/83

Sun 18-9

Cancelled due to lack of interest.

AUNTIE AMY'S CORNER

Please don't forget to send those hard to answer gliding questions to the AUGC Newsletter Editor for Auntie A. to solve.

LETTERS

Dear Aunt Amy,

I recently visited the Waikerie Club, and got into conversation with a gentleman by the name of Harry Bache. Now Harry is a well known and very respected gentleman in gliding circles, however, he made a most extra-ordinary claim. He claimed, that given a little time, he could bring Mark Foster under control. Do you think that ANYBODY can bring Mark under control?

Looking forward to your reply.

DISBELIEF (ST. MORRIS)

Auntie Amy writes;

Dear Disbelief (St. Morris),

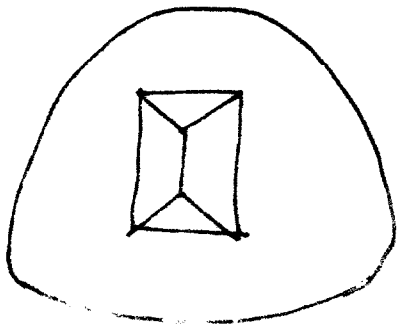
No, except that my dear Uncle Edgar has achieved wonderful things with bolt cutters. (If that fails, throw rocks at the Kingswood).

Auntie A.

AUNTIE A.'S USEFUL HINTS COLLECTION

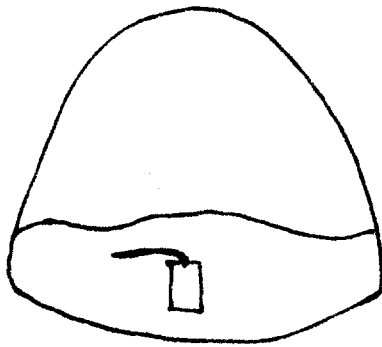
Instructors, ever wondered how to inject some life into that oh-so-boring training or check flight? My recommendation is to place small explosive charges under the front seat and set them off at strategic intervals on circuit to reinforce into the student the various checkpoints (e.g. FUST, base leg, approach, round out). It's amazing the difference that occurs in the student's flying.

RECOGNISE THE MANOEUVRE ?



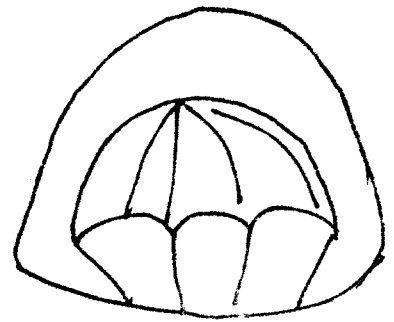
1

LANDING USING
HOUSE AS AIRING
POINT



2

SWEPPING THE
HORIZON WITH
THE YAW STRING.



3

INSTRUCTOR AFTER
MANOEUVRES 1 OR 2

Scheibe Bergfalke 4 / West Germany

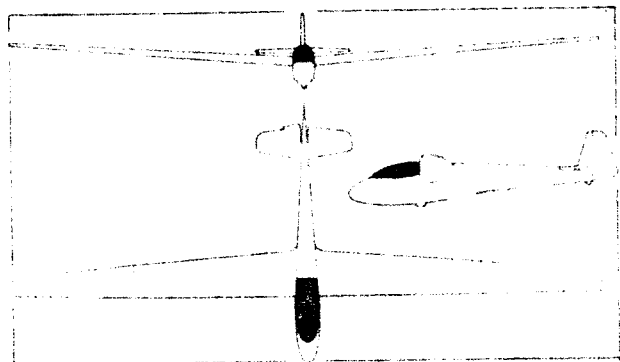
The Bergfalke 4 is a two-seat high-performance sailplane designed by Egon Scheibe and is a development of the 1951 Mü 13E Bergfalke and its improved versions Bergfalke 2 and 3. Construction of the prototype began in early 1969 with the first flight following a few months later. Because of its excellent performance the Bergfalke 4 can be used for competition flying as well as for training. The low sink rate makes it possible to soar in relatively weak thermals. Great importance has been attached to ease and speed of rigging. The two-piece wings are of wooden construction with a single laminated box spar joined together at the fuselage centre-line with one vertical pin. The wing leading

edge is covered with birch ply with fabric aft of the main spar. Large Schempp-Hirth airbrakes are fitted.

The fuselage is of tubular steel construction with a glassfibre nose section; the remainder is fabric covered. The landing gear consists of a large non-retractable monowheel fitted with a brake. The tailplane is wood with a Flettner-type trim tab on the elevator and is located by three spigots and secured by a nut.

In 1976, two versions of the Bergfalke 4 were entered for the Sixth German Motor Glider Competition: the twin-engined version and the retractable-engine version which later put up a world 300 km triangle record.

Data Bergfalke 4
Manufacturer Scheibe
First Flight 1969
Wing span 17.2 m (56 ft 5 in)
Length 8.00 m (26 ft 3 in)
Height 1.5 m (4 ft 11 in)
Wing area 17.5 m² (188 sq ft)
Wing section Wortmann SO2/SO2/1
Aspect ratio 16.9
Empty weight 300 kg (661 lb)
Max weight 505 kg (1,113 lb)
Water ballast None
Max wing loading 29.4 kg/m² (6.02 lb/sq ft)
Max speed 108 kt (200 km/h)
Stalling speed 35 kt (65 km/h)
Min sinking speed at 40.5 kt (75 km/h) 0.68 m (2.2 ft)/sec
Max rough air speed 92 kt (170 km/h)
Best glide at ratio at 46 kt (85 km/h) 34



AUNTIE AMY'S CRAFT CORNER

(or what to do on a rainy day in the hanger)

A handy and quite desirable item of equipment in any home is a hall barometer. This can easily be constructed from any common glider altimeter and adapted for wall use. First of all procure an old altimeter preferably out of an airplane that doesn't need it (like a boomerang or Foka).

Once procured carefully, lever off the covering glass plate and remove the long thin pointer that shows height, in hundreds of feet (nobody uses it anyway) and discard (alternatively keep it as a useful gardening tool for bonsai) then cover the numbers with little pieces of paper saying "Fair", "Rainy", "Change", "Ridge Weather" etc and calibrate (ie. fiddle with screwdriver until right) so that the big hand points to the appropriate piece of paper in all weather conditions. Now refit the glass cover and you have constructed a useful home decoration from a neglected aviation instrument.

(Next month: A thousand and one uses for an old control column).

Auntie A.

A.S.C. Cross Country course

Series of six lectures,
11, 12, 13, 18, 19, 20th October
(tues, wed, thurs, tues, wed, thurs)
Starting at 7:30 p.m.

Cost of \$6.00 to cover hall hire, notes,
and supper.

To be held at the Prospect Library, Cnr. Main North Road
and Thomas Street, Nailsworth.

Interested people contact the secretary, Dennis
Medlow, on 42 5093.

Secretary's Report

Although the editor tried very hard to prevent me submitting
yet another column, I managed to appeal to his sense of good
taste and fair play ... so here it is.

Next on the heavy round of club visits to and from Lochiel
Gliderport is:

1st + 2nd of October - Visit to Lochiel by
Whyalla Gliding Club.
Date to be announced - Invitation to fly at
Barossa Valley's field
at Stonefield.
(unconfirmed at time of
writing).

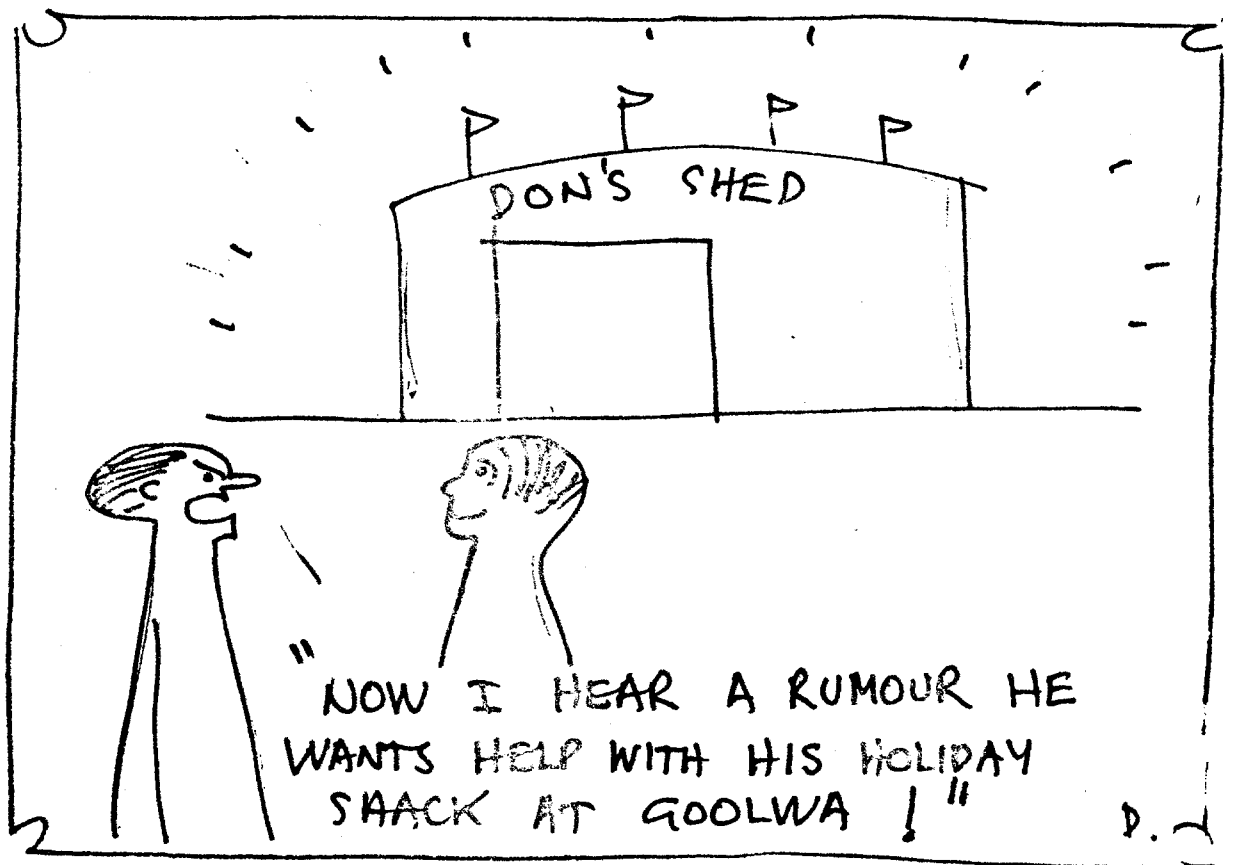
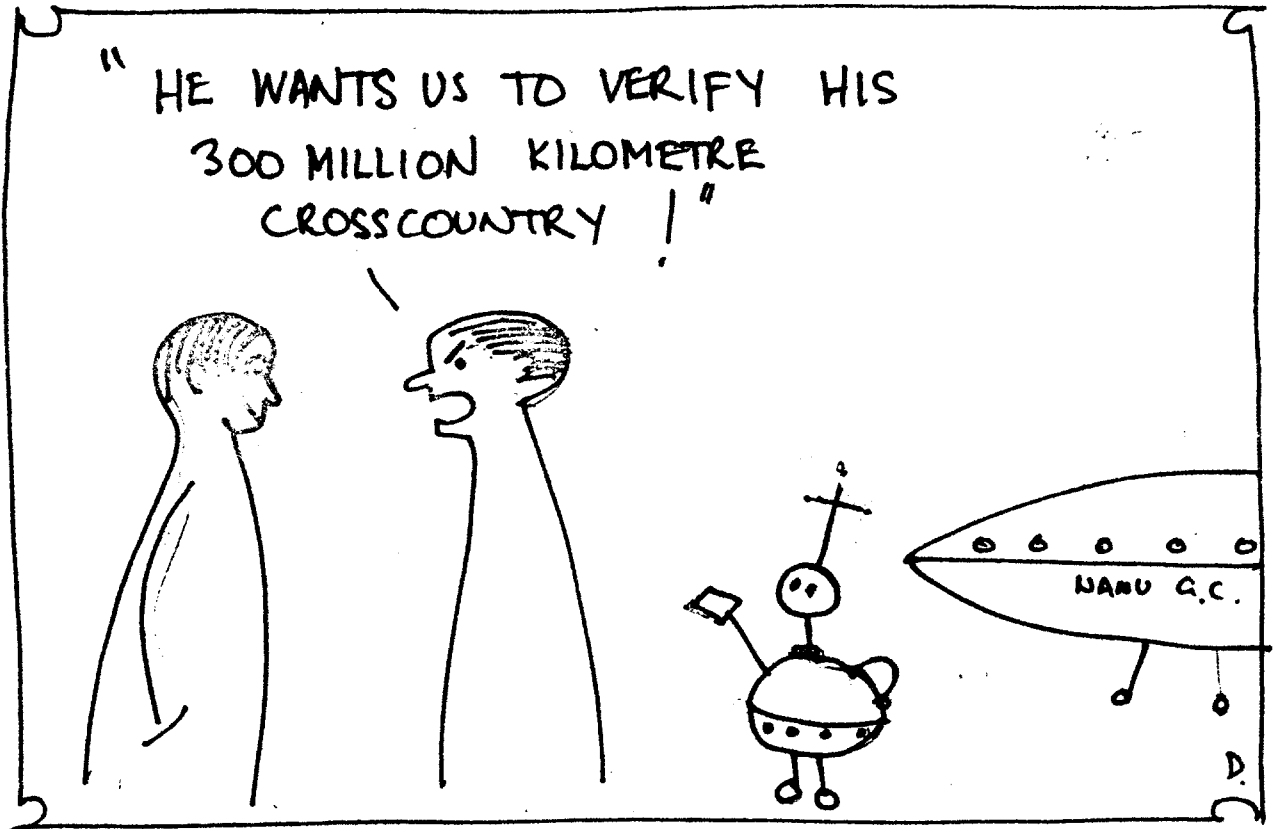
So remember to keep coming weekends free.

Regarding the Whyalla visit, could I have some indication
from members who would like to stay over at the shearer's
quarters on the 1st, we should have at least 2 or 3 of our club
present to host the Whyalla visitors.

On a more serious note, please remember the club needs a
great deal of support at present in terms of help from members on
club projects, remember, the only reason we are able to fly so
cheaply is because we rely on our members to do so much work.

Fly Safely

Dennis Medlow.



SHED WARMING AND KITCHEN PLANNING
PARTY AT DON'S AT 7.30 PM ON
SATURDAY 22 OCTOBER, 1983 AT 1 YANDRA ST
VALE PARK SA. TEL 2614245

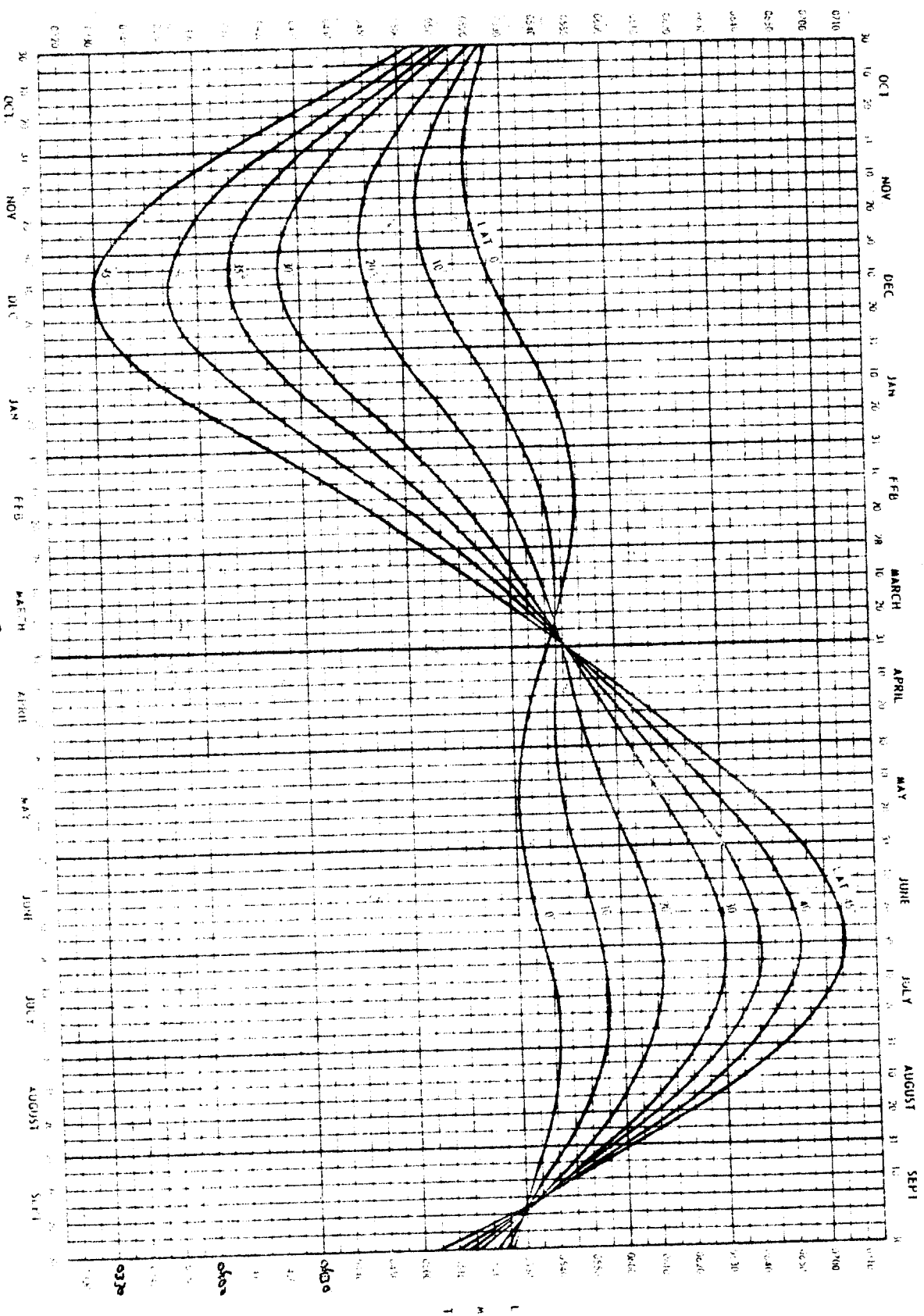
The shed will be far enough advanced to have a party by the 22 Oct. Also Rene will be home from Thailand with interesting stories. Other itinerants and honeymooners will be available so it seems a good date. Put it on your calendar now.

Why "kitchen planning"? Well Toni's kitchen has been put off for ages on the promise that it would come soon after the shed. So everyone is asked to bring a kitchen design. Prizes for the most grand, the most original, the cheapest, the most colourful, the most imaginative, the most airworthy, the most labour saving, the most etc - please label your own. All designs will be judged and displayed.

Bring V.O. booze if you have exotic tastes.



BEGINNING OF DAYLIGHT SOUTHERN HEMISPHERE



had landing with damage to the glider. After the student has had sufficient practice on the slope he is launched off the top, where he can learn to take advantage of the updrafts.

Soaring.—Soaring, again, is a different matter. A pilot desiring to become proficient at soaring, is very foolish if he attempts to gain the necessary knowledge by himself from experience. If sufficiently clever and very patient, he might eventually get in some fair flights but the effort would be terrific and the progress painfully slow. Persons desiring to become soaring pilots, should have expert instruction, not only in how to fly the ship but in the fundamentals of meteorology as well. Plans are being developed for several such schools or institutes over the country and pilots desiring to take such courses should communicate with N. G. A. headquarters. In a well organized school and with the average student, the soaring course takes from 30 to 60 days. It is impossible at this time to estimate the cost of such instruction. It is known, however, that in addition to several special schools for soaring, that several of the standard aviation schools are considering putting in gliding and soaring as well.

How slight an upcurrent will sometimes keep a light soaring ship in the air was demonstrated recently in Ohio. The "Akron-Cendor" soarer, with W. Klemperer, the famous sailplane pilot, formerly of Germany, at the controls, was being towed from Akron to Cleveland by one of the Goodyear blimps. Near Wallings Corner, the towrope parted while the glider was 700 feet up. In spite of its low altitude, it sailed for five miles and landed in a large field. The pilot had difficulty in landing because the heat currents rising from the ground caused the soarer to

float nearly the entire length of the field at an altitude of only a few feet.

Primary Instructions With Towed Glider.—A writer in *Aeronautics* for April 1930, describes one method of teaching gliding in which the machine is towed by an automobile to give the student the feel of the air prior to launchings by any stretched shock cord or "Catapult" launchings. Of course, as there is no noisy motor as in an airplane, it is possible for the instructor to talk to the student in the glider. After hooking up the tow rope, an instructor sits on the back of the car, megaphone in hand, and directs the student while he learns to keep himself steady in the air as the car tows the glider. When a student leaves the ground in a glider, even if for only three or four feet, he usually overcontrols and shoots the machine up into a stall or steers it suddenly away from its path. That is the reason why, in teaching students, it is well to have them practice constantly on the elevator and rudder until they can keep the ship level about a foot above the ground along a straight line in the full length of the course, or approximately a half mile.

Teaching gliding to enthusiastic boys and to more patient older men proves very interesting. An instructor reports he had a student a few months ago who was 55 years old. He had been interested in aviation for some years, but for the usual reasons never had learned to pilot a plane. Gliders appealed to him, however. On his fifteenth towed ride across the flying field he was taken into the air to an altitude of twenty-five feet, where suddenly the towing rope was released. He landed gracefully without any help. The average student in a powered airplane seldom can make a landing unaided on his fifteenth flight.