



Adelaide University Gliding Club
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NEWSLETTER

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PAYING PENANCE - Emilis Prelgauskas

It's January 1977, and time for New Year's resolutions. Also a time to look back and see where we've gone wrong, or right.

First, a little background, coloured as usual with personal bias - I've been a glider pilot for 9 years. During that time I have been told, by persons usually my senior and more experienced in these matters,

"You can't....." with respect to everything from stacking gliders in a hangar to starting a gliding club.

I have found that what they actually mean is:

"It will be inconvenient for me if you do this" or

"I wouldn't waste my time doing that."

This is, in general, the reasoning which has caused the various troubles that our Club has had with other gliding clubs. But why would established gliding clubs feel that a new gliding club in South Australia was not worth active sponsorship? For the answer we need to look inside the existing gliding clubs.

Started in the 40's or early 50's, they have been able to build up assets over the burned out bodies of several generations of keen members. Now in 1976 they own 'their' equipment. 'We' are an outside group, and, therefore, they feel that we should go find our own capital. Further, it is important to realise that the committees of existing clubs are elected annually. So their view is of necessity of a need to 'progress' in the short term. Progress usually meaning to use the assets to create more assets (aircraft, clubrooms, etc.).

We cannot offer either the individual club enough income (because we want to keep our rates down) nor do we offer it any other short term benefits. Our whole ethic suggests a massive benefit to the WHOLE gliding movement in the long term. We will do this by creating new resources for gliding with new flying sites, the training of new gliding enthusiasts and administrators, and research. This, I'm afraid, is of no interest to the individual clubs.

However, soaring is an expensive sport - in equipment, man power and time. The real cost of these last two items is seldom taken into account by existing clubs. It certainly is not costed. Here I saw a leg-in. The Balaklava club was feeling the cost of 'man power', because they had little, and in 'time' there was a lack of commitment by people involved in the operational processes of the club. So we got in, by providing the man power and commitment they lacked. In effect, we began dragging their operations along with our enthusiasm. Because of our presence hours and total launches for Balaklava aircraft are up since March, 1976 despite normal 'winter' slumps! At that point they forgot the contribution we were making, apart from actual \$\$'s income, in terms of \$\$'s worth of man power, and rated the loss of their use of the equipment in a larger \$\$'s value.

So we come to two divergent views, based on a difference of approach. The existing club feels that using facilities to set up an outside group is not to the benefit of its own members. Our own members feel that set up an outside group is to the benefit of its own members.

in 1972-3, now us in 1976-7. Both are 'specialists', not accepting members from the general community. This means that more pilots fly at less clubs. Despite more aircraft per club, this has meant a loss of 'resources' to glider pilots because:

The rural clubs are not growing (membership is static in the 30-70 range). In fact all the growth is concentrated between Adelaide and Waikerie whose membership has in the 1970-75 period grown from 131 to 335 and from 77 to 190 respectively. This means that while country clubs remain adequate in resources (12 to 15 pilots/sailplane) big clubs where the new pilots are going are slipping (22:1 up to 37:1 for ASC in that period and 16:1 up to 24:1 for Waikerie). True, some load is taken off by mid-week flying, but major sport activity is still a weekend passtime.

So there we have it. More people coming into gliding where the same number of clubs are struggling with the need to increase 'resources'; both aircraft, club-rooms and staff. And yet they can't 'afford' to support a new club which is willing to add to those 'resources'!

With this high ratio pilots/sailplane, they wonder about the high drop-out rate of recruits and the consequent loss of reputation of the sport. With the creation of new clubs and sites, I personally feel that our sport could be a great deal more efficient.

"But you can't do that".

Now for something completely different.

In 1976 the members managed to do 296 hours' flying in the Longwing. This means we ran at a slight loss (\$24) but only because quite a few things were bought through the aircraft account last year. So we CAN fly at a low rate. And we CAN achieve high utilisation. And we CAN teach 12 people to solo, and still do 12 cross countries and one club excursion. My thanks to the members.

We have set up our own administrative and operational systems separate of other clubs.

We HAVE received the help of outside persons. Our thanks go to Noel Burnett, who spent quite a bit of time trying to set up deals for us, to Martin Simons who gave us sound advice, to Don Nottle who negotiated for us with Bob McDonald and to Bob McDonald who has lavished us with generosity. Not only has he leased to us part of a paddock at amazing terms, but offered us very practical help, which I hope we will justify with our actions in the future.

Our thanks go to the following people who have made independent operations a little closer:

Renmark club for the lease of their winch temporarily,
Mildura club for their offer of a winch chassis,
Peter Buttery and Jim Valladeres for offers of assistance and
to Harry Schneider who donated some fabricated parts for a winch to us.

I personally have to thank Tony Kiek and Guy Harley who got snared in my obsession to spend a great deal of time setting up club projects off their own bat. And, finally other club members to whom, when I say thanks for the last year, I mean it.

Now for something completely different. Club projects for 1977.

1. Setting up at Lochiel -
 - a. repair to the Renmark winch;
 - b. construction of our own winch;
 - c. erection of a shed on the airfield (up to then we can tow the glider out

Lochiel on the weekend December 11th & 12th. With the Met. boys on strike and something brewing in the west, we thought - oh brother! But we had to end up doing something right.

Saturday.

I got up at 5.30 a.m., picked up Chris Brown & Keith Lavers in town then met Tony Kiek at Balaklava. Thanks to David Biggs' A-frame Tony's car was able to tow Balaklava's winch to the paddock. I took the Kookaburra, camping odds & ends and a knapsack spray (there having been a fire at Balaklava, caused by the winch, the weekend before).

Bob McDonald had put in a gate, as he had promised, and shifted the cattle from the paddock.

We rigged the Kookaburra just inside the gate with the help of the Mancktelow's and Adam Kirkland. We then set up house amongst the trees and sandhills at the other end of the East-West runway - now to be known as runway 09/27.

The wind was a good 30 kts., resulting in high launches (1,800'-2,000') and good ridge lift. We used that later in the afternoon after getting used to those power-lines on the approach over the road. In fact Tony and I reached 3,000' on the hill on an hour & a quarter flight late in the afternoon.

A trip to Bute (7 miles west) that night to the pub, after tying the Kookaburra down among the trees, led us to meet some of the locals. Apparently everyone in the district knew we were there and why which is a good omen for future public relations.

Sunday.

The wind was a calm 15 kts. from the southwest so went to the "22" end of the 04/22 cross strip. On its 5,000' length we ran out of cable on the winch drum, but got 2,300' launches nevertheless. We got cloud lift to 5,000' and, despite the low wind speed, ridge lift to 1,700'.

Chris Lockwood, David & John Stobie joined the proceedings and we flew up to 6.30 p. when we derigged. Then we trooped back to Balaklava with all the equipment.

Achievements.

1. Lease signed on Sunday morning for 30 acres on the paddock - our own airfield at last!
2. Bob McDonald offered his shearers' quarters for our use, except in August and September. They are a couple of miles down the road with all mod. cons.
3. Runways tried and found adequate.
4. Ridge tried and found fantastic.

So, all in all, it was a great weekend.

FLYING.

October	-	26 launches	-	15 hrs. 39 min.	-	70 km.	crosscountry.
November	-	47 launches	-	24 hrs. 40 min.	-	66 km.	crosscountry.
December	-	117 launches	-	36 hrs. 56 min.	-	80 km.	crosscountry.

First Solo	- Chris Lockwood	- 23 December, 1976.
'C' Certificate	- Peter Lavers	- 2 December, 1976.
	- Chris Lockwood	- 24 December, 1976.
Kookaburra conversion	- Chris Brown	- 30 November, 1976.
Winch conversion	- Tony Kiek	- 3 December, 1976.

Finally, on 22 December, 1976 Tony Kiek did a 500 km. out and return in standard libelle CY from Gawler.

THEORY COURSE.

The Department of Further Education is conducting a course on basic aeronautical knowledge for glider pilots. The course is designed for the pre-solo pilot and give him the aeronautical knowledge he should know before going solo.

The course starts on 28th March, 1977 at Parafield Aerodrome and will continue, one week, for 8 to 10 weeks. The course will most probably be free. Those people who are interested should contact Harry Bache on 258-9182 or, if no answer, 227-42

WINCH.

On 15th January Emilis and Tony went to Renmark to pick up their winch which they have agreed to hire to us. It was then towed, on a trailer at 26 m.p.h., to Bute. The service station there is effecting repairs to it including new tyres, new battery, new exhaust and tune-up. It will be working at Lochiel at the beginning of February.

The truck, which the Club bought in order to build its own winch, has had its brakes overhauled for \$240 and a new battery. This is now parked out at Gawler Airfield along with the truck which was bought for spares. Arrangements will be made for the construction of this during the coming year.

THE BAROSSA REGATTA.

With supps over, a small group of Uni pilots flew in the Australia Day long weekend regatta from January 29th to 31st. This is traditionally held at the home of the Barossa Valley Gliding Club, at Stonefield, the only site around Adelaide we hadn't visited before.

End of January, you'd expect ripper soaring weather. I knew from previous years that monsoonal type rains sometime fall the week before the regatta, so the Kooka stayed at Balaklava. It didn't rain, instead a high persisted over South Australia the week before, and the result follows.

Andrew and I towed the aircraft to Stonefield, David Stobie and Ian were there to crew. However, it blew a gale instead and the day was declared no contest. As this was the only day Andrew had free, he got the rawest deal of all of us there.

A front and cool change was expected with the gale, but only managed to set up a inversion at 2000' for Sunday. At least the winds were light and Ian set off on a 107 km. task in the Kooka with David in A.S.C. Super Arrow. Both finished second in 2-seat and Sports class respectively. David made it home, while Ian landed out on the second leg 10 km. short of the Adelaide K-13. I was thermalling over him in the Cirrus at the time and so it was a quick retrieve despite having to cross a 30 ft. deep creek with 45° sides.

old girl under shelter and plastic only after backing the centresection into a stone wall, and doing other assorted damage.

All in all, a most forgettable regatta.

The following is a draft of a duty pilot system submitted by Emilis to the committee at the last committee meeting. It was decided to institute the system on a trial basis, in order to relieve Emilis of some of his work load. However, if you have any comments or suggestions the committee will certainly consider them.

DUTY PILOT SYSTEM.

1. Selection

The Duty Instructor will nominate (2) two Duty Pilots, who are on field each flying day.

One will be responsible till 1 p.m., the second from 1 p.m. till end of flying.

2. Powers

The Duty Pilot has absolute power over ground operations during his period of responsibility.

This power & his decisions can only be overridden by the Duty Instructor.

3. Responsibilities

The Duty Pilot shall organise :-

Order of pilots flying; in consultation with the instructor.

A pilot to keep time sheets.

Pilots to drive the winch.

Pilots to crew.

The training of ground crew & winch drivers.

The numbers of persons for retrieves, or other projects.

The Duty Pilot shall control :-

The movement of people & vehicles on airfield.

The number of aircraft operating.

The number of pilots required for safe operations, before pilots are allocated to other projects.

The Duty Pilot shall supervise :-

Crew preparations for retrieves.

Payment of accounts before pilots depart for home.

The Duty Pilot shall :-

Bring to the instructor's attention all unsafe ground & flying operations.

DIARY OF EVENTS.

February 3rd - 7.00 p.m.	-	Club meeting in Sports Association meeting room.
February 5th-12th	-	Horsham week regatta.
February 26th-27th	-	Kimba regatta.
March 3rd - 7.00 p.m.	-	Club meeting in Sports Association meeting room.
March 12th-19th	-	