



Adelaide University Gliding Club
c/o Sports Assoc. U. of A.
North Ter. Adelaide S.A. 5000

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NEWSLETTER

Vol.2 No.3

June, 1977.

NOW HEAR THIS:

I am pleased to report to members that after a three-month slump, club operations have picked up considerably in April, 1977.

In part this is consistent with last year, where membership was being attracted in this period. This year however, not only has there been the usual seasonal increase in Kookaburra flying (17 hours March 1976 to 23 hours in April 1976) but the monthly total is up on last year (25 hours in April 1977 compared to 23 hours in April 1976) and we have to add the operations of our 'new' Arrow (11 hours in 3 weekends in April).

We also have the income from a tempremental winch (finally moving into the black with \$69 at the end of April).

Let's be honest though. Last year, operational hours continued to rise (34 hours in June, 52 hours in August). How can we achieve this now? Obviously, we all need to raise our game. Instead of sitting in your car, pitch in. Most of all, use your initiative. Drive the winch, hook on cables, hold wing tips, rush down to repair a break.

Don't know how? Go there with someone who does and find out. After all, YOU will get more flying if the bloke ahead of you gets his NOW, instead of 5 minutes after that earth shattering chat at the runway edge.

The biggest single example is that winch. If we have two gliders to launch, make sure the pilots are getting in as the winch leaves to lay the cables. After launching glider no. 1, try to launch glider no. 2 before the first glider is back in the circuit. This may mean that you DON'T repair the cable break or reel in the cable from the first launch. If the cable drops clear of no. 2 cable, launch that first (if those do-dos at the glider end hook him on quickly) and reel both in at leisure and drive back to lay the next lot.

At the other end, the initiative is YOURS. Remember, the Duty Pilot is there to organise the flying and keep the flight sheets - not run around doing it all himself. You may have all the time the winch takes to drive up to collect the glider on the strip, but even here speed is required if the other glider is coming home or a cable is ready.

A lot of equipment has been made available for use without most of us laying our share on the line in hard cash. So we do our bit by cooperative effort in what must have become obvious to all, is a team sport. And a good one.

GROUND OPERATIONS.

With the appearance of a second glider at the airfield operations have become a little hectic. The main area of confusion has not, however, been in the air but on the ground. Here the situation is made worse by the high number of people on the ground who have had little exposure to gliding.

- "C" - Canopy closed and locked? This question is put to the pilot who must then be seen to touch and look at the canopy release and say "check".
- "A" - Airbrakes closed and locked? - Same as above.
- "R" - Radio on? - As above.
- "D" - Dolly wheel off. None of the club aircraft have dolly wheels but they are common on fibreglass gliders. They consist of a fully pivoting wheel fixed to the aircraft just in front of the tailplane by a red fibreglass "belt". They are used only for ground handling and must be removed before a flight. Since the pilot cannot see if it is on, it is the responsibility of the hooker-on to check that it is off.

Once these checks are carried out the cable can then be attached, by the following procedure:-

1. Hold the small ring up so the pilot can see it say "small ring". If the pilot says "Check" proceed.
2. Call "Open" and place the small ring in the release mechanism.
3. Call "Close" and check that the hook engages the ring.
4. If it is the first launch of the day for the glider then -
 - (a) pull on the cable, call "check release" and make sure that the ring comes clear of the release mechanism;
 - (b) connect the cable as before;
 - (c) pull the cable sharply to the rear and check that the automatic back release mechanism releases the cable then call "back release okay";
 - (d) connect the cable as before.
5. Give the cable a good tug forward to check that it is attached and call "You're on".

The procedure for aerotows differs in that 4(a) & (b) are done for every launch.

Launching.

The decision to launch a glider is made by the wing tip runner (WTR) after the pilot has positively indicated that he is ready by giving a "thumbs up". It is the job of the WTR to decide if all the circumstances are right to start a launch. He must consider two areas:-

1. The Air. The WTR must balance the wish to get the glider into the air against the need to provide a safe landing area for gliders on approach. This is particularly so for the Lochiel airfield where the strip can only accommodate one glider at a time and where launching covers a long period. As a rule of thumb never launch whilst a glider is on its base or final leg but even if it is on its downwind leg the WTR may have to hold the launch. If there are no gliders coming into land the WTR calls "All clear above and behind".
2. The Ground. There must be no aircraft on or about to enter the strip. In particular no-one must be standing in front of the wings or tailplane. If everything is in order the WTR calls "all clear in front".

The WTR then levels the wings. Just before the cable becomes taut the WTR lowers his wingtip for a long three seconds and then raises it again. If anything goes wrong with the launch then he should lower the wingtip to the ground after the pilot has released the cable.

Movement on the Airfield.

Now that Bob McDonald has put the non-strip areas of the airfield under crop the following rules will have to be followed:-

4. When parking cars at the launch point keep as close to the fence and strip as possible, park the cars close together and DO NOT drive the car over the crop to get to a parking spot.

In conclusion, remember that your actions on the ground could cause a glider, on approach, to be forced to land in the crop alongside the strip. Not only would this strain our relations with Bob McDonald but it could also lead to the glider ground looping which would cause extensive damage to it and its pilot.

OUTLANDINGS. (from "Cloudbase" - the ASC journal)

One of the 'eternal truths' of outlandings is an obvious one, and we ignore it at our peril. What is it? Simply contacting the owner of the property on which you have outlanded.

Right away we'll admit it isn't always practical. There are cases where glider pilots would have been delighted to talk to the owner - or anyone.

But, pilots must make every reasonable effort to contact the owner. You have no inalienable right to land on private property, and the only way we can continue to do so, is to show normal courtesy to land-owners.

During the recent Barossa Regatta, one of our pilots landed in what he considered a stony, weed-filled paddock. He called his crew, probably by radio, and they drove in, collected the glider, and drove out on a different track to the entry one.

The trouble arises from the owner, who was working in an adjacent paddock, having a seed lucerne crop planted in the landing paddock.

The land-owner assessed the damage at \$15.00, but his chief objection seemed to be the lack of any effort to contact him.

The lesson is plain, and the answer is in our hands. The pilot concerned, who seems to have made a mistake any of us could have made in the paddock selection, had to make good the damage, and placate the farmer.

A practice followed by some people that would have reduced the damage in this case, is to drive around the fence in any paddock you are retrieving from, and drive the shortest possible leg from the fence to the glider. On the way out, follow the same wheel tracks.

An average car foot-print is 6 inches wide. If you drive dead straight you destroy a square foot of surface cover for every foot you drive. A tour around a grazing paddock can do a lot of damage.

SOME STATISTICS.

The Australian Gliding Year Book for 1976-1977 gives some interesting figures on the activities of all the gliding clubs in Australia. It is particularly interesting to compare the figures for our club with those for other clubs in S.A. Basically they show that we have a highly productive training organisation, on a par with Waikerie and ASC both of whom are full-time operations. However our soaring and cross-country performances are down the bottom of the list. With the nearby ridge and our "new" single seater it is hoped that the situation will be different for this year's operations.

SAFETY CORNER.

Locate, Identify, Operate.

A number of recent accidents indicate that the above heads rule do either before

over the bight.

Finally our plans for the August holidays: There will be a gliding camp in the last week of the holidays (27 August to 3rd September) and Emilis will be present throughout. This will most probably be the last training for the year so every student should put his name up on the list in the Sports Association Meeting Room.

WINCH BUILDING - by Des Maslen.

As everybody knows, the Renmark winch is sadly lacking in power. At the moment it continues to give only marginal launches because the ground runs are slow and therefore extended over normal practice. Without major work being carried out on the winch (new engine transplant etc.) it cannot be expected to last indefinitely. Thus care is required in looking after and operating this vital piece of equipment.

In order to give more satisfactory launches the club is trying to build a new powerful winch. This project is continuous, and needs your support. The project has been divided into separate components and sub-structures. The reason for this is so that individuals or groups of people can take responsibility for the completion of a component or sub-structure in their own time. This means that the work can be done whenever there is spare time available amongst the individual groups and consequently working bee weekends, where we all stop flying, are avoided. This way you still get your flying when you want it, and the club continues to receive an income which is necessary to cover our liabilities.

Now it is up to everyone to offer to do some work on the new winch (which will benefit your flying later). Remember that many hands make light work, and if everyone helps the individual contributions will be small and not very time consuming. In a project like this, all types of skilled and unskilled people are needed. Please contact me, on 293-4732, and let me know how much time you have available and any skills you may possess.

Following is a list of people and their skills - so that anybody requiring help can contact these people:-

Oxy - cutting & welding

David Biggs	-	Economics
Des Maslen (limited time)	-	293-4732
Allan Wallace	-	148 Glynburn Rd., Tranmere.

Ark - Welding

Des Maslen	-	293-4732
Allan Wallace	-	148 Glynburn Rd., Tranmere.
David Stobie	-	267-2118
Ian Roberts (non-structural)	-	31-1370
Murray Orchid	-	294-2858

Mechanical knowledge - help with suggestions

Des Maslen
Allan Wallace
Murray Orchid
David Stobie
Ian Roberts

Electrical - Andrew Horton - 710395

Helpers - (other than those above)

Tony Kiek - 313999

2. The daily inspector should then have made an independent inspection and check after the completion of the rigging procedure. The daily preflight inspection should not be carried out by the person who was in charge of the rigging procedure and preferably should not have been involved in the rigging procedure.
3. In making the check of full, free, and correct movement of control surfaces the inspector should have someone hold each control surface in turn and check that the control of operating lever cannot be moved independently of the control surface and vice-versa. Additionally check that with the control lever or rudder pedals in neutral the corresponding control surface is also in neutral and that the full range of control movement can be achieved.
4. The pilot in carrying out his preflight checks should ensure that full, free and correct operation of controls is obtainable rather than giving things a waggle and hoping for the best.
5. Any person carrying out any form of inspection should refuse to be interrupted during the process. If any other persons insist on interrupting or nagging they should be advised that they are actually holding up proceedings and, if necessary, the inspector should stop his inspection until the interrupter or nagger departs; even the dumbest nagger will eventually get the message.

Reflection on the above details indicate that none of the above procedures were adequately carried out and that if any one had been, the incident would not have occurred.

FLYING.

Since the last newsletter, the Arrow has come back into operation and, despite the winter conditions, has been fairly well utilized. It has done 3 cross-country flights. The first, by David Stobie on 28/5/77, who did 72 km. Lochiel-Bute-Red Hill-Mundoora, outlanding 5 miles SW of Mundoora. The second, by David Biggs on 4/6/77, who did a short trip over to Snowtown but outlanded on the way back, having done 27 km. in 1 hr. 10 min. And, the third, which occurred when Emilis tried to work ridge lift on the east side of the ridge but found there wasn't any. He landed $\frac{1}{2}$ mile west of Lochiel. On 12/6/77 Mike Barnden, flying his Cirrus, did a cross-country to Crystal Brook but couldn't get over the ridge on the way back so landed on the Lochiel Oval.

LZ, of course, continues to do a sterling job and has now trained 3 new pilots to solo standard:-

Steve Weinstein	5/6/77
Graham Parker	26/6/77
R. Groblicki	26/6/77

The activities of these aircraft were not the only ones at the airfield. On 28th May, Merv Gill brought the Spruce Goose over for a visit and several of the Club's solo pilots had a go at flying this legendary aircraft. Renmark Gliding Club also visited the airfield on the June long weekend. They brought 3 aircraft with them; a Piper Pawnee glider tug, a Blanik and a Club Libelle. Whilst the ridge failed to provide them with good ridge lift on all but the last day, the conditions weren't too bad. The nightly booze ups certainly made sure that they enjoyed themselves. It was on the Monday of this weekend that Tony Kiek made the Club's first wave flight at the Lochiel airfield. Tony used an aerotow from the Renmark tug to connect with the wave on the east side of the ridge. He managed to climb to approximately 3,500 feet. However, one of the Renmark blokes managed to get to 6,000 feet in the wave. Finally, as already mentioned, club member Mike Barnden brought his Cirrus up on the June long weekend.

Unfortunately, not all the operations of the Club have been as rosey. The winch continued to give repeated trouble causing delays in flying. This has now been partly rectified by placing the winch under cover and putting new wire on one of the drums. The success of these measures can be shown by the operations on the 65 launches took place with only 3 cable breaks.

A list is available in the Sports Association Office to get details and indeed to offer more help.

The various components of the new winch (truck, drums, engine, etc.) are located at 148 Glynburn Rd., Trammere.

This project needs to be completed as soon as possible so if you are sitting around, not doing anything, thinking about whether that winch mentioned 2 months ago is finished and ready for you to use - chances are that so is everybody else.

There is nothing so discouraging as the realization that you are working your tail off trying to do something while everyone else sits back and lets you. So encourage those who are doing some work by showing up before the winch is finished.

Finally, those undertaking projects should keep me informed of the progress, so the planning can be effective.

DES MASLEN,
President.

A ROUND SQUARE?

Now I've heard everything. Prof. Don Muggins has just written an article for Australian Gliding on square thermals. Is this a square peg in a round hole or a round peg in a square hole? Or is the professor just a square doing the rounds with his theory?

CLUB MOTTO.

To stay in character, the following is submitted as a club motto for the Uni Gliding Club, and was stolen from the back of a bus ticket -

Adelaide Uni Gliding Club Inc.

"When you are getting kicked from the rear
It means you are in front."

EMILIS

Ed. Anyone who can suggest a cure for Emilis' paranoia please contact him on 339-2387 A/H.

WILL WE BE SUED?

An example of a rather magnificent, if misguided, confidence in the art of soaring landed on the Club's Public Officer's desk in May. It was a letter from a firm of Sydney solicitors bringing the Club's attention to orders made in the Family Court of Australia. The orders restrained any common carrier transporting the children of a Mr. X out of the country, by air or by sea, since the custody of those children was vested in Mrs. X. It seems that the Club received this letter because it is registered with the Dept. of Transport to carry passengers and is, therefore, a common carrier.

Our public officer wrote back saying that for us to transport these children overseas in one of our gliders would be physically impossible since there was only one recorded soaring flight over water and even that was a short distance. He promised, however, to tell Club pilots not to fly any passengers to Hutt River Province.
