



Adelaide University Gliding Club  
% Sports Assoc. U. of A  
North Ter. Adelaide S.A. 5000

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NEWSLETTER

October, 1977.

A glider is a lovesomething,  
A thing that soars the skies,  
So treat it kindly, and with great care,  
And many joys you both will share.  
But work and effort must be spent  
To prepare it for the great event  
Of reaching to those clouds so high,  
So hard to achieve, in days gone by.

(Reprinted from "Cloudbase")

As most club members realise, there are many problems in starting up a new gliding club. The main problem is finance, because you can only do so much yourself. One of the things that a new club cannot do is build its own gliders because there are usually no qualified personnel to supervise and the projects tend to outlast the members' enthusiasm. So a club's aircraft are usually purchased.

This means that up to three years can be spent raising funds before the club commences flying operations. Such a delay would have required a degree of dedication which University students tend to lack. Therefore, the Adelaide University Gliding Club would never have come into existence if it had not been for the availability of the longwing Kookaburra.

Emilis offered the use of the Kookaburra to the club at operating cost only. He made no money out of the deal, in fact, when his hundreds of hours of instruction are taken into account, he loses heavily. Lima Zulu has done a sterling job. She saw her 10,000th launch in the club's service and did 600 hrs. flying. She has trained a hardcore of dedicated enthusiasts who can be counted on to keep the club going despite the most adverse conditions. Perhaps her role can best be shown by the following article, written by Emilis, which appeared in the September, 1976, issue of Australian Gliding.

#### LIMA ZULU YEAR THREE

Yes indeed it's been that long. Three years ago I bought the Plywood Overcast, I was doing enough flying to make a sailplane of my own worthwhile. I'm no speed freak, so it felt right to get something that I could afford (to pay off), something easy to fly, do my own maintenance and above all something that would be utilized. A 2-seater filled the bill as utilization could be kept high with other pilots of almost any ability (or none) being able to fly it.

Southern Cross were selling, as the Longwing was, at 14 years old, getting obsolete, and should spend the rest of its life in retirement, in the care of a private owner.

Last year the old girl did just on 80 hours, was derigged a handfull of times and went cross-country only on "dead cert" days. In fact the other 100 hours in my log for 1975 were done in club aircraft, mainly in competi-

out of reach of all except those already involved in a club. Assuming that an aircraft could reach a certain level of use (say 200 hours/annum) we worked out that \$3/hr. would cover running costs. So the Kookaburra was offered on that basis.

Well since March, she's come out of retirement. Bashing the circuit again. After 9,000 launches and 3,000 hours you'd think she deserved a rest.

Alas, all good things come to an end. Emilis has found himself in financial difficulties and finds that he must sell the Kookaburra. Consequently, he offered her for sale in the September issue of Australian Gliding, complete with instruments and trailer, for \$5,500. This means that the club must now purchase its own two-seater in time to train the usual influx of trainee pilots in March of next year.

Luckily, because of our affiliation with a sympathetic Sports Association, our financial position is reasonably healthy. It is expected that the Sports Association will spend \$3,500 paying off the club's present loan with the National Bank, leaving us free to raise another \$6,000 from that source, and give us a \$2,500 administration grant. In addition they are currently investigating the possibility of giving the club a \$6,000 interest free loan over 5 years.

But what can the club purchase with this money? After investigation, the executive has found that the only gliders which fall within the price range are the following:-

Bocian 1E	-	\$10,800
Blanik L-13	-	\$12,500
Schliecher Ka-7	-	\$ 9,500

The Ka-7 is 15 years old, the other two are brand new. However, to finance this it seems likely that flying rates on the two-seater will be raised to 8¢ per minute. A final decision will be made at the meeting on November 3rd.

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#### WAIKERIE REGATTA

The Waikerie regatta was held on August 20,21,22 and 26,27,28. In true competition spirit the club sent the Arrow along. On the first weekend Emilis and Ian Roberts rolled up to fly her and on the second weekend Ian Roberts, David Biggs, David Stobie, Guy Harley and Adam Kirkland were all present.

Unfortunately, the weather conspired against us and only two competition days were flown. On only one of these days did an A.U.G.C. pilot fly. Because there were only three sports class aircraft present; the Arrow, the Spruce Goose and Horsham's Boomerang, the organisers did not have separate classes but set the same task, a 300 km. triangle, for everyone. Only two aircraft made it home - both open class aircraft. Both the Arrow and the Boomerang chickened out of the task although Merv Gill in the Spruce Goose managed 150 km.

The organisers deserve a right royal raspberry for failing to set separate, more realistic, tasks for sports class. By doing so they spoilt a good weekend for most of the sports class pilots.

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#### BALAKLAVA REGATTA

The Balaklava regatta was held on the Labor Day long weekend. The Arrow was flown on two of the three days.

Day 1. - Sports class task was Balaklava-Blythe-Bute-Balaklava. The other class also has a turning point at Bute. This meant that entire fleet passed within gliding distance of Lochiel Airfield and because of a high head of steam on the

trying to work mythical ridge lift.

Day 3. - Balaklava-Hoyleton-Blythe-Balaklava for Sports Class. Guy Harley flew the Arrow but landed only 17 km. out when he hit heavy sink. Nobody got back to Balaklava.

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#### AUGUST VACATION CAMP

The 1977 August/September Gliding Camp was held at the Whitwarta Airfield much to the disappointment of all concerned. The change of venue was due to the absence of the winch from Lochiel. Whitwarta is blessed with two winches which turned out to be a god send; when one of these committed suicide early in the camp we were able to rely on the other to continue flying

There were some other distinct advantages in holding the camp at Whitwarta, namely, hangar space for the fully rigged Kookaburra and later also the Arrow. The crew made full use of the congenial facilities available to them, for example hot water, bunk houses and a clubhouse which doubled quite successfully as a fully heated workshop when some repairs were needed on the Kookaburra wing tip: perhaps not the purpose for which the clubhouse was originally intended.

We encountered every possible weather condition, in quick succession from an incredible dust storm on the first Sunday to a continual unbroken drizzle on the Wednesday and Thursday. This had little bearing on everybody's desire to fly; the rain however limited the use of the Kookaburra on one day in particular when it remained hangared the whole day bar four brief flights in the morning. This was depressing, we tried compensating for the lack of flying with games of bridge, T.V. and a flagon of red. Luckily late on Thursday the weather improved, flying was resumed and we were off again.

By the end of the week three of the trainee pilots had been allowed to go solo. They are Dene Larwood, Graeme England and Judy Bache. On the last day as we all waited patiently on the ground gnashing our teeth Dene clocked up an impressive 1 hr. 21 min. flight; not bad for one so new to the solo game. It was pleasing to see that this camp was not merely for trainee pilots, the Arrow was in constant use throughout the week by a fluctuating group of keen pilots.

Many thanks go to Emilis for his non-stop instruction throughout the week; I am sure I speak for all the trainee pilots when I say that his untiring efforts were much appreciated.

The camp ended on a quiet note as is apt to occur at the end of a highly successful week.

The week long camp seems to be an excellent set up for continuing flying instruction not to mention the social enjoyment. I hope that there will be more equally successful camps in the future.

JUDY BACHE

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#### WINCH REPORT

Since the last newsletter work on the winch has been going ahead in leaps and bounds but has now slowed due to the proximity of the examinations. The following tasks have been completed since the last newsletter:-

- mounting the differential & drums,
- construction of safety cage, floor & chair,
- manufacture & mounting of the spreaders,
- fitting of mufflers for both engines, and
- fitting of mudguards for rear wheels.

Allan Wallace	-	50 min.
Ian Roberts	-	45 min.
Graeme Newcombe	-	45 min.
Dene Larwood	-	35 min.

However, whilst these people have been rewarded for their work, they have been rewarded at a fairly low rate (48¢ per hour). They are, therefore, understandably annoyed at a number of members who frequently use the club's flying facilities but have been noticeable by their absence of help on the winch project. In effect, they are scabbing on other people's work in order to get benefits for themselves. But, if they wish to salve their consciences they can contact Des Maslen on 293-4732 and he will give them a job to do.

The re-engining of the Renmark Winch has finally been completed after a two-month wait caused through incompatibility between the new clutch and the old gear box. The new engine is an obvious improvement although it is still hampered by having a manual gearbox.

It will currently launch the Kookaburra at 50 m.p.h. on no-wind days and at 55 m.p.h. to 1400 feet when there is a slight wind. Its major advantage, however, is that it starts every time.

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#### BITS AND PIECES

The following have been awarded free flying time for their work in repainting the Arrow:-

Ian Roberts	-	2 hrs. 30 min.
David Biggs	-	1 hr.
Chris Brown	-	30 min.
Steve Weinstein	-	15 min.
Peter Lavers	-	15 min.
Keith Lavers	-	15 min.
Meredith Reardon	-	10 min.
Neil Smith	-	10 min.

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If you require transport to the airfield contact Graham Parker on 356-7868.

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The airfield telephone number is (088)262203 NOT (088)262206 as reported in the last newsletter.

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Emilis will not be automatically onfield for instructing from now on. If you require instruction you must make private arrangements with Emilis Ph. 339-2381(H), 51-3281 Ext.84(W).

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Any proposed flying activities, other than weekend flying, must be approved by Emilis, since it's his head that rolls if something happens. So please ring him at the above numbers if you are planning something.

In 1930, an American airline's crew members were instructed to "warn passengers against throwing cigarettes out of the window, keep the clock wound up, carry a railway timetable in case the plane is grounded, and keep an eye on passengers when they go to the toilet to be sure they don't mistakenly go out the emergency exit".

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Pilots taking club aircraft to regattas will have to pay \$10 per day flat fee for the use of the aircraft, regardless of whether they actually fly it, unless there is no flying at both Lochiel and the competition site.

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Because Emilis has had to cancel the contract with the club for the lease of the Kookaburra, so that he can sell her, it currently costs absolutely nothing to fly the Kookaburra. The only fees being levied are launch fees, so make the most of it.

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THERMAL DETECTION - by Martin Simons (Reprinted from "Aircraft")

Some pilots no doubt will be delighted by U.S. claims for a new instrument to sense distant thermals by their electrical field.

Often a pilot will struggle for half an hour low down, in weak lift, when only a few hundred yards away, unknown to him, a strong thermal may be thrusting upwards. If he could detect it, he would easily ride it upwards.

Various devices have been tried, including wing-tip thermometers which measure temperature gradients in the belief that a thermal would indicate its presence on one side or the other by warming one wing tip more than the other. However, the idea simply does not work.

The same seems true of the various highly sensitive humidity sensors that have been fitted to gliders.

Now, however, after years of speculation, it is claimed by a group in the U.S.A., led by Dr. Ralph Markson, of the Massachusetts Institute of Technology, that a way of sensing distant thermals by their electrical field has been developed.

It is now claimed that glider pilots soon will be able to locate the nearer thermal by glancing at an IIS-type instrument dial in the cockpit. A range of about three miles has been established already, with further improvements expected as development continues.

Diehards already fear that such devices will completely change, and may even destroy the nature of soaring. So much has depended in the past, on knowing how to find the next strong thermal, that if everyone can do it by tuning a mere dial, all the **accumulated wisdom of the present aces will seem to be worthless.**

**However, even if the new instruments do everything that is claimed, the pilot who chooses the best route, and interprets the weather on the larger scale, will still do better than the one who simply flies where the needle points him without thinking ahead 10, 50 or a hundred kilometres.**

One suspects that Ingo Renner will still be in front.

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remember to confirm your intentions with the CFI, and if you want the Kookaburra, arrange it with the owner.

The CFI can also confirm the availability of an instructor.

2. Flying. - With the minimum level of equipment now at an acceptable stage, increased activity in mid-week and week-end flying should be possible, particularly after the exams.
3. Projects. - The club has now a demand for both physical and organisational jobs to be taken on. They are all aimed at improving our well being, and also our financial position.

Club members must PESTER those few who have the expertise (but no time) to show us where and what to do to :-

- \* complete the new winch,
- \* erect a windsock at Lochiel,
- \* lay water on at Lochiel,
- \* get a toilet block on the airfield,
- \* get access to the hangar improved.

4. The Future. - There are frequently claims that the desires of individual members must be taken into consideration. Unfortunately few members have the experience, ratings, background, involvement or have thought deeply enough about the future of the club.

There appears to be succinct agreement among the more experienced that there are two levels of futurology -

- 1) ultimate objectives;
- 2) achievable aims.

In the first category must be placed the following:-

Tony - a complete gliding operation with 4 sailplanes and attendant ground facilities.

Emilis - involving the maximum number of people in as many aspects of the sport as possible generating new flying sites, a research unit, developing new sailplane classes.

Other members - few members have expressed a soundly developed philosophy for the future of the club, but proffer ideas on the basis of 'I want'.....

Under achievable aims can be put:-

- \* increased use of the airfield - promotion to this end required,
- \* increased membership for the club - promotion required at several campuses,
- \* increased expertise within the club - enthusiasm by members to this end required,
- \* aim of a minimum reasonable level of equipment - club owned
  - (1) purchase of a two-seater required - under investigation;
  - (2) more hangarage space - money required.

In my opinion - there is a lot of enjoyment to be had in doing the jobs, providing of course that the club is prepared to concede to what has to be done, and lets those of us capable for the work get on with it.

EMILIS