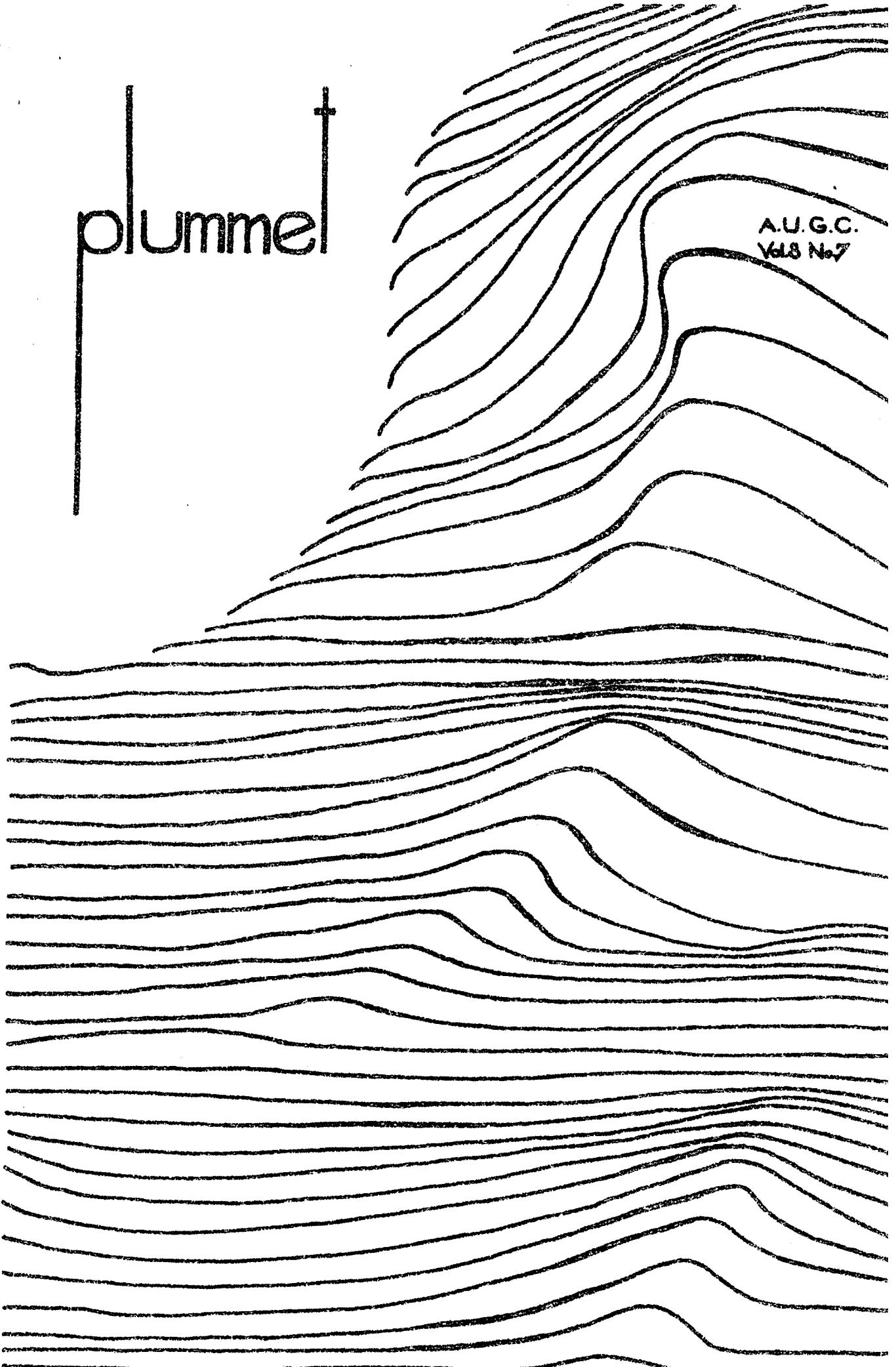


plummel

A.U.G.C.
Vol 8 No 7



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NOTES FROM THE INSTRUCTORS' PANEL

Tony Kiek
Chairman

1. HAZARDS

(a) Long Grass: is a serious hazard in two respects-

(i) Ground Looping

This can occur on takeoff or landing if a wingtip is allowed to drop and gets caught in the grass, and can cause an uncontrollable slewing around of the glider. Hence, be prepared on the release knob if the glider runs off line at the launch, and concentrate on keeping wings level on takeoff and landing. Inspection of the operational area and alternate runways should be carried out prior to commencement of flying operations each day.

(ii) Fire Hazard

Grass fires can easily start by dragging the cable through the grass, or by the aircraft skid running on the ground. Be prepared before daily operations commence, check that knapsack extinguishers are full and working, and keep a stack of wet wheat bags in the pie cart. No Smoking on the airfield unless inside a car. The Fire Brigade number is displayed alongside the telephone in Emilis' shed.

The V8 winch muffler needs watching.

We need a sign at the gate warning of the fire hazards. (volunteer?)

We need a 44 gal. drum of water near the hangar. (volunteer?) Always operate with drogues in good condition.

(b) Bob McDonald has offered to chain saw down the tree at the end of the NE strip.

2. CROSS-COUNTRY PILOTS

Pilots will not be allowed to fly cross-country until they have completed;

(1) Cross-country theory lecture at AUGC or equivalent,

and (2) At least 2 check flights in Bocian,

and (3) Minimum 10 launches and 5 hours on type.

As checks are completed, duty instructor will sign out log book, and when qualified instructor satisfied, will sign out theory and practical in log book and on Members Record Sheet placed up in the hangar.

Another Cross-Country lecture will be held in November for those who missed out on the last one. Solo pilots nearing the requirements are also urged to attend. Please contact Tony Kiek (2234333, extn 2718 or 313999, after 6pm) as soon as possible.

Suggested date for next lecture Wednesday Nov. 22nd. at 7.30pm in Sports Assn.

3. AEROBATICS.

No aerobatics unless pilot(s) wearing parachutes. Aerobatics must be approved before each flight by a qualified instructor (Emilis, Tony, Tom); who must be satisfied that the pilot is trained and current on aerobatics.

4. HANGAR FLIGHTS.

Must have duty instructors approval beforehand. Essential that pilots have the cross-strip intersection as their aiming point.

5. CURRENCY.

If a pilot has not flown on winch in type for more than 4 weeks, that pilot will be considered "out of current flying practice", and will be required to undergo a series of check flights by an instructor.

6. VEHICLE TRAFFIC.

Bob McDonald has requested that vehicles use only the dirt track along the southern boundary fence, or the runways. Do not drive through the long grass, as Bob wishes to use this for hay. Sign needed on the gate (volunteer?).

7. FINAL GLIDES.

Pilots returning from cross-country flights are required to finish at a height of 1000' into the circuit joining area. If pilots wish to practice competition finishes (in the arrow?), this will be allowed with the prior approval of the instructor who will require the

Dave Ellis has carried out general arrangement, wing structure and weight/performance estimates for a 15m sailplane as his final year submission in Engineering.

Club parachute has been taken out of service due to age, and is to be sold to "Life. Be in it", for their use in games development.

After using his battery on the winch one day, Emilis' battery strap came loose a week later, arcing across the live wire from the coil, and burning out \$400 wiring in the dashboard of the Renault.

Graham Parker should soon be the proud owner of a

10. GENERAL MAINTENANCE.

There are lots of odd jobs needing attention.

- . Signs at the gate re fire hazards and vehicle movements
- . Spare drogues
- . Rollers on V8 winch
- . Muffler on V8 winch*
- . Needle and thread to sew torn Bocian covers
- . More sleepers laid in hangar
- . Fridge/Stove in pie cart needs to be checked for gas leaks with soapy water*
- . Water tank on pie cart needs flushing
- . Stbd. control inspection panel on Bocian needs fixing
- . Tie down kit compartment on Arrow needs repair
- . Reposition tyres along all runways*

(* partly completed)

11. PIE CART JOCKEY WHEEL.

This device has been modified for easy handling. Remember to raise the jockey wheel fully, and remove it, before towing the pie cart.

12. INCIDENTS.

All incidents should be reported to the duty instructor verbally at the time. This includes problems such as ground loops, very low approaches, outlandings near the ridge, cable overlaying, etc. Only in certain cases will written reports be required for the instructors panel.

13. DI CERTIFICATES.

Those pilots who have applied for their DI cert. and not yet had a reply should contact Dean Hill (Balak.GC) or Leo Boin (ASC). Pilots in this situation are allowed to perform DI's as they have completed the requirements. (*also see the notice in Bits and Pieces)

14. PASSENGER RATINGS.

At the present moment, the only pilots qualified to fly passengers are the instructors. Pilots wishing to apply for a passenger rating need a minimum of 50 hours gliding plus about 12 back seat checks until proficient, and have their log books signed out by an instructor.

15. GLIDING CERTIFICATES.

Pilots are encouraged to apply for their certificates. Remember that the C certificates require an oral test on Rules of the Air. For information on Official Observer and Competition licences see Tony or Emilis.

16. FLYING STANDARDS.

The instructors panel discussed instances of poor circuit flying at Lochiel. This must be improved!

Circuit patterns are:

Right hand circuits at Bute end and Tree end,

Left hand circuits at Hangar end and Gate end.

The circuit joining area is approximately level with the end of the operational runway, not halfway along the downwind leg. Circuits shall be flown at reasonable height. Low circuits, thermalling in the circuit, and poor circuit planning are considered as a lowering of flying standards. Consistent offenders may be required to undergo check flights.

Obviously there are exceptions to the above procedure, for example, if a pilot is returning with a pre-arranged competition finish, or if returning low from the ridge, or if one gets caught out by strong sink or changing conditions, or if some emergency prevails. Pilots must always consider safety first -so if a straight in approach, modified circuit, or circuit from the opposing direction, or even a land-out is necessary, then it is justified.

17. MUTUALS.

Several incidents have occurred during mutual flights (both pilots solo on type) where each pilot thought that the other was in command, or where control was transferred from one pilot to the other at a critical stage of the flight. Pilots doing mutuals must determine before takeoff, who is pilot in charge, and who is doing the launch and landing. (Preferrably the most experienced pilot).

18. CHECK FLIGHTS.

All solo pilots in the Bocian (not yet converted to the Arrow) are required to have a daily check flight before they fly solo that day. Single seater pilots are required to have a 6-monthly check flight with an instructor. If a pilot arrives without log book, they must have checks before flying solo that day. The moral is: Bring your log book each day and get the checks signed out as soon as possible.

ACROSS THE COUNTY LINE

Emilis

The Kombi, Boomerang and I spent a week in Victoria, competing at 'Rose Week' held at Benalla.

The Gliding Club of Victoria is Australia's largest club, supplying 5 two-seat trainers, 3 first solo, 3 advanced and 1 top solo machine. It uses part of the Benalla public aerodrome, co-existing with D of T, local council, local ag. training and repair operators. Reg Pollard runs full time glider maintenance on site.

Equipment is spread over 3 hangars on various parts of the airfield. Clubhouse and accommodation are part of the existing building complex. On-site vans and new toilet block are part of a growth toward possibly holding the 1979 Nationals there, and a bid for the 1984 World Comps has been lodged.

The club employs instructors/tug pilots mid-week to run courses, and operates as a club at weekends. The local township has a population of 8000, with 20,000 Shepparton nearby. The majority of the members come 190km from Melbourne. For security, the club has tenure of a 300 acre site some miles away.

The flying comp was in the hands of the Ferguson family, and was well run considering the limited manpower available. The contest had up to 15 entries, including some arrivals from Forbes where apparently the contest was dogged by bad weather.

Most entries were in open class, with 2 Jantors, 2 Nimbus and 3 Pik-20, and a Kestral 19. Standard class had mainly the club Hornets and odd bods of LS-1, Astir, ASW-15, and Sports was limited to Bill Simpson's Dart, club Super-Arrows, and myself.

The length of tasks went up to 360km for Open Class and 190km for Sports. The tasks were set on 7 days. One day was washed out and wind wiped out Sports class on one other day.

I got round on 3 days, landed out on the last two, and failed to even get away on one other day. Weather was invariably clouded, both Cu. and middle level clag; resulting in rapid cycling and the need to follow the good patches all the time. Any one task could involve scratching in $\frac{1}{2}$ knot for an hour, then 20 minutes screaming along on 3 knot McCready setting, with 8 knot cores, then 1000' glides across a dead patch.

Bill Simpson and his wife Di, made it round each day. The best I could do was close the gap to a few minutes on several days. This made for excellent contest flying, with accurate decision making often meaning the difference between gliding into a paddock or making speeds close to 100kph.

The Dart managed 60 kph one day and even I beat all standard entries with a 56 kph on one day. Naturally, when things went wrong, it was never my fault, - either the weather, the aircraft, task setters, or what ever.

Two things stand out as being the most noteworthy aspect of this competition. One - outlandings; trees abound in paddocks, crops are high and cattle everywhere. I stopped often to cross paddocks of , to me, unlandable area, while the home grown lot burned on. Second - ground handling; almost everyone arrived alone and retrieves were by arrangement between pilots. Also, getting to the take-off point was no hassle as everyone had a solid towing hitch and wing tip wheel. In fact, it wasn't unusual to see car and glider in tow racing to the take-off point at 20-30mph.

Altogether an education.

Next year I'll have to go back and give the Dart another nudge.

OTHER TERTIARY FLYING

Emilis

At Benalla, I had the pleasure of meeting John Buchanan, one of Australia's pilots at the 1978 World Competitions.

He is associated with the aeronautical engineering course at R.M.I.T., Melbourne, with other well known gliding identities like Henry Milbier, designer of the Victa Air Tower and theorist of the 'deep stall' phenomenon.

John is involved in the design, construction of a tailless sailplane, which involves a grant and considerable money of his own. When we meet, he was rubbing down the Pik-20 at Benalla, having taken a mould of the forward fuselage shortly before.

With regard to the engineering course, he mentioned that the students are encouraged to do a 5 day gliding course. Current costs at the established gliding site are possibly approaching the costs of power training, as instructors fees, tug costs, and high professional overheads must be met.

Future costing on \$30 - \$45/hour was mentioned.

To assist with the course, a grant is being used on the Institute purchasing a 'Janus' two seater, with fixed tailplane and numerous sensing points built-in.

John foresees that R.M.I.T. will send about 20 students per year to a 5 day course using an established gliding club, and then use an existing R.M.I.T. workshop at Benalla and the Janus for student practical sessions throughout their course.

He foresees not only benefits to the engineering course, but also possible spin-offs to the sport in the form of new members to the gliding club, and possibly access to the Janus for that clubs members.

All this is still in the discussion stage, with details yet to be formalised to the benefit of all parties.

TREAT YOUR NEIGHBOUR RIGHT

Emilis

Ross Egel lives in Snowtown. Works for the railways, sails boats in season, and used to be an enthusiastic glider pilot at a nearby club.

I remember Ross for the loan of extension ladders, paint brushes and electric mixers; not to mention the sight of his massive frame on top of the hemisphere hangar, all 100 feet of it, conquering it with an 8 inch brush while a 30kt wind whistled past.

I must admit, the only reason I could see him was that I was on the ladder, the rest of the intrepid members were in the club house.

So, naturally, I personally felt sorry when Ross gave up active flying for personal reasons.

As a result, when Lochiel got started, I passed on the news to Ross. In occasional meetings he mentioned how he regularly kept an eye on the gliding field, or our equipment when it was in Bute. Nice to know we have so many friends locally. Like the farmer up the road who stopped past to check when he saw an unusual car on field, (it was only me doing a spot of maintenance mid-week). But that's by the by.

After some reminders, Ross came out a couple of times, and rode in both Kooka and Bocian (that's his size of machine).

The last time, he saw our plight in getting the aircraft under cover, and said that in a month he could possibly get some sleepers for us at a good price; and would we be on field the following Saturday?

Sure enough, next Saturday morning, Ross was on field waiting for us with the sleepers, and even left a shovel and pick to bury them with.

Events Diary Diary Diary Diary Diary

BYOG & G

B-B-Q at Tony's Place

11 Coolibah Ave., Kensington

FRIDAY 15th DECEMBER 7.30pm

and

CROSS-COUNTRY COURSE

Wednesday 22nd November, 7.30pm.

in the

Sports Association Meeting Room.

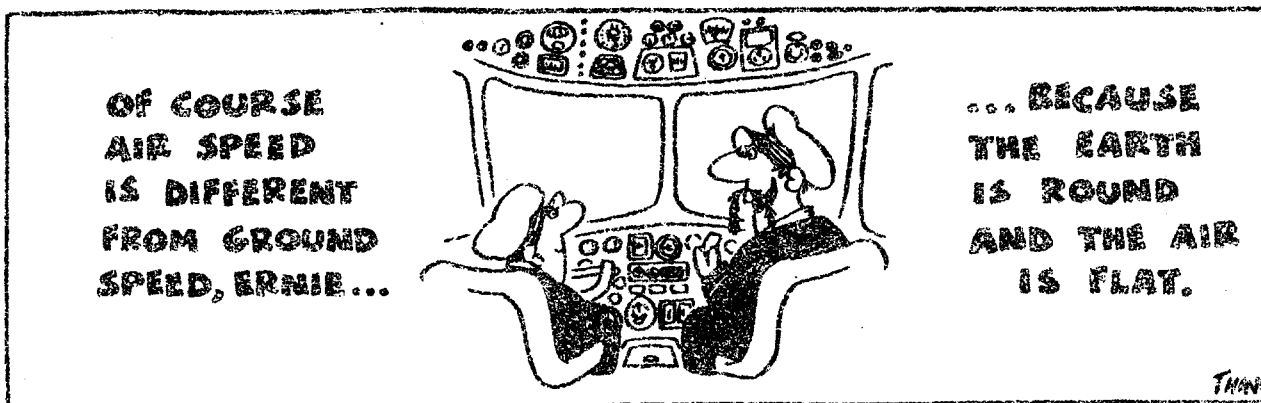
ORGANISING FLYING ACTIVITY

✓ October	28/29	Des Maslin	353 2076
✓ November	4/5	Graeme Newcombe	356 7868
	11/12	Graham Parker	261 5968
	18/19	Michael Docherty	267 3596
	25/26	Antony Veale	332 4946
December	2/3	Michael	
	9/10	Graeme	
	16/17	Des	
	24/25?	Graham	
	30/31?	Michael	
January	6/7	Antony	
	13/14	Guy	31 3788
	20/21	Des	
	27/28	Graeme	
February	3/4	Graham	

Ring the number on the preceding Thursday (6-10 p.m.)
to book your flying and learn of transport arrangements.

The flying activity organiser will also nominate the
duty pilot and confirm instructor roster.
* THIS IS IMPORTANT - if you do not use this system,
there may not be sufficient members
available and flying will be
cancelled for that weekend.

Pieces Bits and Pieces Bits and Piece



Hope you like the name. It was suggested by Tony Beveridge. Not very optimistic I admit, but it was the best of a very bad bunch. If you would like to see your name for the newsletter in lights (or at least in various shades of darkes), please contact me through the Club pigeon hole or the university mail system (dept. RA).

Overheard one lunchtime;

-two instructors talking about their pupils.....

DB: "It was a beaut day. You could just take them to the thermal and they could thermal easily.
(then to GH) My pupil was going up faster than your pupil".

GH: "I was flying then, stupid!".

DI certificates have arrived and are in the club pigeon hole.

Graham Parker and Dave Biggs have just bought Kimba's Sagitta, with radio, electric turn and bank, oxygen plumbing and enclosed trailer for \$5,400 - all on the never-never.

Guy Harley and Emilis will be conducting their own trans-Australia Derby; in the New Year. Tentative route is Lochiel-Waikerie-Mildura-Menalla-Tocunwal-Leeton-Forbes-Narromine and return. To cut costs they will be using the Ka6 trailer and one retrieve car for both the Boomerang and Ka6. They need volunteers for crew. Anyone else who wants to take an aircraft along is welcome.

Recent Cross-countries:

Lochiel-Balakiava-Brinkworth-Lochiel	125km	Emilis	ES-
" " " -Snowtown	106km	Dene	ES-
" -Melton-Kadina-Baskeville-Lochiel	88km	Emilis	ES-
" -Gulnare-Owen-Lochiel	204km	Graham	ES-

Tim Dodd and Dave Ellis struck unco-operative weather on the days they selected to fly cross-country in the Arrow in October.

After the long weekend, ABC 6pm programme 'Statewide' carried a 5 minute programme on the S.A. Hang-gliding competition held at Burra over the Labour Day weekend. We had been at Balaklava, among 56 sailplanes, worth about $\frac{1}{2}$ million dollars, but not a word about that.

The piecart, courtesy of Judy, (and Colin Pickering and the Broadview Scout Troop) was towed to Lochiel in mid-October. Though it sat snug behind the Kombi, the draft was enough to lift the 'drop-top' at speeds above 30mph. Some securing later, it proved substantially easier to tow than the Renmark winch was a year and a half ago.

The club winch received some attention recently, when it ran rough enough to prevent launching. In the end, an oil and seed clogged air filter proved the culprit. Prior to this Dave Ellis and Roman changed spark plugs, throttle setting, and distributor cap. Tony Kiek also refitted and welded the exhaust system.

The cable failures have been eased by Dave Higgs work in repairing the swaging tool, which gives more satisfactory results now.

THE SIGN

Emilis

A year ago I wrote to the council and Highways Dept. to ask permission to erect signposts to the gliding field. Snowtown council agreed subject to Highways approval, the latter said it was being referred to head office. So I let it rest, not enjoying unnecessary tussles with bureaucracies.

In October, two signs, one in Lochiel, one in Bute, were erected. The Highways Dept. has obviously incorporated our wish in the 1978-9 budget. So they have fabricated, supplied and erected signs for us for a total cost to the club of '0', and me a couple of letters. And now a couple of letters to thank them.



THE UNIVERSITY OF ADELAIDE

BOX 498, G.P.O., ADELAIDE, SOUTH AUSTRALIA 5001

Telephone: 223 4333 (Area Code 08) Telegraphic Address: UNIVAD

Please address correspondence to
The Registrar
and quote:

OFFICE OF THE REGISTRAR

Enquiries to:

HAZARDS OF HARDENERS FOR FIBREGLASS RESIN AND PLASTICS IN HOME USE

An Eye Specialist has described a hazard that could affect each of us and our families.

That hazard is the catalyst or hardener added to fibreglass resin and certain plastics before the resin is used. The Eye Specialist stated that a drop of this catalyst in the eye will progressively destroy the tissue of the eye and result in blindness. This will occur even though an attempt is made to wash the catalyst from the eye. Furthermore, once the chemical has started to destroy the eye, there is no known way of stopping the destruction or repairing the damage.

The specific toxic substance involved is METHYL-ETHYL-KETONE-PEROXIDE (MEKP). In laboratory test, MEKP in solutions of varying concentrations was found to cause eye problems ranging from "irritation" to "severe damage", in even small concentrations.

Published information on the subject indicates that washing an affected eye WITHIN FOUR SECONDS after contamination prevented injuries, but no known neutralizer has been discovered.

Suggested precautions for catalyst users and others close by are eye-protective spectacles and the immediate availability of clean water for thorough washing of eye tissue.

One disastrous experience described occurred while fibreglassing a chair at home, the victim had both eyes contaminated by MEKP. Though he made an effort to wash his eyes out, several minutes apparently elapsed before he found water. The sight of one eye was lost immediately, and the other was lost gradually over a period of about eight years.

Fibreglass resin danger is often unknown though many people use it, if not at work, at home, on cars, boats, furniture and the like. Wives and children using fibreglass and hardeners for casting plastic may also be exposed to the danger.

Before using, check the composition of chemicals, READ and HEED the instructions, and take appropriate precautions.

The cost of a pair of safety glasses is a very small price to pay for protection of eyesight.

Extracted from "Aviation Safety Review"
by Australian Department of Transport.



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Enquiries to:

PETROL SIPHON HAZARDS

Recently a Telecom Officer died from the result of siphoning petrol by mouth.

Clinical studies have shown that Petroleum distillates (such as kerosene, lighter fluid, petrol, naphtha, and some solvents) are all capable of causing serious consequences if inhaled or ingested. The greatest danger is not the effect in the stomach, but that in the lungs. A small amount of petrol entering the lungs can cause the lungs to fill with fluid and the victim drowns in his own fluids.

In addition, although the toxicity of petrol in the stomach is considerably less, the substance enters the bloodstream and can slow breathing and heart function, causing death in a matter of seconds. Even if not fatal, the exposure of the lungs can incapacitate the victim for a lengthy period.

There is another potential hazard, the likelihood of petrol getting into the lungs if the victim vomits. This is why there is a warning on petroleum distillate products - IF SWALLOWED, DO NOT MAKE THE VICTIM VOMIT.

Then, too, there are drastic effects on bone marrow and blood possible from the effects of petrol's benzene component.

1. Keep such products in a safe place out of the reach of children.
2. Do not attempt to siphon petrol or other light distillates by sucking with the mouth.
3. Use a pump if possible, if siphoning is absolutely necessary use a plastic type bellows readily available from hardware stores. Such an investment may save YOUR life.

Courtesy of Telecom
Accident Prevention Section.