

June

Uni Gliding

1984

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Official Journal Of The Adelaide University Gliding Club.



Editorial

With the usual newsletter editor busy swatting for exams, he has found it necessary to risk the fine reputation of UNI GLIDING established through his many high quality publications and let an illiterate engineering student (with no exams!!!) try to put one together. So my apologies are extended to those who persevere and read further - this may be one way to ensure I receive no more requests for contributions to the newsletter.

The last month has been very satisfying with flying continuing in the Bergfalke (twin seat glider) and the KA-6 - until it was taken out of service for its annual Form 1 airworthiness inspection. The inspection is now complete with the glider being used at Gawler for an airworthiness course during which Andrew Sawyer received a Certificate of Airworthiness/Minor Repair Rating and Dick Temple a Component Replacement Endorsement.-Congratulations.

Thanks should also go to Andrew Sawyer and Mark Forster who completed the inspection on the KA-6.

The last month also saw Neil Boroky converted to the club's single seater glider, the KA-6 - well done Neil.

Work is continuing on the Bocian wings, although the pace has slowed with the exams looming. The club is bracing itself for the onslaught of work expected after exams. We will have lots of unskilled work to do so there will be no excuses. The aim is to have one wing completely refabricated by the end of the holidays.

The "new look" winch truck has returned from Kadina, where Bert Heath and Kevin Frost gave it a good going over. Their work was much appreciated and has developed lots of enthusiasm for the "New Winch Project".

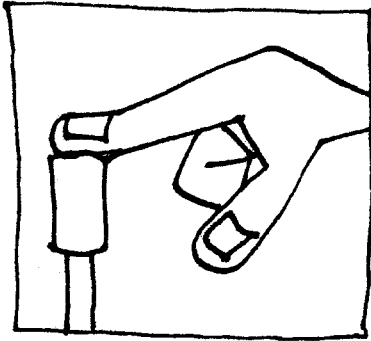
P.S this is also the Presidents report.

KNOW

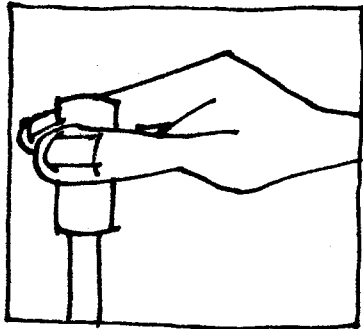
FROM THE

YOURSELF

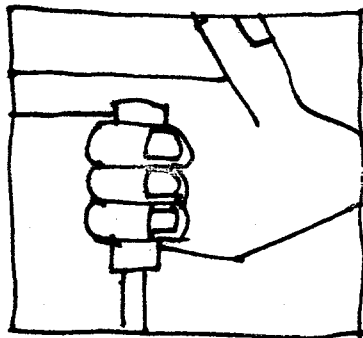
WAY YOU HOLD THE CONTROL STICK



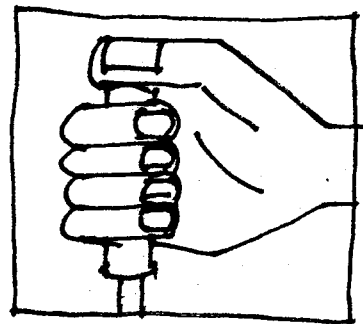
- YOU ARE A "DAWN FLIGHT" APE.
- YOU ARE ACCIDENT PRONE.
- YOU ARE BEING WATCHED THROUGH THE CANOPY.



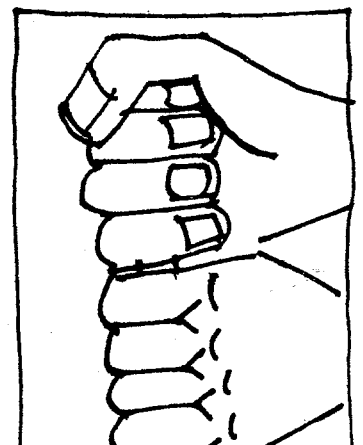
- YOU ARE A SHOW OFF
OR YOU ARE A CARPENTER WHO
LOST THE OTHER THREE FINGERS
ON THE BAND SAW.



- YOU ARE SOME SORT OF NUT.
- WHAT PERSUADES YOU TO FLY
LIKE THIS?
- YOU MUST HAVE JUST GONE SOLO.



- YOU ARE NORMAL.
- YOU HAVE BEEN FLYING ABOUT
80 HOURS, YOU HAVE HAD ABOUT
20 INSTRUCTORS AND ARE ON THE
VERGE OF GOING SOLO.
- YOU ARE MAKING GREAT PROGRESS.



- YOU ARE AN INSTRUCTOR.
- THE STUDENT HAS JUST FLARED -
OUT AT APPROX. 50 FT.
- RELAX.

Dates for your Diary

General Meeting

The next General Meeting will be held on Wednesday , 6th of June, at 7;30 p.m , in the usual place in the Jerry Portus Room , Lady Symon Bldg. , Union House .

General Meetings of the Gliding Club are usually held in the above mentioned room , on the first Wednesday of every month , thus the next meeting will be on Wednesday , 4th of July.

Annual Dinner

Although the final arrangements are yet to be finalised a dinner is planned in the near future . A provisional date is the 20th of June , a Wednesday . An attempt is being made to keep the cost less than \$8.00 to encourage all members and friends to attend. The final details will be available at the next General Meeting.

Flying Calendar

The following dates are flying days for the next month , although more days will be rostered closer to the dates without instructor. If you intend flying on any of the days let Redmond Quinn know by ringing him between 8p.m and 10 p.m on the Thursday prior to flying

Saturday June 2nd Mike Barnden

Sunday June 3rd Guy Harley

Monday June 4th Guy Harley

Saturday June 9th Redmond Quinn

Saturday June 16th Redmond Quinn

Saturday June 23rd Mike Barnden

Sunday July 1st Guy Harley

N.B Accommodation is available at the airfield for those who wish to do several days flying - a great way to progress quickly in your training .The accommodation is free and located at the near-

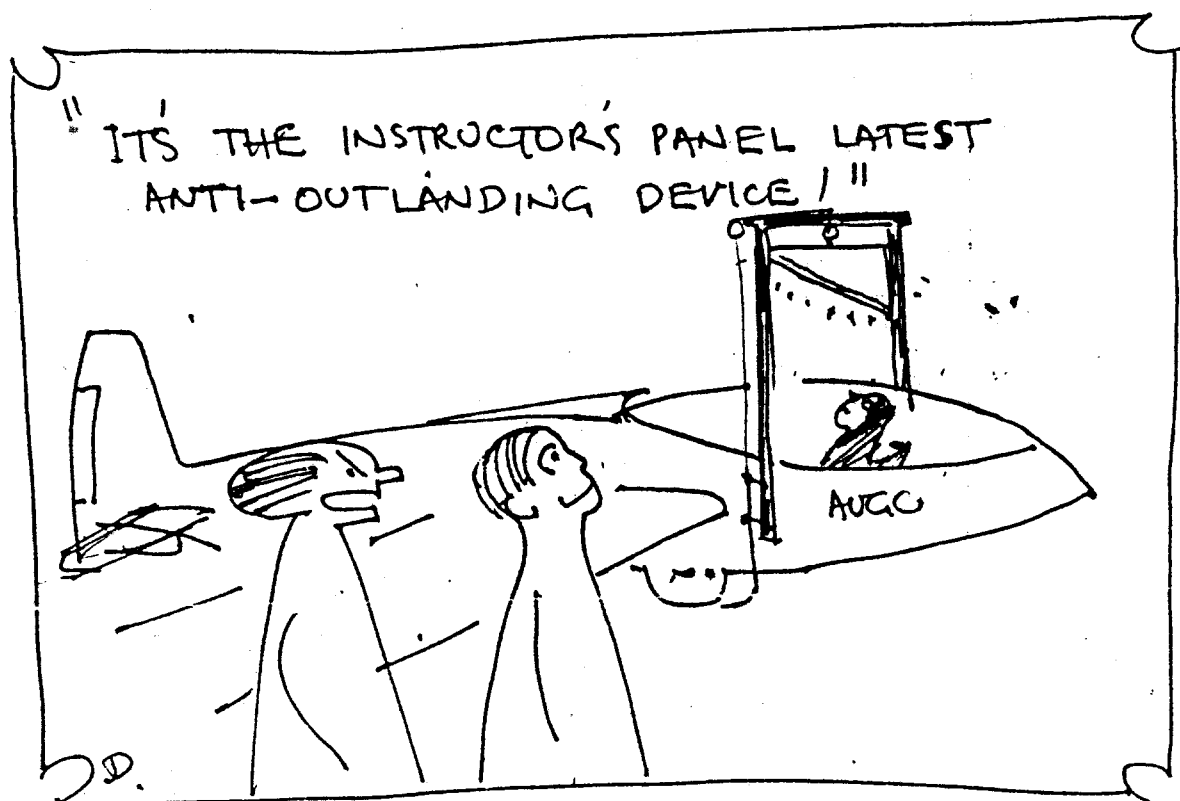
NASA Researching Deep Stalls

A Schweizer I-36 sailplane with a variable-position tailplane and elevators is being used by NASA in the United States to investigate deep stall characteristics at angles of attack in excess of 30 degrees . The Schweizer's T-mounted tailplane has been adapted to swivel from its normal horizontal position to 72 degrees nose-down to keep the elevator unstalled and the aircraft controllable at extreme angles of attack , when both wings are fully stalled and T-tails are normally buried in turbulent air from the stalled wings with consequent loss of pitch control . Commercial jet airliners and some business jets with T-tails have been especially prone to deep stall phenomena because rear-mounted engine nacells further blanket the tail surfaces . Prototype Trident , BAC-III and Canadair Challenger aircraft were lost in test flights as a result of deep stalls .

Initial NASA tests done with radio-controlled models showed that the pivoting horizontal tail could maintain pitch authority even at angles of attack up to ninety degrees . The sailplane has been intentionally deep-stalled and recovered at an eighty-degree angle of attack and a 4000 fpm sink rate . Test pilots stall the Schweizer conventionally with the tailplane horizontal ; then as the wings stall the tailplane is progressively rotated leading edge down to a predetermined angle to keep it directed into the incident airflow with full elevator control being maintained . NASA say that horizontal attitude and directional stability are maintained , and as the wings become fully stalled roll control is regained and ailerons and rudder become effective again above a thirty-degree angle of attack . Below that angle the aircraft shows a tendency to drop a wing and spin; and above eighty degrees dutch roll or a combi

yaw/roll oscillation set in and the the controls become ineffectiv

TheNASAstudies are not just aimed at recovering from unintentional deep stalls .The researchers believe that controlled flight in the deep stalled region could be put to good use in the recovery of high-speed target drones , satellites and other space vehicles (a controlled sixty-degree angle of attack deep stall transition from re-entry to subsonic speeds was proposed in the early days of the Space Shuttle programme) , and would permit high performance jet fighters to make STOL descents into confined spaces. NASA also believe that pivoting horizontal tails on light aircraft could provide an easily controlled means of recovery from unintentional spins and steep spirals by enabling the aircraf to enter a controlled stable deep stall from which the aircraft could be flown out .



Have you some spare time ?

(1) YES - then either

(a) spend a satisfying evening working on one of the world's best training aircraft , the Bocian , at Mark Forster's 10 Yandra St , Vale Park . To arrange this ring either Redmond Quinn , Nick Abbott or any other executive member .

(b) write an article for the newsletter - we will print any thing - well almost.

(c) even do some flying! !

(2) NO - then give up something and go to (1)

Purchases on behalf of the club

The club must run to a strictly controlled budget and therefore any purchase must be authorized by at least two executive members preferably one being the treasurer. Otherwise you may find yourself paying the bill. This notice serves as a warning so please gain approval for any purchase. Commonsense prevails in an emergency

ADELAIDE UNIVERSITY GLIDING CLUB INC.
MEMBERSHIP LIST

ABBOTT Nick	P.O. Box 44 CLARENDON 5157 (or St Anns)	383 6236
ABE Toshihide	6 Indra Ice BRIGHTON 5048	298 4334
BAKER Andrew	29 Angus Rd HAWTHORN 5062	271 1080
BARNDEN Mike	11 Adelaide Rd MALALLA 5502 (085)	272 237
BANHAM Brenton	12 Lucerne Grv. FINDON 5023	268 1463
BOROKY Neil	6 Wilson Ave FLEIXSTOW 5070	337 7542
CARPENTER Darryl	375 Glynburn Rd KENSINGTON PARK 5068	313 478
CLARKE Paul	21 Quick Rd MITCHELL PARK 5043	277 1391
CLELAND Perry	St Anns 187 Brousham Pl NTH ADELAIDE 5006	
COCKS Trever	P.O. Box 52 TORRENSVILLE 5031	352 3531
CONSTANTINE Paris	Unit 2,1 Percy St PROSPECT 5082	269 3820
CONWAY David	386 Cross Rd CLARENCE PARK 5034	297 8638
CORNWELL Geoff	Pitfour Rd LOWER MITCHAM 5062	
DAVIS Felinda	5 Baker St GRANGE 5022	356 4060
DAVIS Phil	11/40 Bridge St KENSINGTON	332 4322
DUNSTONE Steve	249 Main North Rd SEFTON PARK (w)	441 552
EBERHARD Rachel	Pt Lincoln Blvd PASEDNA 5042	276 2601
FORSTER Mark	1 Yandra St VALE PARK 5082	261 4245
FROST Bill	7/44 Jervois Ave MAGILL 5072	
GAITE Adam	158 Barnard St NTH ADELAIDE 5006	267 5333
GERKEN Paul	13 Parana St FLINDERS PARK 5025	437 171
GILES Bob	27 Collinsbourne Dr ELIZABETH VALE	255 3233
GRADDON David	1/3 East Pde KINGSWOOD 5062	271 9984
GREENSLADE Vanessa	2 Rovenswood Ave NORWOOD	425 141
GRIEDER Charlene	51 Finnis St NORTH ADELAIDE 5006	
GUMLEY C.M.	8 Collese Ave PROSPECT 5082	267 3488
HARLEY Guy	Unit 8 1A Grant Ave ROSE PARK 5067	332 5552
HARRISON Graham	16 Phoebe Ave MODBURY 5092	263 6074
HEIN Don	THAILAND	
JANSON E	13 Briant Rd MAGILL 5072	332 7284
KAMM I.G.	FLAGSTAFF HILL 5159	270 3505
KAPUST Krisitte	187 Brousham Pl NTH ADELAIDE 5006	267 1478
KILSBY Helen	24 Scott St ST AGNES 5097	265 1761
KNIGHT Damein	1 Palmer Ave NTH ADELAIDE 5006	
LARWOOD Dene	4/44 TYNTE ST NTH ADELAIDE 5006	267 5208
LAU Wilson	12A St Peters St ST PETERS 5069	421 539
LEONG Simom	13/38 Childers St NTH ADELAIDE 5006	267 1459
LONGMIRE Nick	St Marks NTH ADELAIDE 5006	
MATERNE Andrew	107 Sunshine Ave BRIGHTON 5048	296 2491
MCCARTHY Michael	17 Kennaway St TRUSMORE	312 444
MCCLAFFERTY Ian	17 Andrew St CRISTIE DOWNS 5164	382 8204
MCKENNEY Robert	80 Archer St NORTH ADELAIDE 5006	267 2002
MCCRATH Andrew	185 Military Rd TENNYSON 5022	356 2466
MCLEAN Andrew	15 North St ADELAIDE 5000	211 8873
MCHALE Ronald	6/45 Avenue Rd HIGHGATE 5063	271 6724
MEDLOW Dennis	34 Tenth ave ST PETERS 5069	425 093
MURPHY Andrew	185 Brousham Pl NTH ADELAIDE 5006	261 7147
NEMETH Tom	11 Terrisal Rd REDWOOD PARK 5097	251 3127
NORMAN Russell	P.O. 76 CHERRYVILLE 5134	390 1824
NORTHCOTE Roger	38 Cooper Pl BEAUMONT 5066	797 032
OSBORNE Chris	87 Eisth Ave ST PETERS 5069	425 857
O'CONNOR Steve	18 Charles Veal Dr WEST BEACH 5024	356 9815
PARISH Tim	10 Rodda Rd MYRTLE BANK 5064	338 1415
PARSONS Dennis	45 Brousham Pl NTH ADELAIDE 5006	
PRACLINI David	Lincoln collese NTH ADELAIDE 5006	
QUINN Redmond	13 Redmond St COLLINSWOOD 5081	445 331
RAFTERY Mark	16 Stradbroke Ave PLYMPTON PARK 5038	293 6276
REDDEK Gordon	C/- Delhi Petroleum 10-45 King Will St	218 7611
ROBERTS Martin	P.O. Box 29 BROOKLN PARK 5032	756 6946
ROESLER Nick	7 Emu Ave GLENALTA 5052	278 5879

ROWEN Andrew	15 Alfred St	PARKSIDE	5063	352 5617
SAWYER Andrew	19 Salerno Ct	ELIZABETH EAST	5112	255 3646
SLEIGH Jenni	78 Ferguson ave	MYRTLE BANK	5064	794 995
STRETCH Mark	39 Daxiadis St	ST AGNES	5097	265 161
TARCA Somjai	31 Hender Ave	KLEMZIG	5087	261 9481
TEMPLE Dick	Ranseview Rd	CAREY GULLY	5144	390 1827
TEMPLE Peter	Rnaseview Rd	CAREY GULLY	5144	390 1827
THOMAS Geoff	16 David Ave	FINDON	5023	457 413
WAGLAND Dave	63 Kintore Ave	PROSPECT	5082	445 5761
WALLACE Duncan	51 Finniss St	NTH ADEALIDE	5006	
WESTPHALAR Sue-Louise	1 Belt St	WALKERVILLE		



...and a reminder of a few rules.

Rules of the Air All A.U.G.C. pilots are required to pass a rules of the air test as soon as possible after going solo, to be signed out in pilots log book.

Currency: A pilot who has not flown for 4 weeks on the operative launch mode is deemed to be out of currency, and must undergo at least one check flight until an instructor is satisfied of proficiency. The same applies to visiting pilots. The currency period is extended to 6 weeks for instructors.

Circuits: Pilots must not overfly the operational runway below 1000 ft. It is preferable to stay well clear of the circuit area and circuit joining area unless about to commence a circuit.

Approach speed: A "safe speed" must be maintained at all times below 1000 ft above the terrain. A "safe speed" is calculated as;

$$\text{safe speed} = 1.5 \times \text{stall speed} + (1/3 \rightarrow 1/2) \times \text{wind strength}$$

This is probably the most important rule of gliding and must be rigidly applied using the above formula.

Right of Way: If you are overtaking another glider, that glider has right of way and your course must be altered to the right. When two gliders are approaching head on or nearly so each shall alter course to the right.

Ridge Rules: If you are overtaking another glider on a ridge, you must pass between the overtaken glider and the ridge.

: All turns must be made into the wind when flying a ridge ie all turns are made away from the ridge.

Visual Meteorological Conditions: Below 5000 ft above mean sea level flight visibility is 5000m, distance from cloud is 600m horizontally and 500 ft vertically. Above 5000 ft,

flight visibility 8000m

horizontal separation from cloud 2000m

vertical separation from cloud 1000 ft

...and a few more rules

Aerobatics: Aerobatics are allowed only with prior approval of the duty instructor. Pilots are required to wear parachutes, and be in current aerobatic practice. Currency expires if aerobatics have not been flown for 6 months. This includes private owners and visiting pilots.

Low level aerobatics, stunt flying and beat-ups are strictly forbidden unless pilot is a holder of a low level aerobatic rating and has prior approval given by a qualified instructor.

Launching: Once a pilot has given thumbs up, the wing runner is in control of the launch. He is in the best position to see that no hazards exist.

: Any person has the right to abort the launch if it becomes unsafe

: The same person who hooks the glider on must also run the wing. All other personnel, spectators and vehicles must be kept well clear of the launch point and behind the launch pegs.

: Weak links no greater than 1400 lb must be used on all cables. This should be checked during the daily inspection of the winch.

For a complete set of " Rules of the Air for Glider Pilots " ask any executive member or an instructor at one of the club meetings.

FLORIDA HOTEL

Ban Ko Noi
Sisatchanalai
Sukhothai Prov.
Thailand

10 May



THE MOST COMFORTABLE HOTEL IN TOWN

Dear AUGC,

I am in Bangkok on brief business before returning to Ko Noi. Enc. find a couple of quick cartoons. Many thanks for news letters. Please email me - there should be plenty of funds in my account.

Could someone send up details on shed, air-con., drill etc damage! I referred to in news letters? I have had no news of the happenings & my imagination is doing horrible things!

Please post my regards to all in newsletter elsewhere. Special sympathy to Bob and Andrew. Congratulations to news exec - looks good. Reserve me a flight for mid-November - aircraft permitting
Love to all, Don.

PS. Excellent work on news letter Andrew.