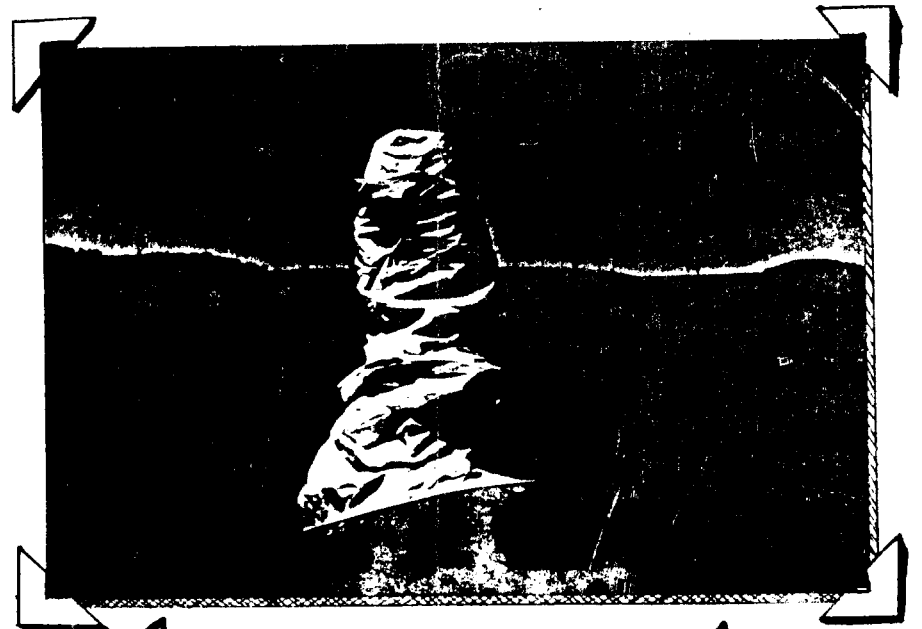


# Uni Gliding



↑ Our New President! ? ↓

Room H31  
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North Adelaide, 5006

PRESIDENT'S REPORT 1987/88

I have been called several different things in my life (and still continue to be called funny names!) But never have I been called 'Newsletter Editor.' In many ways I feel I've taken a tiger by the tail by taking on this responsibility. So bear with me through the first couple of issues I edit, and hopefully I'll get the hang of it. If there are any criticisms of format, quality or content, please let me know so any problems can be corrected.

What about this issue?

Well for all those interested in human interest stories, I'm afraid I've had to hold them for the next issue, but I've included reports from AUGC's 1988 Annual General Meeting (they nevertheless make for interesting reading.) New and old members should read them.

And, yes, for all those that have been holding their breath waiting for a copy of the rules of the air, needn't remain blue in the face any longer, as I have included a copy of the complete Rules of the air.

Congratulations to Andrew McGrath for being elected President of Adelaide University Gliding Club Inc. at the 1988 AGM. Congratulations to all others that were elected to positions, and thanks to those who volunteered for positions. For those not holding any positions, that still doesn't mean that you can't help out with the smooth running of the club.

Lastly thanks to my Co-Editor, Andrew Wright. Please leave any material for the Newsletter in the Club pigeon hole in the Jerry Portus Room.

MR. EDITOR



FRONT COVER: Our new President? (Ask older members what nickname is associated with this photo!)

The last year has been one of changing fortunes for the Adelaide University Gliding Club. For the first time we started the year with four gliders and many students. A lot of people were attending the airfield at Lochiel. Many students progressed from their first flight to solo and beyond. Several of these people have become regular pilots and good club members, all contributing to the club, both at the airfield and in other ways, such as airworthiness and administration of the club. Hopefully they can continue to contribute.

Cross country flying increased, several pilots had their first cross country flights, and many other pilots enjoyed their cross country flights.

The smooth running of the club was helped by the addition of three new Qualified Instructors, which enabled more flying days to be organised and reduce the workload on the few dedicated instructors. Also the club gained two new glider inspectors which has enabled a rational approach to glider maintenance to be organised and a reduced workload on Dick Temple, who was previously the only qualified inspector.

The T-Hangar has been almost completed. One door to be made and some flashing on the edges will finish the T-Hangar.

During the year some club members enjoyed a one week trip to the Jackson oilfield for the Choo-choo Gliding Regatta. This was a unique experience, flying over the Coopers Creek was very special and something I shall long remember. Two club members achieved their Gold C height gain whilst there. The journey to and from Jackson did highlight some weakness in the trailers of the Bergfalke and Phœbus, but these did return safely with the gliders.

Quite a few members attended the Vintage Glider Regatta at the Barossa Valley Gliding Club, and many friendships were made and renewed.

This club is a young club and has few experienced personnel, but it is a large gliding club, operating four gliders and we do a lot of training. The inexperience led to some unfortunate accidents this year. After many years accident free, we had the Boccian blow over in September. The Phœbus suffered an outlanding accident in December and the Bergfalke had a ground loop accident in January.

These accidents are serious setbacks to the club but we have managed to keep operating. The Bergfalke is back in service. The Phœbus is expected to return next and the Boccian shall return to service later this year.

The future for the club. Hopefully we have learnt some lessons from the past year and can avoid mistakes in future. We have many fresh enthusiastic members and more new students to start training to become pilots. We are gaining experience in all areas: Instruction, Airworthiness and Cross Country. The construction of another winch is progressing. So we have all the elements required to make a successful club.

Remember, the club is composed of its members, each of those members has a common interest in flying gliders. If all members help each other, then everyone can achieve their desire to fly.

Stephen J Were

Adelaide University Gliding Club Inc.

TREASURER'S REPORT - AGM 1988

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TREASURER'S COMMENTS

1988 was again a year of growth for the club. Several capital additions were made including a parachute, T-hanger completion and a set of new VHF radios. At the same time a small cash surplus of over \$1500 has been carried over in the operating account.

Naturally, the loss of two (and at times three) aircraft out of operation has had a significant impact upon the Club's current position, the revenue figures for November/December 1987 reflect this. This loss will be more severely felt in the 1988 financial year.

The Club will need to lift its financial performance if it is to return to its full operational position. The repairs to the aircraft will require an additional \$3000-\$4000 to return the aircraft to service. This money must be found from within the Club's resources.

The increased cost of operational expenses (such as petrol, cable and most of all, insurance) has meant that flying fees have had to increase. It is imperative that the Club does as much as possible to reduce the level of expenditure and to operate more efficiently.

If the short-term problems can be overcome, and they can be with sound management of the Club's resources and operations, then the future for AUGC Inc looks good. We have over the past few years added to our fleet, have built an additional hanger, have improved the clubhouse and are currently building a second winch. This demonstrates that AUGC, the largest part-time gliding club in SA/NT, is capable of achieving its goals.

I would like to acknowledge the help and advice from my predecessor, Mark Raftery, and to Cathy Hehir, who was acting Treasurer whilst I was overseas at the end of 1987.

D.P. Medlow  
Honorary Treasurer  
Adelaide University Gliding Club Inc.

Chief Flying Instructor's Report\*

The lowlight of the year being three broken aircraft. He believed that two of the three accidents resulted from "Committee Efforts" He could not say that for the third accident.

The past five years have been accident free, therefore, something has changed in the past twelve months. He believes that people are flying with their brains switched off and there is a lack of skill in some areas (thermalling ability forgotten.) Therefore, check flying is to become more rigorous.

For the future:

We cannot continue to break aircraft, and conditions of supervision, instruction and operations will be tougher controlled. Congratulations to all new Solo pilots and those who have improved their ratings.

After two years of discussion between the Gliding Federation of Australia (G.F.A) and Department of Aviation (DoA) there are now three classes of Passenger Ratings. Pilots currently holding of passenger rating will be assigned one of those three ratings.

Monthly meetings fell into disrepair ( a main form of communication within the club) and thus theory slipped. There will be a presentation in the May meeting. The subject is to be determined at the instructors meeting scheduled for next week. For the first Wednesday of October there will be a cross country night.

\*Compiled From minutes of AGM, Ed.

WINCH Report\*

The club currently has two winches. One is operational and the other is under construction. New and old members, please take care with the old winch. Hopefully, the new winch will be operational within eighteen months.

\*Compiled From minutes of AGM, ed.

4th Member's Report\*\*

He hopes to do more this year.

\*\*As written in the minutes, NOT compiled, ed!

The Lighter Side of Annual General Meetings....

Comments heard:

About the committee "The ten year plan." said M.R.  
"NO! The final solution!" answers M.T.

About our beloved treasurer,  
"Who wants to be treasurer Dennis?"

S.H. to M.T. "I won't take your advice!"  
M.T. "I wouldn't give you advise anyway!"  
Voice from the back, "It would most probably be medically impossible!"  
From one of our members of the fairer sex,  
"Dick has been chasing me for it for a long time..."

**\*RULES OF THE AIR\***

4.

4.1 The glider shall not be operated in a negligent manner or in a reckless manner so as to be likely to endanger life or the property of others.

4.2 Give way to other aircraft on your right. Do not pass over or under the other or cross ahead of it unless passing well clear. Power driven aircraft including power driven gliders with the power unit operating are required to give way to gliders and gliders to balloons.

4.3 When two aircraft are approaching head on or nearly so, each shall alter course to the right.

4.4 If you are overtaking another aircraft, that aircraft has right of way and your course must be altered to the right.

4.5 All aircraft must give way to an aircraft making an emergency landing.

4.6 When aircraft or gliders are approaching to land, the one at the lower height has priority. High performance gliders should give way to low performance gliders when approximately the same height on the base leg.

4.7 Aircraft or glider on final approach, has right of way over an aircraft or glider on the ground.

4.8 An aircraft shall not be operated on the ground in such a manner as to create a hazard to itself or other aircraft, and shall not be operated in the air in close proximity to another aircraft except when thermalling or when in the circuit area.

4.9 Aircraft shall not fly in formation except by pre-arrangement.

4.10 The first pilot into a thermal sets the direction of circling. A glider joining a thermal which is already occupied must circle in the same direction as the glider/s working the thermal. Separation requirements in thermals:

- (a) Vertical separation: 200 feet (60 metres) above or below another glider.
- (b) Horizontal separation: 200 feet (60 metres).
- (c) Overtaking procedure: The pilot of a glider which is over another glider is responsible for maintaining horizontal when the vertical separation limits are lower than 200 feet (60 metres) above or below the other glider.

4.11 In the case of ridge soaring, turns must always be made into wind and an overtaking glider must pass between the overtaken glider and the ridge.

4.12 An aircraft or glider must not commence take-off until there is no risk of collision with other aircraft or gliders.

4.13 Aerobatic flight is permitted only under the following conditions:-

- (a) Without risk of collision with other gliders or aircraft.
- (b) Within the aerobatic category of the glider.
- (c) At a height of not less than 1,000 feet (300 metres) above terrain during the whole of the manoeuvre.
- (d) Not over a town or a public gathering.
- (e) In VMC (Visual Flight Conditions) by day.

4.14 Visual Flight Rules: Gliders must operate under VFR (Visual Flight Rules) at all times so as not to endanger other aircraft, some of which could be flying under IFR (Instrument Flight Rules). Requirements for VFR flight are that the flight shall be conducted so that the glider is flown in VMC (Visual Meteorological Conditions.)

4.15 Visual Meteorological Conditions: (VMC)  
VMC exist when an aircraft can maintain:  
(i) a flight visibility; and  
(ii) a distance from cloud  
equal to or greater than that set out below.

TYPE OF AIRCRAFT	HEIGHT	FLIGHT VISIBILITY	DISTANCE FROM CLOUD		ADDITIONAL CONDITIONS
			Horizontal	Vertical	
Fixed Wing	Below 5,000 feet (1500 metres) above mean sea level	5000 metres (3 miles)	600 metres (2,000 feet)	500 feet (150 metres)	(a) Within his area of responsibility, the tower controller may require an increase or permit a decrease in these criteria within controlled airspace.
	At or above 5,000 feet (1500 metres) above mean sea level	8000 metres (5 miles)	2000 metres (6,500 feet)	1000 feet (300 metres)	(b) When at or below 2,000 feet above ground or water, a pilot must be able to navigate reference to the ground or water.  (c) Cruising level be in accordance with the tables appearing in the flight planning section.
	Above flight level 210				VFR and NGT VMC category flights permitted only with special authorisation

4.16 A glider shall not be flown under simulated Instrument Flight Conditions unless:

- (a) Fully functioning dual controls are installed.
- (b) A competent pilot occupies a control seat to act as safety pilot and has adequate vision forward and to each side of the glider

4.17 Night Flying is not permitted unless specifically authorized in writing by the Secretary Department of Transport.

4.18 It is an offence to drop anything other than water, fine sand or an approved towing or launching device except in an emergency.

4.19 Parachute descents, other than emergency descents, shall not be made unless authorized and conducted in accordance with written permission of the Secretary, Department of Transport.

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Editor's note: There have been several requests to print the rules of the air. May it be suggested that members who are really serious about these rules, make a photocopy of the rules, and so have a personal copy. (this saves having to pester the instructors for copies.)

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IMPORTANT IMPORTANT IMPORTANT IMPORTANT IMPORTANT IMPORTANT IMPORTANT IMPORTANT

THE NEXT GENERAL MEETING WILL BE ON THE FIRST WEDNESDAY NIGHT OF MAY, MAY 4th at 7.30pm in the JERRY PORTUS ROOM

(General Meetings are held on the first Wednesday night of each month at 7.30pm in the Jerry Portus Room.)

General Meetings are important, as it keeps you in touch with what is going on in your club...

Redmond assures us that there will also be a presentation at the next General Meeting. Hopefully tea, coffee and biscuits will be provided!

PHONE NUMBERS....

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DENNIS MEDLOW, Treasurer AUGC	(08) 261 9781 Home (08) 230 7843 Work
REDMOND QUINN, Chief Flying Instructor	(08) 344 5331
MR. Editor, c/- Michael Texler	(08) 267 4454

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*Remember!*

If you want to fly this weekend.....

*Ring Andrew McGrath*

*on 356-2466*