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The Newsletter for Those Trapped by the "Blue Hole"

Volume 14

July, 1989

Number 4

Last Month...

• Congratulations to Matthew Smith for converting to the Arrow, Ian Linke for converting to his Libelle and Cliff Linke for re-soloing at Gawler.

• This year's fleet of trainees are progressing well and we should have some new solos in the next couple of months. This month's new rating was that your humble editor achieved his Silver C after many hours of trying.

• On Tuesday, 4th July, the club rolled up at the Glenelg cinemas to see "Indiana Jones and the Last Crusade". A good time was had by all. We particularly enjoyed the attacks by the German fighter planes (especially that pull-up and turn at the end of a strafing run).

Photo Contest

Keep those photos rolling in! Some very nice shots were passed around at the last executive meeting. Remember, take a good photograph of a club aircraft and you could see it blown up on the clubhouse wall.

If you do take shots of any aspect of club operations, the club photo album is eager to accept them. Ask your developer for 2 for 1 prints and hand the spares to any club regular.

Special Notice

In case you hadn't noticed, this is, in fact, an issue of "Uni Gliding". Rupert Murdoch made me an offer of 25¢ a share and I sold both of them.

Nambus 4 Prototype Test Flight

*High performance glider lost
in stratosphere*

*Glide performance exceeds
expectations*



Above: Missile early warning system searches for the missing aircraft

Sketchy reports are filtering through from Krickedneck, West Germany, regarding the first test flights of the new Nambus 4 contest sailplane which have been made by its designer, Dr Halsundbeinbruch.

The new model is once again 2 metres larger in span than the competing manufacturers' production sailplanes. Dr Halsundbeinbruch would not elaborate on the 14 hour test flight which was conducted in stable conditions. However, a reliable source from within the factory stated that the performance is as hoped. This resulted in an emergency during the test flight when the dive brakes iced up and the designer was unable to descend at the end of the scheduled test flight. It is understood that the glide ratio of the Nambus 4 is flatter than the Earth's curvature. The sailplane therefore gains height in straight and level flight as the Earth's surface falls away.

The source stated that, as a result, the glider continued to climb once the divebrakes became inoperative and was finally only able to descend when the build up of ice on the wings degraded the performance of the glider to the level of 1989 production gliders. It is understood that electrical heating is to be installed on the production Nambus 4. (continued page 17)

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Editorial

G'Day. For this issue of the newsletter I'm adopting the newspaper style. If the two column format goes well, maybe next month it will be 3 columns, then 4, then 5 ...

The front and back covers this month owe much to a "MicroSoft Word" example newsletter. I'm doing most of this newsletter using Word on my Macintosh. One of these months I hope to produce an all-digital newsletter, with all the photos, diagrams and cartoons digitised and inserted electronically.

I thought I'd call this issue "Cumulus Too Far Away", which it surely will be if the thermals are going to twelve thousand feet and you, hapless student in your wooden glider, are only allowed by the bureaucracy to take the first one to six thousand. But that title was too long to fit on the page, so I shortened it; and I think the new one sums up my feelings on the matter. What do I mean? What I mean is that RAPAC (Airspace committee) have reduced the airspace over our airfield from 10000 feet to 6000 feet AMSL. Club officers are currently negotiating a way around (above?) this.

Many thanks go to Andrew Wright who delivered most of last month's newsletters to your pigeonholes

(because internal mail would have taken a week). If anybody else would like to volunteer their services for collating and stapling, or particularly volunteer their access to a photocopier, it would be appreciated. It is hard work getting the newsletter copied and distributed under budget (which is basically \$0.00).

If your newsletter had to go through four departments to find you, please ring Terry Gould (keeper of the mailing list) on 381 2072 (H) or 230 5416 (W) to update your contact department and/or address. I'll publish a membership list soon, so that you can check your details.

The repairs on the Bocian are nearing completion and it should be flying again in a couple of weeks time. Meanwhile, while work is progressing, please don't park in Foreman Street at West Beach. Park somewhere nearby, keep your lights down, and don't make too much noise. The residents have already formed an action group against the Hockey Club, and we want to keep them on our side.

Keep your string straight,

Peter Cassidy.

President's Report

The weather is certainly getting the better of us recently! Last weekend was completely washed out, as were several other days recently. However, this is somewhat unusual so don't let a cancelled day dampen your enthusiasm. Summer is on its way, so now is a good time to learn so you will be ready for those 10,000' days. (*if we have the airspace - ed*). We have an enthusiastic group of trainees well on the way to their first solo, after which we will need to recruit some more! (If you haven't made it to Lochiel yet, get in touch with the Contact Person and arrange a day).

Congratulations to Matthew Smith for going solo and converting to the Arrow recently, Anthony Smith for

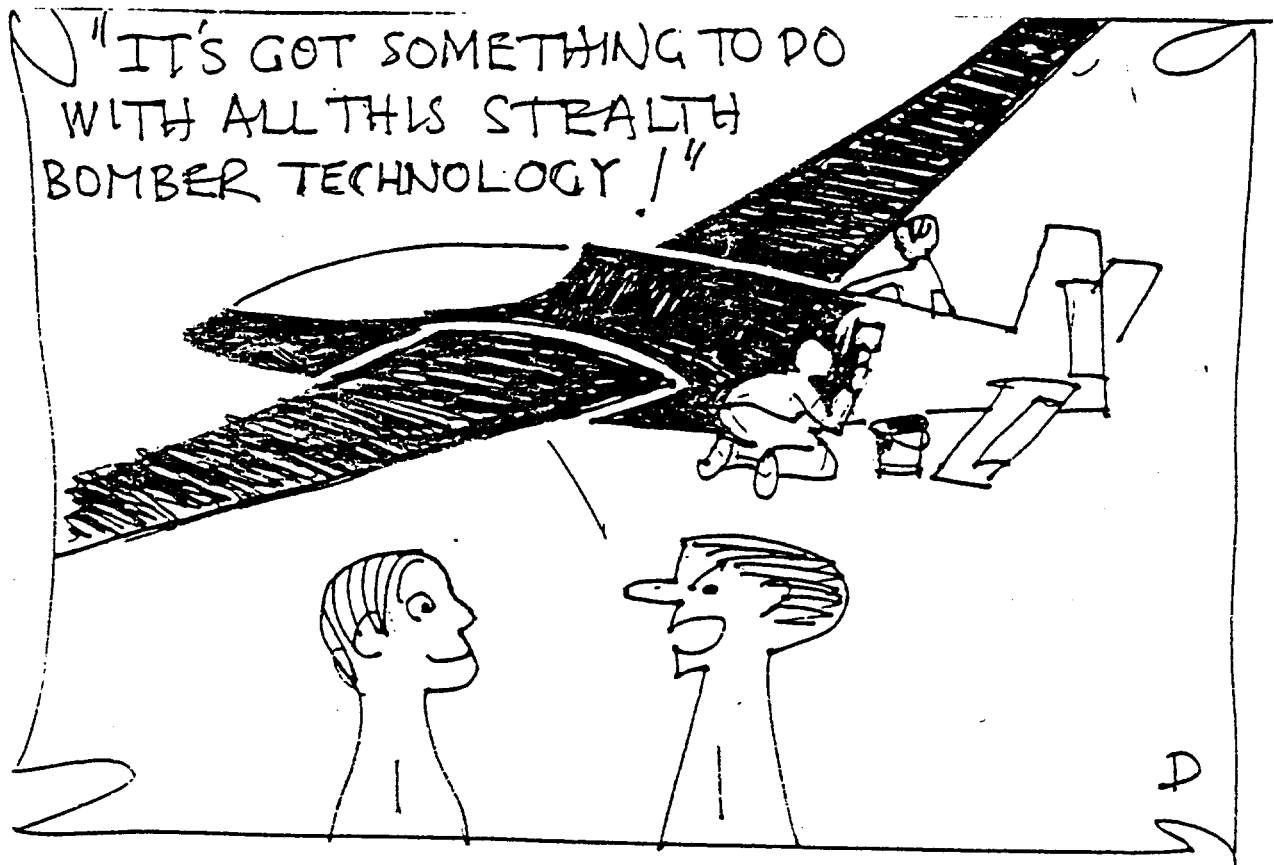
converting to the Arrow, and Ian Linke finally getting a fly in his Club Libelle.

Three members, David Teagle, Peter Temple and Catherine have been attending an Assistant Instructors course at Gawler, which will alleviate instructor workload and be much appreciated! We hope to organise some more Airworthiness ratings later in the year, which will also help.

The Bocian is now in the final stages, and may even be at Lochiel next weekend if all goes well. See you there!

David J. Conway

President A.U.G.C.



The McGrath Chronicles — Chapter 1

This is the first in the series "The McGrath Chronicles", written by our California-resident correspondent, Andrew McGrath. These stories of interesting times in the history of AIGC were extracted from

This first extract deals with the events of one weekend in September 1987.

Did you ever have one of those days when you know you

This was a surprise, because, at that moment, Martyn and the rest of the car's occupants were supposedly enjoying the soaring at sunny Lochiel.

It turned out that one of the main hinges on the Phoebus door/drawbar had broken. The trailer was unusable and untowable, and in dire need of welding equipment. Martyn possessed such equipment, and this was loaded into Cathy's Falcon, and arrived at Lochiel that night.

The next morning, Martyn attacked the trailer with a welding iron, a couple of trainees were fed to the winch and preparations were made for flying. The Phoebus, Bocian and Bergfalke were flown for a few circuits, then the wind began to increase. The decision was made to hangar fly, and I took a 2,800 foot launch in the Phoebus, before spending an hour hovering in the gap, ridge soaring the northern end of the ridge in the strong (35 - 40 knot) northerly. On return to the airfield, I observed that the launch crew had inverted the Bocian at the launch point for some reason (they claimed it blew over with several kicking and struggling ground crew clinging to it). The fin broke off, the canopy broke, the front of the cockpit smashed open, the starboard wingtip skin was shattered for about six feet from the tip, the secondary spar was broken near the root, the wing was bent back about eight feet, thus crushing a large section of trailing edge at the root, and a major crack appeared in the belly just behind the wheel.

Now Martyn added to the party atmosphere by telling us that the Phoebus trailer was irreparable on field, and really needed bigger machinery. He had welded it up so that it was towable, but could not be opened. The Bocian was derigged

from an inverted position, and loaded into the Blue House. At about this stage, Cathy's car backfired, fouling a plug. While removing the plugs for cleaning, four of them broke. A quick trip to Pt. Wakefield resulted in six new plugs.

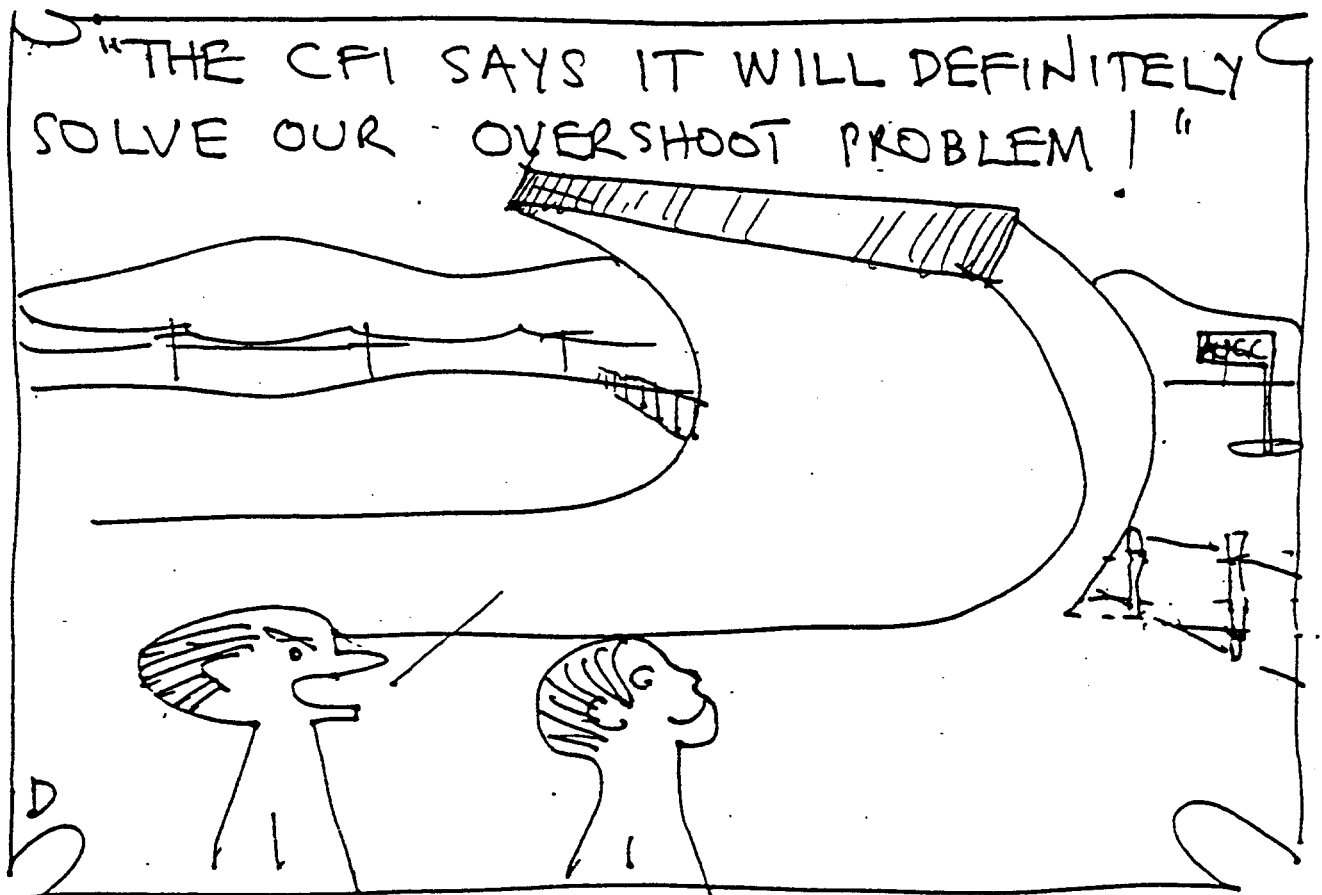
So now we were ready to depart. Mark towed the Blue House off with his Falcon, and I was with Catherine and another crowd in her car towing the empty Phoebus trailer. As we left the airfield we realised that Catherine's auto transmission was very sick; and flatly refused to go into top gear. So, 40 km/h, in second. After a while, it went into top, but was slipping badly, so we were limited to 60 km/h. It only took an hour and a half to reach Pt. Wakefield, where we phoned the RAA. "Sure", said the RAA man, "I'll be there just as soon as I've fixed the one out the front of my place, and the other two down at the Shell servo where you are." A glance out of the window confirmed the existence of two other cars with bonnets raised.

Eventually, the RAA man got to us, and decided to take it for a quick test drive to have a look at the problem. Pulling out of Pt. Wakefield, we passed a stationary police car. "Who have they got?" asked somebody rather naively as the familiar blue flashing light came on behind us. It seems the fuse for all the trailer lights had blown somewhere in the hundred metres between Pt. Wakefield and the police car. While the RAA man was changing the fuse, and the police were walking around the vehicle trying to defect it, Catherine leant against her bald tyre and asked questions about the police commodore. However, the illegal tyres were spotted on the trailer; a re-tread crossply on one side, and a

radial on the other. We carefully explained the situation about blowing the tyre on the trailer, trying to get a replacement, destroying the trailer hinge, destroying an aircraft, destroying the car spark plugs, destroying the gearbox, and now destroying a 10 cent fuse. We then burst into tears until the police let us go, either through pity, or because they knew the RAA man who had been driving.

After a short test drive, the RAA man delivered his verdict: "I can't fix it. You might have more hope of making Adelaide without the trailer." After some discussion, we decided that since luck was obviously on our side, we would tow the trailer back home. Back it went. At 60 km/h, with the transmission slipping.

Eventually, Bolivar was reached, where Barry Lenny had left his Sigma, and Michael Texler had his 15 year-old, beat-up Volvo. We decided to wait till Michael got his car started before driving off (he had removed the rotor to prevent theft). The Volvo started like a charm. Barry's car wouldn't go at all. For a short time, everybody laid down on their backs and waved their legs in the air. Then about 20 minutes was spent locating and correcting a corroded battery terminal. At last we were on the home run; but now the gearbox decided it wouldn't go into top gear at all, so it was 40 km/h from Bolivar to West Beach, where we deposited the trailer. So ended The Weekend.



Winch Report

The old winch has been running particularly well recently. A fuel blockage in the front engine caused a few coughs and splutters, and first and reverse gears have been missing for a while now. On a recent cancelled flying day, the gearbox was removed and the problem found: the reverse selector pivot pin had sheared, allowing the selector to grind against first gear, burring the edges and preventing first from engaging (and obviously reverse). The gearbox was returned to Adelaide for stripping,

cleaning, repair and reassembly, and will (hopefully) be installed prior to the next flying day. Thanks to all who helped in the cold and dirt.

The new winch has unfortunately lain idle, due to the Bocian occupying the shed at West Beach. It will take a concerted effort to get it ready for the regatta, however, it is quite achievable and we will be moving it in as soon as the Bocian is out. The arms and the drum selector are priority items.



Calendar

August General Meeting

The August General meeting will be held at the usual time and place, namely the Jerry Portus Room of the Union Building at 7:30 pm on the first Wednesday of the month, in this case, Wednesday 2nd August.

The usual general business and information swapping will occur, and then there will be a showing of "Dawn Flight", which is, of course, not to be missed. Drinks and nibbles will be available, but for those who indulge in the drinks and nibbles, there will be a nominal cover charge (about \$2). All are welcome.

August Executive Meeting

Slightly less exciting but no less important are club executive meetings. The usual time for an exec meeting is 7:30 pm on the 3rd Wednesday of each month, usually at the residence of an exec member. And this one is no exception: it will be held at the home of Agata Jarbin, 96/669 Lower NE Road, Paradise on Wednesday 16th August. Again, all are welcome. Come and meet those who hold the reins of power and marvel that a club could survive this long under such management.

Social Events

After the chinese restaurant, the ice skating night, the Indiana Jones film night and the tenpin bowling night, we've just about shot our bolt for a while. Vague rumours filter through of games nights, quiz nights and an observation drive, but nothing is concrete yet. As always, Agata is happy to answer the phone at any time of the day or night on 336 8131. (When you ask for Agata, remember, the accent is on the 2nd syllable and it is long 'a' sound, as in Agaaata. Got it?)

Correction

The aircraft statistics published in last month's newsletter were in error. The amended statistics for 1/5/88 to 31/12/88 are:

Aircraft	Flights	Time (minutes)
GOK	54	4328
Foreign	29	999

SA Gliding Diamond Jubilee

For the 60th anniversary of gliding in SA, three things are organised.

1. A compilation of the history of gliding in SA by Bev Matthews. This is well underway.

2. Our very own Vintage Glider Regatta. Preparations continue on field; the clubhouse looks nicer each week; an upgrade of the hangar apron area and fence-line track is planned. And Emilis' Boomerang will be displayed in the State Bank as an advertisement. Much more is planned and will be announced as appropriate.

3. The 60th Anniversary Dinner. This will be held at the Victoria Hotel, South Road, O'Halloran Hill, overlooking a 1930's gliding site, on Friday, 27th October, 1989. All glider pilots, past and present are invited. If you are interested in attending, ring Catherine Conway on 294 4828 (H) or 259 5906 (W) by 1st October.



Don't be a Sloth!

Experience the joy of flight on silent wings. Ring 297 0078 Thursday nights between 8 and 10 pm.

So you want to fly?

Then ring the club contact person between 8:00 pm and 10:00 pm on Thursday nights, so that he can organise car pools, instructors etc.

Meet at the Caltex service station on Port Wakefield Road, Bolivar (just past the WhiteHorse Inn and the caravan park, on the left) at 7:30 am. Or, if you can't get transport that far, get to the Uni footbridge at 7:00 am. Someone should arrive to pick you up before 7:15, if you have rung the contact person to tell him that you will be there.

Phone Numbers

President	David Conway	294 4828
Secretary	Peter Temple	344 8156
Treasurer	Terry Gould	381 2072
Social Convnr	Agata Jarbin	336 8131
Club contact	Matthew Nicholls	297 0078
Editor	Peter Cassidy	356 3382
CFI	Redmond Quinn	344 5331

Lochiel airfield (088) 26 2203