

Uni Gliding

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September, 1990

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HOW CAN YOU
SOAR LIKE AN
EAGLE WHEN YOU
GET HIT BY A
TURKEY

Editorial

Welcome once again to the hallowed pages of this fine publication. Spring is here and with it some beautiful weather, making Lochiel the place to be. This has been a record month for trainees going solo, with the number doubling to 6 for the year over the last few weeks. Congratulations to Jaeson Hollands who went solo a few weeks ago making him, at 15, the youngest solo pilot in recent memory. The flying camp saw two more trainees leave the instructorial nest: congratulations to James Harding and, yes, to myself. Congratulations must also go to David Hulse who received an outlanding check during the camp. I think James and I and all the others who attended the camp owe Steven Were a debt of gratitude for taking time out from work and personal commitments to make that week possible. Being the only instructor to help about 10 trainees, Steve spent just about all of every day in the back seat of the Bergfalke watching us all make the same mistakes again and again, when in fact he probably would have preferred to run off cross-country as originally planned. Despite this gruelling ordeal, he still managed to provide expert instruction and invaluable advice. Thankyou Steve!

Now for the nasty part of the editorial. Firstly: social events. As most of you who read this newsletter were no doubt aware, a Gym Night was recently organized at the Uni Gym, and despite there being about 200 members in the Club, only 3 people turned up. As a result, the gym booking had to be cancelled, and the time spent by those people that did turn up could have better been spent otherwise. Agata Jarbin is a very busy lady, but she still finds time to organize regular social events for everyone else, and when nobody turns up, well, it's a bit of a low blow. We realize that people are required at West Beach for airworthiness work, but there can only be a finite number of people there at once for maximum effectivity, whereas with social events it's a case of the more the merrier.

The idea behind social events is twofold: so that regular members of the club can have a chance to meet outside of gliding, and to give inactive members of the club a chance to meet regular members and to be introduced to gliding, thus injecting new blood into the club. Lately it seems that only the first of these goals is being achieved, so I ask that those members that have yet to involve themselves with the club take these opportunities to become involved. Agata does not bite (or, so I am told, not until you get to know her better) so next time there is a social event coming up, ring her and get the most out of your membership. No doubt you promised yourself that you would at least try gliding when you joined up during O'Week — but the fact of the matter is that about 70% of you have yet to do so. Social events are a good way to meet regular members of the club who can tell you about their experiences and convince you that gliding is so great that it's worth getting up extra early one Saturday morning to go up to Lochiel and actually try it.

Secondly: airworthiness. Further to David Hulse's editorial last month we must stress the importance of people helping out at West Beach in airworthiness activities. Without aircraft there is no gliding, and without airworthiness work there are no aircraft. Redmond Quinn has been making a superhuman effort to inspect and oversee airworthiness work at West Beach, but without manpower to back him up this task is most frustrating. The work isn't so hard and there is always someone there who knows what needs to be done and is willing to explain how to do it. If a decent number of people turn up, it can even be quite an entertaining evening. So one evening, ring up Redmond and ask him what night you should be there, and next time you ring up Matthew Nicholls to tell him you're going to Lochiel, ask him what airworthiness work is underway. You are needed.

David Smith.

President's Report

Here it is: living proof that I do hand in my assignments on time sometimes. The report card idea was very cute, David; and I'll take it as a compliment that somebody thinks I was in primary school in 1979. The more people that think that, the better.

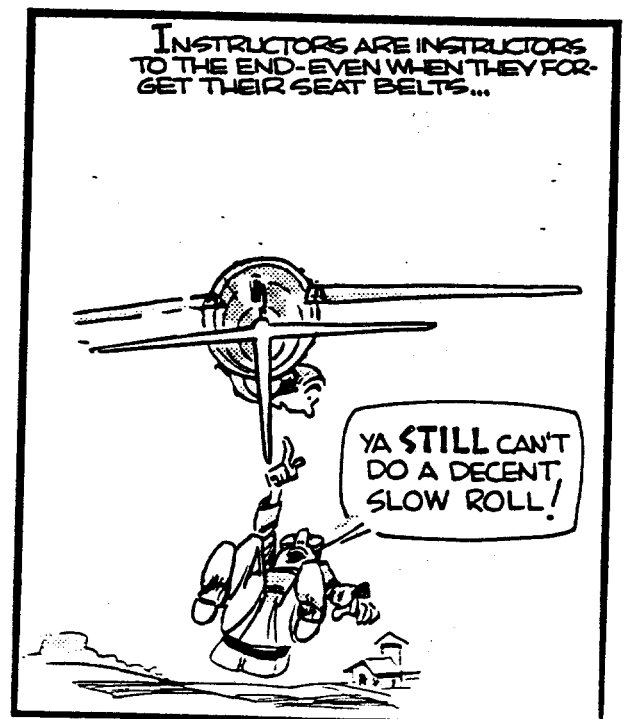
Of course, our other editor managed to goof things up with his weather theorem. Ever since David wrote that the ridge always works in spite of the weatherman, we have had unadulterated trash for weather conditions (until last weekend). At least said trash allowed David to get the guttering on the clubhouse put up. (We need nicknames for all the Davids around here; if you can come up with a naming scheme, leave a note in the club pigeonhole).

Still, last weekend welcomed Spring with a blaze of ridge and thermals to 3000', cloud streets out to Bute and beyond etc. A glance at my logbook reminds me that Spring is GOOD. Two years ago the whole club had an hour average in september. So if you're wondering whether to fly, now is a good time. Come along, bring som efriends and allow them to experience the joy of flying relatively quietly through the air.

But, don't do that until we have two twin seaters back in the air. The Bocian still needs a couple of weeks work to finish its annual inspection. Every weekend that it doesn't fly, we are wasting good weather. So ring Redmond (344 5331) or David (294 4828) to see how you can help.

Lastly, thanks to all who attended my surprise birthday party, especially to Agata who organised it. I was very surprised, and I still can't quite imagine why I didn't suspect anything. (I wonder what the photos will turn out like?)

Cheers, Peter Cassidy



My First Solo!!

Or: The flying camp from a user's point of view.

Allow me first to set the scene; I have been gliding since March 1989, but work and study commitments have meant my attendance at Lochiel has been less than regular, with several breaks of one to two months, and a six-month break in 1989. As a result, my progress has been similarly irregular, with skills once learned having been completely forgotten after long breaks. The flying camp seemed like an excellent opportunity to complete my pre-solo training once and for all. At the beginning of the camp, I was able to do reasonably well the full climb and release of the launch, upper-air flying, and the circuit up until the final approach. Spins and stalls I had done before, but I was soon to discover I was quite rusty in this area, and the early launch and landings I had tried, but needed assistance with.

The first day (Sunday) saw fine weather, blue skies and light northerly wind. My flights were early in the morning, before the thermals (which were to go to 3000') had started, and hence were only circuits. I practiced the full launch and the circuit, although my forgetting to flare seemed to worry Dennis somewhat.

Weather the next day was similar, but the thermals only lasted for half an hour, which fortunately was the half-hour I was flying. Thermalling gave me some confidence in upper-air flying. Some severe sink and a spin (which I recovered, but at 100kts - too fast!) brought us down from 2400' at which point Steve took over the aircraft and began circling in sink about halfway between the launch point (hangar end) and the ridge, until we were at about 750' — "Your aircraft!". A full circuit was out of the question, but other than that I was unsure what to do. I turned onto a base leg which went over the launch point, decided that was too close, went out a bit and did a 180-degree turn, did another base leg and turned onto final, to complete a most unconventional circuit. The longest flight of the day ended with another forgotten flare.

The next two days were no improvement. High crosswind conditions did little to improve my already ailing circuit (or to help the Bergfalke's undercarriage) and did quite a lot to undermine my confidence. I was to spend only two more days on field and it seemed as though I had made hardly any improvement since day one.

Fortunately, Thursday was better. A brisk westerly resulted in a functioning (although turbulent) ridge, and half an hour spent up there did wonders for my upper-air skills. Once again, however, there was a crosswind on landing which was still giving me trouble. It was most frustrating knowing that I could do a completely regular landing, but in these conditions I just couldn't demonstrate it.

All too soon Friday was here and there seemed little hope, based on the experiences of the past five days, that I would ever go solo. The day dawned clear and still, however, so at least things looked promising - at last no more high crosswind landings to contend with! The first flight of the day... an excellent launch straight into a thermal. Suddenly everything was clicking together - controlled speed, coordinated turns, centred thermals (well, almost centred), spin recovered at 80kts - not even a stuck yawstring was going to spoil this flight! Once again Steve took over the aircraft and brought us down to 800 feet, but I was ready this time and the still conditions meant a full circuit was possible. Final approach: constant airspeed, aiming point steadied with airbrakes... so! At last — a proper flare and a decent landing. Things were really coming together. The next launch resulted in a tricky (and non-simulated) cable break for a modified circuit and landing on the other strip. This was followed by a simulated cable break and land-ahead.

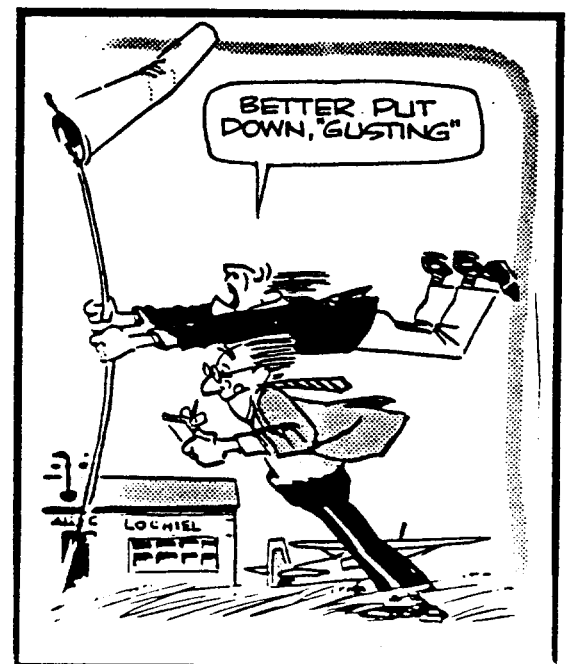
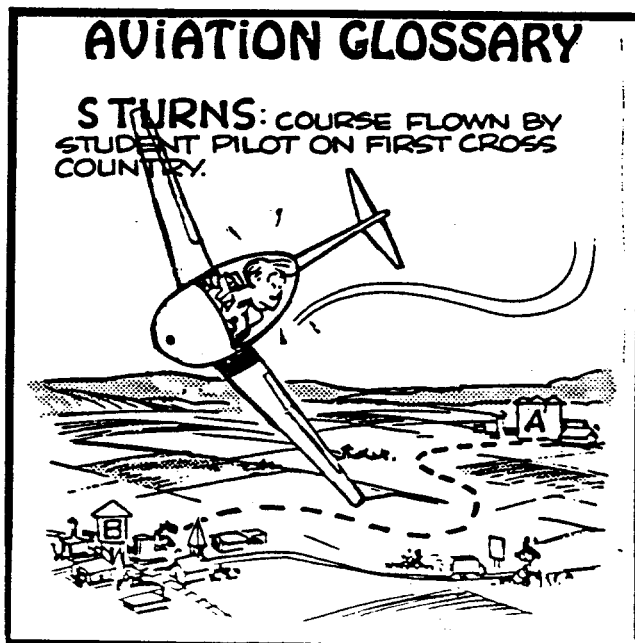
My First Solo!!

At last I felt I was ready. The time was right, the conditions were right — I thought I could go it alone. Steve must have a greed, and when he said "Do you think you can do it without me?" I had no hesitation in taking up the offer. Soon enough I was in the front seat of the Bergfalke waiting to be hooked on, and for the first time there was nobody behind me. I had pictured this moment before — I thought I would be nervous, but it was just like every other time. Soon enough the all-out was given, and I was on my own. The launch was a bit irregular (I learned later that the winch was only running on 6 of its 8 cylinders) but three too-slow signals later I was at 950 feet and thermalling. There was lift everywhere. I thermalled in both directions just to make sure I completed a left and a right turn, and after about 10 minutes I decided to go in for a landing — you can't put it off indefinitely! FUST-induced lift during downwind along the ridge meant I would have had to make my base-leg turn at 950 feet, so I broke off and went back to the circuit-joining area for another try. Another FUST check, and I was on my way... a normal downwind this time, base-leg, final approach (speed control wavered a bit at first but was soon corrected), a smooth flare and what felt like a perfect two-point touchdown. It was the best flight I'd had all day.

Going solo was, I think, the most exhilarating experience of my life. No matter how good your instructed flights are, you can never be sure how much the instructor has helped you along the way, either by a comment or suggestion in the appropriate place, or by tweaking the stick just at the right time (perhaps instructors should tell you when they don't touch the controls for the whole flight, just so you know). But when you go solo, you know you've done the entire thing by yourself, and it's a great feeling. After more than 50 launches spanning 18 months of training, it was all worth it just for that experience.

David Smith.

P.S. Now that I have finally done it, I would just like to thank all the instructors (and I think that over the 18 months I've had just about everyone in the back seat) for their endless patience through my training, for answering my questions clearly and concisely, for invaluable advice, and for persisting when I kept on getting it wrong. The standard of instruction has been uniformly excellent, and I hope they can maintain the standard in the future.



Club News

During the last month, the Bocian was taken out of action for its Annual Inspection (Form 2). This work dragged on over a period of four weeks. During the first two of these weeks Redmond Quinn and a few other people tried in vain to complete the work needing to be done but gave up in disgust due to lack of people. It was not until the General Meeting that a roster was drawn up and people devoted one or two nights each over the following two weeks to help complete the job. This helped no end and the work sped along as it should happen.

Because of this delay in finishing the Bocian's Form 2, along with other contributing factors such as the Blue House blowing on top of the tee-hangar, the club is now in a position such that it cannot perform a refabricating of the Bergfalke's wings until sometime next year.

During the flying camp at Lochiel, there were several events worth noting. Firstly, the Arrow has again been damaged. The pilot concerned hit an eagle with the top of the starboard wing just behind the leading edge in the middle of the airbrake box. The plywood hole that resulted was in between two ribs and so only a patch is required. This repair will be performed at Lochiel and the Arrow should hopefully be airworthy again soon. This is the second eagle strike we have had and both have happened to pilots in the Arrow in the last few months.

I would like to request that pilots flying any aircraft lookout not just for other aircraft but for anything that may cause damage to the glider. Try not to fly close under eagles, either pull up above them or turn back to avoid them.

Also during the flying camp, the Libelle was ground looped. It has been inspected briefly and no obvious damage has been found except for some gel coat cracking. Perhaps aiding the ground loop was some rather long grass at the Tree End launch point. Pilots launching or landing at any end should watch out for long grass and in particular the crop as that will become quite tall in the next few months. This simply means that pilots should endeavour to land in the middle of the airstrip. If you start to drift to either side, then correct it!

The New Winch has been used almost exclusively for launching over the last six months. Recently it has been stalling during launch. At the moment it seems that the only cure is to make sure the engine is warm enough. Warm enough seems to be around 70 to 80 degrees as shown on the temperature gauge. If you are launching a glider and the winch starts coughing and spluttering then stop the launch until the engine is warmed up. If you proceed, the cable jerks the glider and does absolutely no good at all.

Since the list of outstanding jobs around the airfield was delegated out to club members at the Executive Meeting two months ago, the following things have been completed.

The tank stand has been built and the gutters have been put up. All that needs doing is to connect a pipe from the gutters to the rain water tank. Thanks to all those involved in the completion of this.

The Blue House has been re-clad in a new galvanised iron skin. The interior has been upgraded and we now have such devices as wingtip dollies and other such luxuries to make rigging and derigging easier (supposedly). The Bocian was taken back to Lochiel in the trailer on the 22nd of September.

The Toilet door handle has also been replaced.

Club News

I feel that the flying camp was a very successful event with many trainees appearing and spending time honing their flying skills under the instruction of Stephen Were. Although the camp was billed as a Cross Country Camp, the weather dictated that this was not to be so. Nobody was able to go cross country so much time was spent in training pre-solo pilots, two of which reached solo standard during the week.

Thanks to Steve for taking the time to run the camp and for his patience in the back seat of the Bergfalke for the best part of a week.

David Hulse

And a feeble excuse...

Dear Miss Fitzgerald,

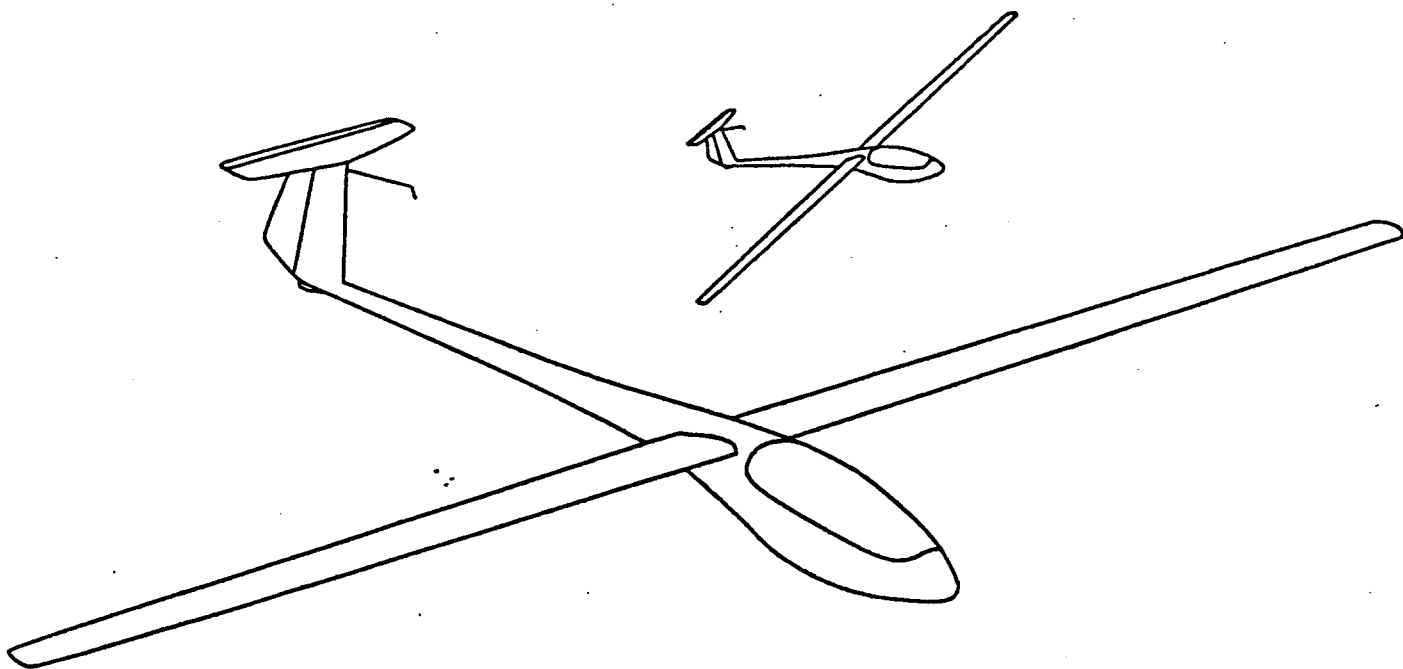
Please excuse Peter's lateness in completing his homework last month. He has had the 'flu for two weeks and then was forced to spend an arduous week skiing in order to recuperate. I hope this will not affect his marks in the coming term.

Signed,

My Mother

ADELAIDE UNIVERSITY
GLIDING CLUB PRESENTS

PILOT AWARENESS
& PREPAREDNESS



BY
MIKE VALENTINE

CTO/OPS, NATIONAL COACH
GLIDING FEDERATION OF AUSTRALIA

7.30 pm Tue 2nd Oct
Lecture Theatre 101
Napier Building
Adelaide University
\$2.00 ENTRY

A Theory On Winch Serviceability

Ahem. A theory that is mine.

If we assume that a winch consists of N discrete mission critical components, and that each such component has a Serviceability factor S , ranging from 0 (stuffed) to 1 (fully serviceable), then it is obvious that

$$F = \frac{\sum_{n=1}^N S_n}{N}$$

where F is the overall winch serviceability factor also in the range 0 to 1 where again 0 represents a state of utter stuffedness and 1 represents a state of complete Serviceability (Ho Ho). Now as anybody who has ever worked on a winch knows, the concept of F approaching 1 is utterly ludicrous. In fact, it has often been observed that when the only faulty component of a winch is repaired, some other component immediately fails so as to maintain $F < 1$. Many theories have tried to explain this including the Heisenberg Uncertainty Principle (ie. the more closely you observe the winch, the less clue you have of what's going on).

One brave member even attempted, by an incredible feat of quantum driving, to render $S=0$ for every component simultaneously with such energy that all components would fuse into one with an inherently stable state of $F=1$. Unfortunately this attempt failed and served only to scare the daylights out of Andrew and I.

In a later issue we will attempt to prove the well known saying amongst Winch Engineers, "If it works, leave it alone."

We will also attempt to disprove the even more popular saying amongst non-winch Engineers, "If it doesn't work, leave it alone."

David Conway

Information

Club Contact Numbers

President	Peter Cassidy	356 3382
Secretary	Bradley Gould	381 2072
Treasurer	Terry Gould	381 2072
Social Convenor	Agata Jarbin	336 8131
Fifth Member	Duncan Edwards	263 7026
Club Contact	Matthew Nicholls	297 0078
Newsletter Editors	David Hulse	31 3312
	David Smith	264 6733
Chief Flying Instructor	Redmond Quinn	344 5331
	Lochiel Airfield	(088) 26 2203

So you want to fly this weekend?

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 White Horse Inn and the caravan park, on the left) at 7:30 am. Or if you can't get transport that far, meet at the Uni footbridge at 7:00 am. Someone should arrive to pick you up before 7:15 am, if you have rung the contact person to tell him that you will be there.

Calendar

What	When	Where
General Meeting <i>Mike Valentine will talk on "Pilot Awareness and Preparedness". This is a MUST!</i>	Tuesday, October 2, 7:30pm	Lecture Theatre 101 Napier Building
Executive Meeting	Wednesday, October 17, 7:30pm	To be announced at the above
General Meeting	Wednesday, November 7, 7:30pm	Jerry Portus Room