

Uni Gliding

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An official publication of The Adelaide University Gliding Club Inc.



COMING EVENTS:

MOVIE : BASIC INSTINCT

ACADEMY CINEMA CENTRE, Hindmarsh Square. Tuesday June 30th,
First Session after 6pm.

LECTURE : BASIC AERODYNAMICS

Jerry Portus Room, Adelaide Uni. Wednesday July 1st. Basic
theory of flight, aimed at glider pilots.

PARTY : HOUSE WARMING

Peter Cassidy's House, Friday July 17th, 2a Olinda Rd, Windsor
Gardens, 7:30pm

AIRFIELD : FLYING CAMP

Monday 13th July through to Friday 17th, or Monday July 20th
through to Friday 24th, depending on demand for each week. Ring
Bradley Gould (381 2072) ASAP (even if you are remotely
interested), to find out more.

EDITORIAL

Winch fees - if you had been at the Executive Meeting, you would realise (ad-nauseum) that it is a highly divided issue.

What you don't know the argument? Well its not really surprising, as only 15 or so people do, but these people will make a decision that will effect all of us.

Because we are part of the Adelaide University Sports and Physical Recreation Association (AUSPRA), we get a grant each year from them. This is where your membership fee of \$55 goes to. If you are a student then you pay this in your union fee, if you aren't then you pay that fee to the club which then hands it over to AUSPRA. AUSPRA then distributes the money to all the clubs, dependant on the size of the membership.

It goes like this, as a result of the AGM comprehensive statistics were accumulated about the operation of the club. Amongst these it was realised that the winch was in fact losing money. We charge \$2.00 a launch at the airfield, for anyone in any aircraft. It has worked out that the actual cost per launch last year was about \$2.40 (this is a very rough figure, from what I have heard, at the next Exec meeting we will get the actual figure). So the answer is clear, we must increase launch fees, or do we?

Now the issue of the launch fees. Unlike other (gliding) clubs, our costs are so cheap because the grants

subsidise everything we do, flying, launching, maintenance and insurance. Should we write off the income lost by the winch? All that will result is that we have less money to do things with. But fees have not increased since the time I joined the club, back in '88. The general consensus is that the fees should increase to reflect the actual cost of launching. But how to implement it?

There are two schools of thought. This is one of them:

The club constitution states that we are to provide cheap flying for students. Hence since most trainees are students, flight training costs should be kept to a minimum. So to do this, all training launches should be kept at the current cost, and to make up the short fall, all other launch costs should increase, i.e. all post solo launches will increase.

The average post solo pilot has far fewer flights per air-time, so the cost per flight will only be a small percentage increase. i.e. if a pilot flies the libelle for an hour, it will cost \$14.00 (current cost) and \$15.00 (new cost if launch is to cost \$3.00) compared to a training circuit \$2.50 (old) to \$3.50 (new). If a trainee has 50 flights to solo in 3 months this is a roughly 25% increase. A post solo pilot in 3 months will get the same air-time (say) but do only 10

flights the increase in cost is only 10%.

The other:

The winch costs should be the same for everyone.

The cost of launching two seater trainers is in fact more than that of single seaters. The two seaters are heavier, and put more strain on the cables, use more petrol, and the trainees by nature of their flying put additional strain on the cables. So in fact the post solo pilots already subsidise the training. But post solo pilots subsidise training in many more ways. The experienced pilots (i.e. post solo) drive the winch, do the maintenance and airworthiness on the aircraft, do the capital works, and of course instruct. The other solution proposes that it will increase the training, as in real terms the cost will get cheaper. But it will decrease the number of flights after solo, and so will discourage experience in the club. Without experience the club stagnates, as has been seen before. But without training the club dies as people leave. So a balance must be achieved.

All numbers used are examples. The argument so far has only been philosophical. The new charges will result from the implementation of fees and actual shortfall needed to be recovered.

Bradley Gould

President's Report

Welcome to the June edition of Uni Gliding. With exams coming up and the O-Week rush subsiding the number of people at Lochiel has been falling. This has given quite a few trainees some good training days where they have had up to 8 flights each and advanced a lot. There are not yet any more solos since Jens and Bertrand, but Bertrand has converted to the Arrow. Recently we held a dinner at the Ceylon Hut for Jens, Bertrand and Catherine to farewell them before they return to Europe. The Hochets have left this week but Jens will be around for a while yet. Goodbye from us all and we hope to see you again soon.

The annual expedition to the Flinders was a success with excellent flying had by all. Congratulations to **Adrienne Walker** for getting an aerotow rating and to **Anthony Smith** for converting to ASC's Hornet.

We are continuing to gain new members, most of which have been really keen and are advancing well. Welcome to **Genevieve Dashorst**, **Sonya Fennell**, **Fiona Silver** and **Tony McNamara**. Two former members rejoined the club last weekend. **Dick Temple** returns after an absence overseas and **Andrew Wright** has rejoined after several years flying at Gawler. Welcome back to you both.

See you at Lochiel soon

Gary Hill

Anagrams

Back by popular demand are Peter Cassidy's anagrams. Who can forget the classics "Watch Mr Danger" (Andrew McGrath), "Creepy Sadist" (Peter Cassidy) or "Dr Demon Quinn" (Redmond Quinn). See if you can unscramble the following anagrams.

- | | | |
|-----------------------|----------------------|----------------------|
| 1. swindle demon. | 2. won via caddy | 3. the broad trench |
| 4. we net herpes | 5. pet met leper | 6. anew to chicanery |
| 7. grill hay | 8. in north bell | 9. he'll invest |
| 10. used his gold | 11. dreamer yawns | 12. darn huge wings |
| 13. hurt citrus | 14. cursor bit | 15. jewel domain |
| 16. Amtrak ferry | 17. grandma wretch | 18. durable goldy |
| 19. go truly red | 20. red alien wanker | 21. ten off Ben jr |
| 22. recent peeps | 23. ask a arab romeo | 24. Dr new boggle |
| 25. sunspot time john | 26. we lost thermal | 27. migrate atom |
| 28. adjoin nods | 29. a horseback silk | 30. rich leg song |
| 31. jesse jan knob | 32. she penances | 33. damn escape |
| 34 island tombs | 35. wont get this | 36. who am i |

Answers in next months issue of Uni Gliding.

**Flinders Ranges Scientific Expedition finds no evidence of flying skills
(or: Flinders Camp - A humbling experience)**

Andrew McGrath

Every now and then, the AUGC takes the opportunity to drag glider trailers hundreds of kilometres across the countryside in search of exciting flying like that recently reported about last month's trip to Black Springs. This year again, we were lucky enough to be invited to join the Adelaide Soaring Club on their annual pilgrimage to the Flinders Ranges. In fact, they were begging us to find lots of pilots and aircraft, because they didn't have enough to make the trip viable. We had no problems finding enough people, though; last year we had a great time in spite of bad weather.

So, Friday the 5th of June, the start of the Queen's Birthday Long Weekend, gliders began appearing at the dusty Ulowdna airstrip, between the Chace Range and the southern end of Wilpena Pound. We rigged quickly, and started flying that afternoon, launching behind BOT, the Piper Pawnee towplane flown up from Gawler by the Adelaide Soaring Club. Flying in the Flinders Ranges is exciting and challenging; the scenery is truly awe-inspiring, but the outlanding options are non-existent. From the air, it is plain to see that there is nowhere except the airstrip that a safe landing could be made, so conservatism was obviously going to be high on the list of essentials for a pilot flying here. The runways are small; much smaller than those we are so used to at our home field, so accurate circuits and landings were also required.

Friday afternoon, the Chace Range was working; the wind wasn't blowing directly onto it, but it was enough for the central part of the range to support the gliders. For those of us familiar with ridge soaring only at Lochiel, the Chace Range was a whole new experience. This range is long and straight, about 1300' above the airfield, and unbelievably rugged. The bare rock faces are startlingly coloured in reds and oranges, especially so when the sun starts to get low in the west and shine directly onto the range. The ridge face is very steep, and on both sides; this is quite breathtaking when you finally manage to work the lift above the top of the ridge to find that the top is almost not there; almost a jagged knife edge of rock. There were thermals available, too; this allowed a few pilots to get off to tow early and climb away in thermals. One thing that surprised us was the number and aggressiveness of the eagles in the area. Nearly all the pilots had that uncomfortable feeling of watching an eagle manoeuvring into an attack position, above and behind the glider, and many also watched eagles diving towards them aggressively, wings back and talons forward. Luckily, no contact was made, though more than one pilot felt the need to take evasive action. Past experience has shown that in the event of physical contact, although the eagle comes off the worst in the deal, the glider is unlikely to be free of damage.

By Saturday morning there were about a dozen gliders rigged at the Ulowdna strip. The next few days saw more spectacular flying, with thermals to as much as five thousand feet, and ridge soaring on the south western side of Wilpena Pound itself. The Pound is one of the most impressive geological formations in the state, a huge smooth bowl, ten kilometres across, formed by a ring of three thousand foot mountains. The outer edges of the Pound are very steep; sheer cliffs in many places, and soaring this incredible formation was an experience none of us will forget. Beatups from the inside of the Pound across the rocky plateau to burst forth over the precipice into clear

air, thermals directly over the top of Rawsley's Bluff, and flying fast below the crest, hugging close into a vertical rock wall as the glider's shadow flicks across it at over a hundred knots were but some of the new experiences to be sampled.

The nights, too, were entertaining, as the campfire was built into a raging inferno sufficient to drive back to a safe distance all but the most dedicated of damper and marshmallow toasting aficionados. The weather made for cold nights, but not as cold and wet as encountered by last year's expedition, and so the fire never reached the dizzying heights of last year. Gary Hollands' jokes produced their usual reactions (as they are wont to do) and became all the sicker and dirtier as the levels in the port bottles fell ever lower. Reliable sources report that my own jokes followed a similar pattern, though I feel somewhat unable to comment on that. Both the Quinn and Gould clans had brought up telescopes to take advantage of the star gazing opportunities afforded by the camp, and these enabled remarkably clear viewing of the moons of Jupiter and other astronomical delights.

Sunday morning saw a gaggle of intrepid glider pilots take bravely to horseback for a two hour ride around the area, which was great fun, too, except possibly for Stephen Were's horse, which was bitten on the bottom by my horse fairly early in the trek (much to Stephen's consternation!). Some of the AUGC contingent (Bjorn, Mark, Kim, Jens, Michelle, and a few others) came up not to fly at all, but rather simply to walk and climb through this spectacular area; they too had a wonderful time, with their walking as well as with the sight of the gliders flying over-(and under-!)head.

The flying, spectacular and fun as it was, was certainly not all easy. The difficult and restricted landing areas meant pilots had to take special care to be particularly accurate. It was in this area that couple of AUGC pilots made judgmental errors that highlighted some of the problems of operating from this unforgiving site. Fortunately, the safety margins these pilots had allowed themselves were adequate and no damage resulted but perhaps for a couple of bruised egos when superior skills had to be called upon to recover from situations that superior piloting should have avoided.

Some congratulations are in order for Adrienne Walker, who attained her aerotow rating during the course of the camp, and made her first solo aerotow launch on the Monday afternoon. A bright achievement from this difficult site, in Libelle Charlie Yankee.

All in all, a great weekend, with great weather and great fun had by all. It ran smoothly with no damage and great flying, and we all hope that next year will be as good. Many thanks are extended to the Adelaide Soaring Club, to all who helped make the weekend possible, especially to Pete Cesco for taking responsibility for the operation, and to Vince, who did most of the towing.

ZM TAIL DOLLY

Many would have noticed the new tail dolly for ZM (how could you miss the characteristic Quinn Dayglo orange) which has made getting ZM in and out of the hanger much less strenuous. However tail dollies do have inherent problems which need extra care when operating.

- 1) Obviously, it must not be there in flight. Nonetheless, aircraft do manage to get flown with an extra few kilos at the back, just where it is not needed. This is a very dangerous situation and could result in the aircraft being uncontrollable.

Solution?

- Make sure it is off BEFORE YOU GET IN.
- CHAO T IC
----- Trim / Ballast / DOLLY
- CAR D
----- DOLLY

Three checks, and other people looking on, so there is NO EXCUSE.

ANY PILOT FOUND IN AN AIRCRAFT WITH A TAIL DOLLY ON WILL BE ASKED TO GET OUT AND REMOVE IT THEMSELVES.

This especially includes the situation where the pilot is all ready to go, parked off the strip, waiting to be pushed on to the line and launched when there is a gap. (This situation CAUSES things to be overlooked in checks!)

2) WEATHERCOCKING

A castoring tail dolly allows the aircraft to easily weathercock into wind, whereas the fixed tail wheel does not. This can result in :

- Blow overs
- Damage to nearby aircraft
- Hard work for wing walkers while towing aircraft in a crosswind.

Therefore

- Aircraft must NEVER be left unattended with a tail dolly on. (NEVER! NEVER! NEVER!)
- In windy conditions considerations should be given to not using the tail dolly at all.

David Conway (Hero of the Space Cadets)

P.S. Don't leave the dolly where it can be run over, Redmond will be after you!

FLYING CAMP

Once again these holiday's there will be a AUGC flying camp, complete with instructor, to enable you to fly mid-week. The week of the camp will be Monday 13th to Friday 17th of July, or Monday 20th to Friday 24th July. Which week depends on the response of people and there preference. So if you have a preference it is in your own best interest to ring me soon. Even if you have no preference but wish to go, ring me soon so I can get an idea of numbers. If there is sufficient interest for both weeks then that too may go ahead. Of course flying as usual on the weekends.

Bradley Gould

TYING DOWN CLUB AIRCRAFT

New tie down kits have been appearing in our club aircraft. CY was the first to be fitted out followed by ZM and recently KYW. The Super Arrow TJ will surface from its 20 Yearly similarly equipped and finally NF will be fitted out at its annual inspection.

Our experience over the years has shown that few of our members went to Scouts to learn to tie knots. Fewer it seems ever learnt to untie knots. It would also appear that tie down kits were the first stop when someone needed a piece of rope. Needless to say the old tie down kits could be best be described as ratty.

We have avoided the above problem with the new kits by using webbing straps and light chain in place of ropes. The kits have been set up to enable quick connection to the proper tie down points built into each aircraft.

Each webbing strap has been marked with the aircraft registration and function of the strap (eg "Wingtip"). The straps have been set up as a continuous loop so that it may be loosened or tightened by adjusting a single buckle and the metal fittings will remain captive on the strap at all times. Do not disconnect the webbing from the buckle!

In some cases the tail or nose tie downs are achieved with chain. The pegs should be driven through any suitable chain link. The tail tie downs all have excess length. This is not because we can't measure, but has been done to enable the tail to be tied down in an elevated arrangement if high winds are anticipated.

Wingtip fittings vary from aircraft to aircraft but their method of use is obvious in all cases. Tail tie down on ZM is via the lug on the underside of the bottom of the fuse. KYW has a lug at the trailing edge which is so obvious that nobody can find it. TJ has a well hidden ring in the gap between the underside of the fuse and the top of the tailskid.

The webbing straps are unsuitable for tying one wing down on the ground. Since the straps are easy to use it is easier to tie the wings level than to muck around trying to achieve a single wing tie down. Where different size pegs are available in the kit the lighter ones are for the chain tie down points.

Look after the kits. If any components are lost or die let someone know so that it gets rectified before some mug gets caught with an unexpected outlanding. Become familiar with the use of the equipment. Don't use the tip straps to pull the wings down to simulate a C5A on the ramp! The tip straps on their own wont prevent yawing in a crosswind. The tail strap/chain covers this function.

Now that you don't have to have been a Scout you too can help with tying down!

Redmond Quinn



CLUB CONTACT NUMBERS

President	Gary Hill	(08) 332 2258
Secretary	Andrew Huggins	(08) 340 2775
Treasurer	Stephen Were	(08) 352 5137
Social Convener	Adrienne Walker	(08) 231 4714
Fifth Member	Shane Spence	(08) 281 8823
Newsletter Editors	Bradley Gould	(08) 381 2072
	Gary Hill	(08) 332 2258
Club Contact	Bradley Gould	(08) 381 2072
Chief Flying Instructor	Redmond Quinn	(08) 344 5331
Lochiel Airfield		(088) 262 203

SO YOU WANT TO FLY THIS WEEKEND?

First you must ring the club contact person on Thursdays between 8:00 and 9:30 pm. You must do this so he can organise instructors, transport etc. Failure to ring may mean that you will arrive at the airfield to find flying for that day cancelled. If you do need transport to Lochiel it can be organised with a lift from the University Footbridge at 7:00am or from the Caltex service station on Port Wakefield Road, Bolivar (Just past the White Horse Inn) at 7:30 am. Remember to ring the contact person or you could find yourself forgotten.

