

Uni Gliding

Volume 17, No.5

JULY, 1992

An official publication of The Adelaide University Gliding Club Inc.



COMING EVENTS:

MOVIE : WAYNE'S WORLD

Greater Union Five, Hindley Street, Tuesday August 4th, First Session after 6pm.

LECTURE : AEROBATICS

Jerry Portus Room, Union Building, Adelaide University. Wednesday August 5th. All aspects of aerobatics covered. A video on "The Blue Angels", the US Navy Aerobatic Display Team flying F/A-18 Hornets will be shown.

POOL : AUGC POOL CHAMPIONSHIP

Tuesday 28th July, 7:30pm, see David Conway challenge all comers! At UQ2, level 2, the City Scape Building, corner of Rundle Mall / Charles Street, above Muses Records.

PARTY : JUSTINE'S PLACE

Friday July 31st. Be early for Pizza, (anyone with a Phd.D. in Bistro Maths most welcome). 4/29 Fuller Street, Walkerville.

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EDITORIAL

I suppose that the biggest news is the new certificates, the A, B & C. Or should I say licenses, A, B & C. To fly as you have (I am referring to the post solo pilots) you must have these certificates, to do things such as fly mutuals, passengers and cross country. The way the document reads, you can only fly solo, or with an instructor. But the big deal is that you have to pay \$15 a certificate! Where this money goes is anybodies guess. So to fly a passenger friend, our friends in GFA have decided that you must pay someone \$45, but the strange part is that it is your own club instructors that do all the work, and GFA have just created more paperwork for themselves.

Good flying has been had by all lately, with the ridge working to varying degrees. On one ridge day the club had seven aircraft and Scott Percival in his ASW-20B on the ridge, and Bernard Eckey flew to the airfield from Balaklava in his new Cessna 150. And of course the eagles just watched on as usual. But the big question is when will Redmond stop side-slipping the Bocian?

And the club is to get new instructors, as Gary Hill, Andrew Huggins and Michael Texler have all been selected to go on the next Assistant Instructors Course. Also Andrew Huggins is going to the Component Replacement course at Balaklava. Good luck to all of you!

By the 19th of August, the Club aircraft will be refitted with new variometer systems. KYW will get a new mechanical vario, ZM will have a mechanical vario in the front, and a repeater for the electric vario in the back, and CY Cambridge system will be repaired or a Borgelt B21-B24 system will be installed. Isn't money wonderful.



PRESIDENTS REPORT

Welcome to the July edition of Uni Gliding. This month has seen some good ridge flying, with several days where we have had all club aircraft, several private aircraft and some hang-gliders soaring together.

Recently a large group of AUGCers ventured to RAAF Edinburgh for a decompression chamber run so that we could explore our individual reactions to hypoxia (reduced oxygen supply). After a talk on the physiology of hypoxia we were introduced to the procedures in the decompression chamber and then our runs commenced. The pressure in the chamber was slowly reduced to 8000 feet, then rapidly to 25000 feet, where we then removed our oxygen masks and attempted simple maths etc and noted down any symptoms we were experiencing before putting our masks back on (or in some cases having them put back on for us as we had gone too long at reduced oxygen levels). The experience was enjoyed by all, however **Jaeson Hollands** was admitted to hospital the same evening suffering from decompression sickness (the bends) and required treatment in a recompression chamber. His was the first case of trouble in about a decade. Thanks to **Anthony Smith** for organising the day for us and thanks to the RAAF staff at Edinburgh who conducted the course.

There have been no new solos or conversions this month, however new solo pilots are just around the corner. (it will happen, soon!).

Finally we say goodbye to **Jens Jakobsen** who left Adelaide this week to return to Europe. Hopefully we will see you again some time.

See you at Lochiel soon

Gary Hill

THE NEW A, B AND C BADGES

'A' CERTIFICATE :

Requirements :

- Minimum 5 solo flights, with normal landings
- Satisfactory check flight which must include the following :
 - (a) An awareness of pre-spin symptoms and a demonstration of the correct action to prevent a spin developing.
 - (b) An accurate circuit without reference to an altimeter.
 - (c) Correct handling of selected emergencies at the discretion of the checking instructor.
- Oral examination on basic theory and flight rules and procedures

Privileges and Limitations :

- May only fly solo at the discretion of the duty instructor
- May carry out local soaring flights only

'B' CERTIFICATE :

Requirements :

- A total of 15 solo flights with normal landings, including at least one soaring flight of not less than 30 minutes duration.
- Completion of post solo training syllabus in accordance with the Instructor Handbook
- Oral examination on basic theory, flight rules and procedures (including GFA Ops Regs and MOSP) and basic airworthiness

Privileges and Limitations :

- May carry out local soaring only
- May carry out mutual flights, with other 'B' Certificate holders.

'C' CERTIFICATE :

Requirements :

- A total of 20 solo or mutual flights (with mutual flights, in-command flights can only be counted towards this total), including two solo flights of at least one hours duration each
- Trained and checked in the ability to carry out a safe outlanding
- Received a 'Passenger Awareness' briefing, using the appropriate chapter in Part 2 of the Instructors Handbook
- Oral test on basic theory, basic navigation, basic meteorology, airways procedures, outlanding hazards, post outlanding actions and SAR requirements
- Demonstrate satisfactory spin entry and recovery. This may be carried out dual or solo (observed from the ground) at the discretion of the duty instructor.

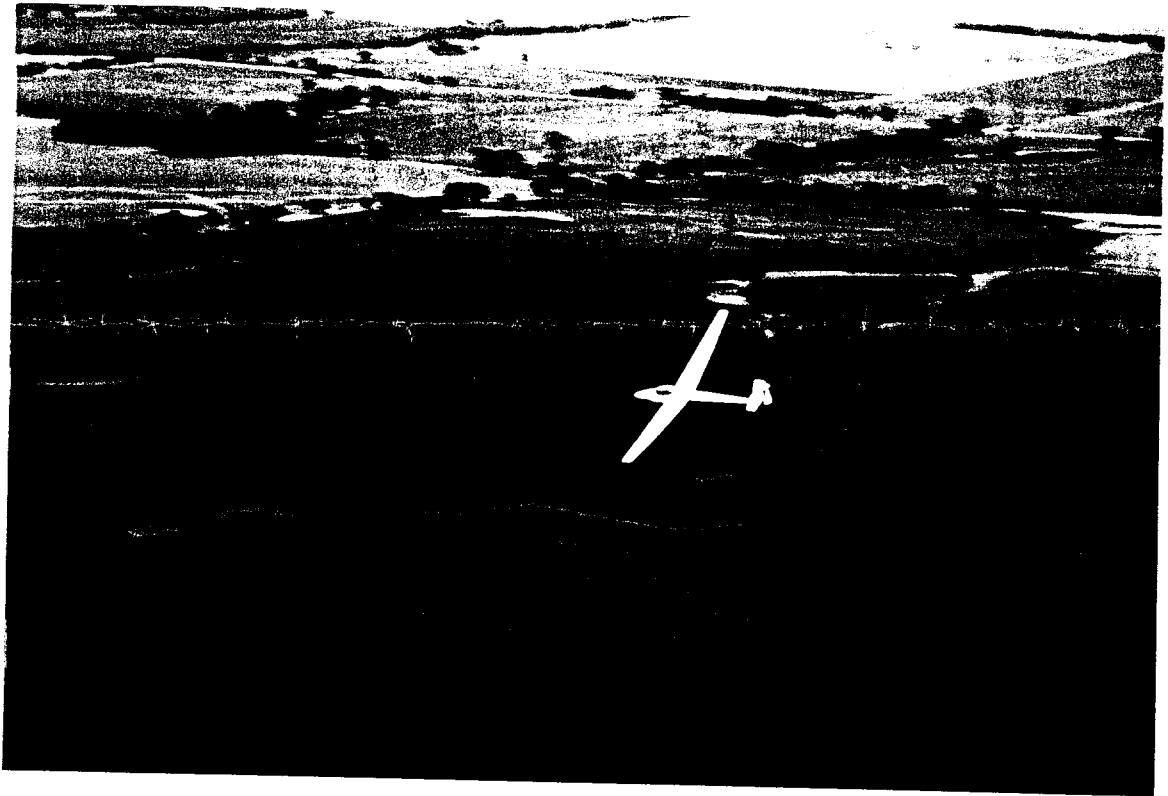
Privileges and Limitations :

- May fly cross country at the discretion of the CFI or instructors panel
- May carry 'Family/Friend' passengers, (NOT Charter and NOT Air Experience Flights) at the discretion of the CFI or instructors panel, and under the direct supervision of the Duty Instructor.

These new badges are a record of competence, not achievement as in the old ones. The oral examinations will be posted on the board at Lochiel for you to learn prior to the test, but verbatim answers are not good enough, the instructors will be looking for understanding, not perfect memories.

The holders of the old certificates must "trade them in" with respect to the new ones. If you hold a old "B" then you are entitled to a new "A" and "B". To do this merely send a self addressed stamped envelope to Colin Hay, 6 Faye Crescent, Goosebury Hill, WA, 6076, with your old certificate enclosed.

For all other people, an instructor will know how to claim them (an instructor has to sign the form anyway). Each new certificate costs \$15.



Libelle CY ridge soaring at Black Springs.

GASSED!

On Thursday July 2nd, a group of AUGC glider pilots went to RAAF Base Edinbough, to the Aviation Medicine Section, where the mystery of high altitude was explained.

The first two hours was a lecture on hypoxia, why it happens, what happens and finally what to do when it does happen.

The idea is this : the higher you go, the less air pressure there is. Less air pressure (for constant volume) implies less density, which means the higher you go, the less oxygen per litre there is.

At 18000ft, there is only half the oxygen in a litre of air compared to a litre of air at sea level.

This means over an period of time, the higher you go, the more the brain and the rest of the body is deprived of oxygen (hypoxia). This will result in many symptoms, and the whole idea of the day was to explore the individual pilots reaction to this, hypoxia.

After a lovely lunch in the Officers Mess, we returned to the hyperbaric chamber and got ready. The oxygen mask and associated equipment was particularly flattering to most people. And finally into the chamber.

After an ascent to 8000ft at 4000feet/min we 'went' to 25000ft, watching cloud form in the chamber on the way up. Cloudbase on that day was about 13000ft. One side of the chamber removed their masks and proceeded to do simple sums as an exercise. The other people in the chamber were to watch and note if they could spot any symptoms in the victims.

Basically everyone went blue, and their mental capacity was greatly reduced. One exercise that was particularly popular as subtracting 7 from 1000. Some managed to get in the low 600's in 10 seconds, not that they were particularly mathematically gifted, they merely skipped all the 800's, most of the 700's, and the 600's were a bit light on as well. Motor coordination suffered, but not their mood, most people seemed to get happier the longer they were without their masks.

Finally after 4 minutes or so everyone was told to put their masks on. 75% could not do it themselves. 50% ignore the instruction all together. 25% cannot remember that bit at all.

In 10 seconds on 100% oxygen, most people were back, in full control of themselves.

Before the run, we were told that to note a few symptoms and get the mask back on. This is so we will remember the whole incident, but there were very few pilots who actually did this. Most thought they were still going fine, but were in fact totally incapable of saving themselves if they were alone in an aircraft in these conditions.

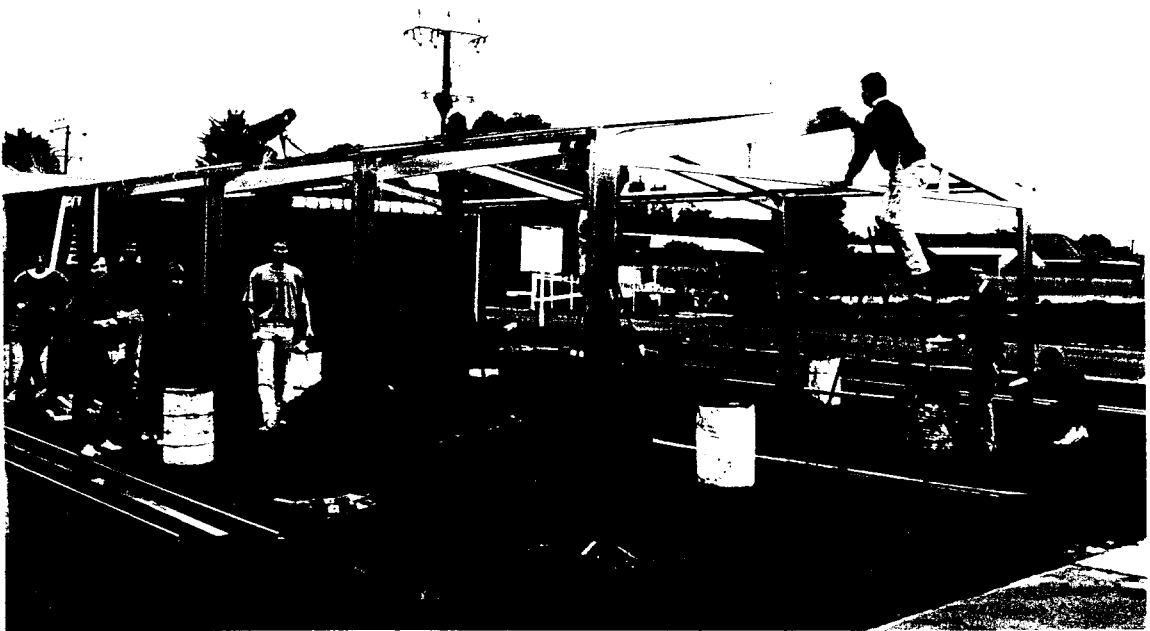
We must thank Anthony Smith, and the RAAF for enabling the trip to happen.

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
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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.



Erecting the shed extensions at West Beach.