UNI GLIDING

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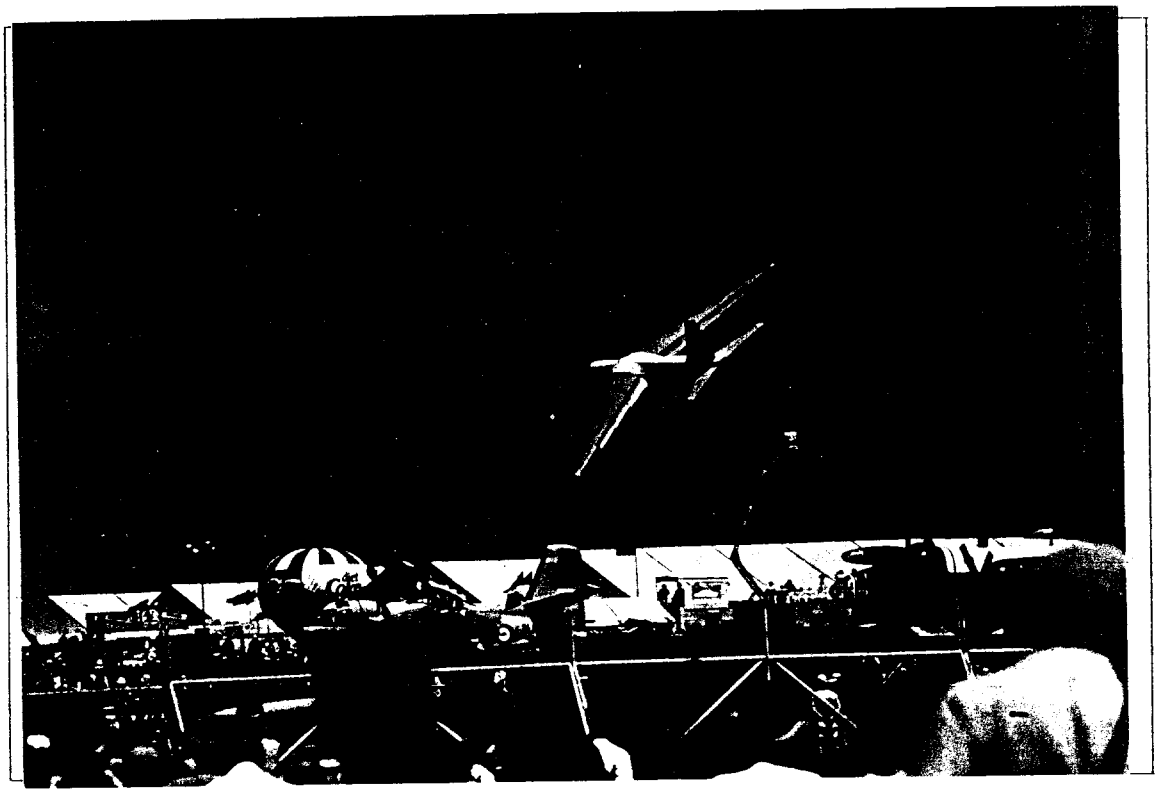


COMING EVENTS :

POOL PARTY : Anthony Smith's House, 26 Vincent Boulevard, Flagstaff hill.
BYO BBQ. Friday 20th November.

EDITORIAL

Well, the CAA has done it again. The new airspace system, AMATS, has been introduced, and it promises to take Australian aviation into the twenty-first century. Well hooray for us.

After intensive lobbying by GFA and other Sport Aviation bodies, gliding sought, and gained exemptions, in writing, that gliders will not be required to carry radios or transponders.

CAA released full details of AMATS and its implemetation during the week. There is no mention of exemptions.

Air traffic control uses radar as one means of tracking aircraft, but unlike military radars that track the reflected radar energy from the aircraft, civilian radar emits radar energy and this 'interegates' a black box in the aircraft, which replies with a coded pulse, with a number and height of the aircraft in it. This is, stangely enough, called 'squawking'. The black box that squawks is called a transponder. A transponder is not as one would say, little, and uses a large amount of current, so a BIG battery is required to feed it. Also mandatory use of radio will cause a large power drain (5 - 8 Watts while transmitting). A powered aircraft has an engine to power this greedy beast, but alas a glider does not.

GFA has, not suprisingly, started lobbying the CAA again.

The Libelle now has a new canopy, the cost the the Club was $1100.

So do NOT TOUCH THE PERSPEX!

Handle the canopy **ONLY** by its frame, and any pilot reaching through the canopy for any other reason apart from operation the latch **WILL BE CRUCIFED.** (So no pulling the release, use of radio, etc.). If you need to get to the cockpit, remove the canopy. There is of course, NO EXCUSE. Also, it could be your chance to tell someone off (Oh, the power), its up to you as pilots, to see that equipment isnt damaged.
Anyone wishing to make a canopy cover will be prayed to for generations, as the next messiah.

PRESIDENT'S REPORT

After a fairly long period of irregular flying I have finally started to get back into the air again on a regular basis. It is good to see that many early solo pilots have stayed on and are now flying the Arrow and Super Arrow. With Summer coming on and with an extra aircraft in the fleet, there will be more opportunities for cross country flying. Matthew Nicholls took advantage of this last weekend and took the Arrow to Crystal Brook but outlanded at Barn Hill, about 20km North of the field. We should try to send a single seater cross country whenever possible. Pilots flying cross country, being seen to disappear in the morning, and return at the end of the day with a big adventure to tell of, is one of the best ways to keep people interested. So go to it!

Several people went across to the big airshow at Avalon last weekend and had a good time checking out all the latest civil and military aircraft that the world has to offer.

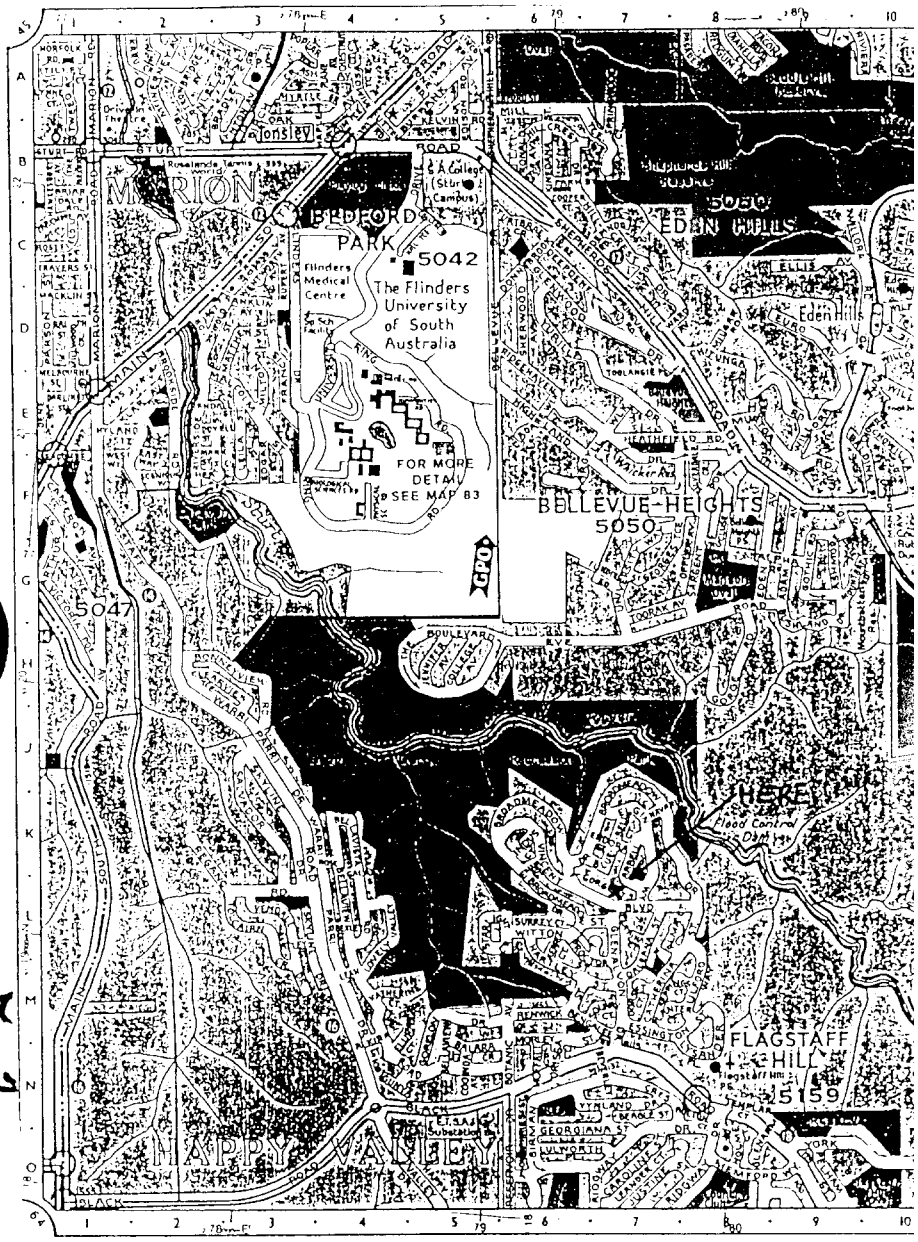
I spent last weekend on an Assistant Instructors course, Friday and Sunday at Gawler, and Saturday at Lochiel. Clem Lunau (ASC), Martin Gregory (BVGC) and myself are being trained by Ian Wight and John Whittington. In two weeks time we will be back for another three days and hopefully we end up getting our ratings on the final day.

To everyone that has exams, good luck, and come flying when they are over.

Gary Hill

POOL PARTY/BBQ

COME AND GET SPLASHED



♪ DA DUM ♪
♪ DA DUM

WHO: ANTHONY SMITH

WHAT: POOL PARTY/BYO BBQ

WHERE: 26 VINCENT RYDE, FLAGSTAFF HILL
(L7 ON THE MAP)

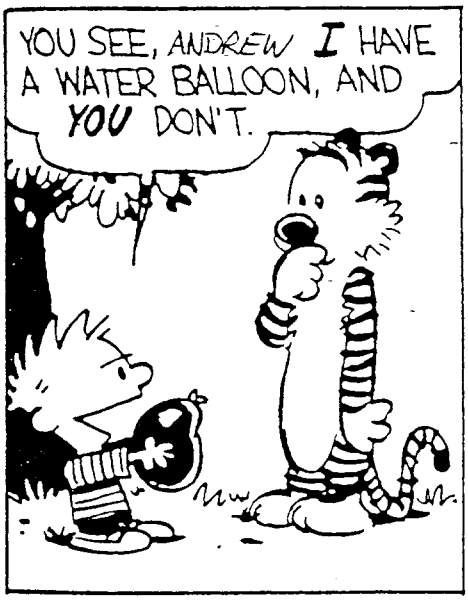
WHEN: FRIDAY AFTERNOON, 4 PM ONWARDS
20 NOVEMBER 92

WHY: DO YOU NEED A REASON?

BRING SOMETHING TO GET WET IN, A STEAK (MAYBE A DRINK AS WELL), AND A FRIEND (IF YOU HAVE ONE).

RSVP: TELL ME BY 16 NOV AT THE LATEST. Ph 256 2388 (work)
256 2632 (home)

BRING A SLEEPING BAG (OR SOMETHING) IF YOU WANT TO CRASH OVERNIGHT.

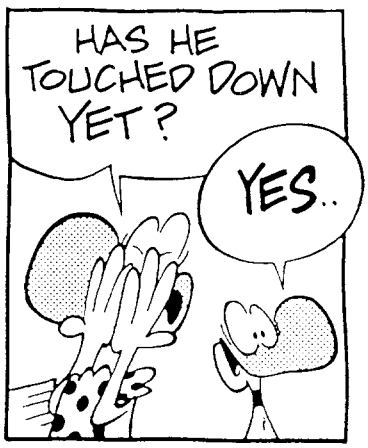

YOU SEE, ANDREW I HAVE A WATER BALLOON, AND YOU DON'T.

I THEREFORE HAVE OFFENSIVE SUPERIORITY, SO YOU HAVE TO DO WHAT I SAY. WHAT DO YOU THINK OF THAT?

I THINK I'LL TAKE THIS STICK AND POKE YOUR BALLOON.

THAT'S THE TROUBLE WITH WEAPONS TECHNOLOGY. IT BECOMES OBSOLETE SO QUICKLY.

DING, HOW IS SMITH'S FIRST LANDING GOING? I CAN'T BEAR TO WATCH..
FLYING SCHOOL
L


HAS HE TOUCHED DOWN YET?
YES..

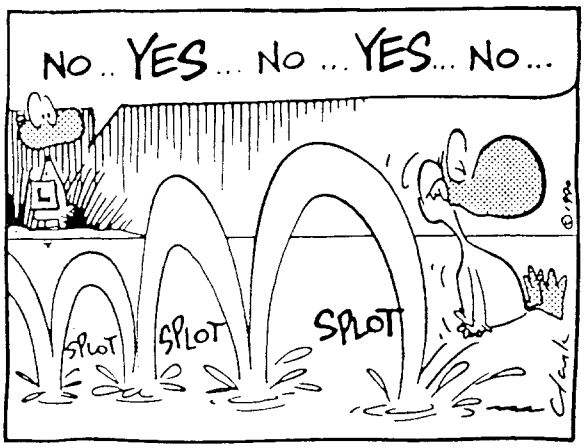

NO.. YES... NO ... YES... NO...
L
SPLOT
SPLOT
SPLOT

PHOTO COMPETITION

Oh no, not again. But yes this time its for real. At date yet to be determined, entries will close for the 1992 photo competition. The rules are simple, take good photos of any of our gliders (including PN, OK etc) in any form of motion and hand them to the Newsletter Editor(s). The catch? all photos must be taken after Wednesday the 21st of August, 1992.

Hints :

Air-Air shots are great, but don't take a picture from the libelle, leaving your hands off the stick when you are 50 feet from the other gliders wingtip (Formation flying is OK, but there MUST be Duty Instructor authorisation, and it MUST be pre-arranged, and of course you MUST know what you are doing). Nor should you take a picture standing on the aiming point, whilst gliders approach. Take an ICOM handheld radio on to the ridge and use a different channel (122.5 MHz) to tell the pilot what to do for that perfect shot, but remember the pilot has ultimate say in what they can/cannot do.

The Prize?

The winning photo(s) will be framed and blown up, twice. One copy to the winning photographer, the other will find a place of honour on the clubhouse wall. Also the award winning photo will be on the cover of the O'Week edition of this auspicious magazine in colour, should the Newsletter Editors win the fight against the evil money-hoarding treasurer.

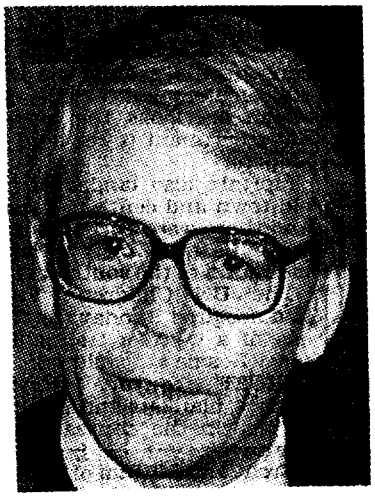
CLUB CONTACT NUMBERS

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
Chief Flying Instructor	Redmond Quinn	(08) 344 5331
Lochiel Airfield		(088) 262 203

Club Contact **Bradley Gould** **(08) 381 2072**

SO YOU WANT TO FLY THIS WEEKEND?

First you must ring the club contact person on Thursdays between 8:00 and 10:00 pm. You must do this so he can organise instructors and transport, not necessarily for you but other people as well.
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.



Peter Cassidy, Pilot or Prime Minister?