

UNI GLIDING
March 1988



Volume 13, Number 2.

Editorial

Welcome all to 1988, the 12th year of operation of A.U.G.C. Welcome especially to all the new members.

Flying for me has always had a sense of fascination and magic about it. Give it a try, you won't be disappointed.

Just briefly, thanks to all who worked hard on the Bergfalke and the Blue House over the past few weeks. Without so many enthusiastic (?) helpers we could never have achieved what we did in the time.

About this newsletter. This is my last issue as acting editor. I'm sure however that the new editor(s) would be most appreciative of any articles, poems, stories, accounts of activities, photos, drawings, etc... that you may feel the urge to contribute. They can be left in the club pigeon hole in the Sports Association office.

Wishing you all the best for the coming year...

Catherine



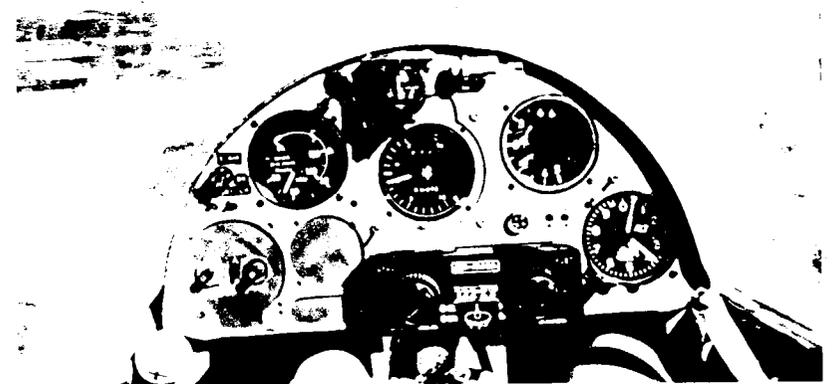
In the clubhouse one night after flying

Coming Events

March G.M. The March general meeting will be held at 7:30 p.m. on Wednesday, the 16th March in the Jerry Portus Room. This is the Wednesday after O'Week. This will be a chance for new members to meet other members. Please bring a bottle of drink. Munchies will be provided and there is likely to be a video.

Annual General Meeting The April general meeting will be the AGM. This is on the 6th April, also in the Jerry Portus Room. In this meeting the 1988 executive will be elected. All members, especially new members are encouraged to attend.

Social Activities We are hoping this year to be able to organise some tours. Possibilities include the Adelaide Airport Maintenance Facility, the Bureau of Meteorology and anything else that looks vaguely interesting that gets thought of. If you think of anywhere please contact a member of the exec so we can try to arrange it.



The Phoebus over the Barossa in December

What flies and how

A.U.G.C. owns 4 aircraft and there is a 5th privately owned one. There is also a marvellous beast called a winch which is used to haul you and glider skywards.

The Bergfalke VH-GZM

This is a German made steel tube and fabric aircraft. Although the design is old the wing section is relatively modern and the glider is quite a good performer, gaining second place in sports class at last years Murray Bridge Regatta. It is one of the club's two seater training aircraft.

ES-59 Arrow VH-GNF

The Arrow is a wooden single seater manufactured by Harry Schneider at Gawler in July 1963. It is excellent in it's role within the club as a first single seater and is very popular.

Bocian 1E VH-KYW

The Bocian is a wooden Polish two seater glider. Although its performance is slightly less than that of the Bergfalke, it is a fantastic training aircraft and is also semi-aerobatic, ie it loops.

Phoebus C VH-GYB

This is the high performance glider in our fleet. YB is a fibreglass German glider with an all flying tail and a glide ratio of 42:1.

Pik 20-B VH-GOK

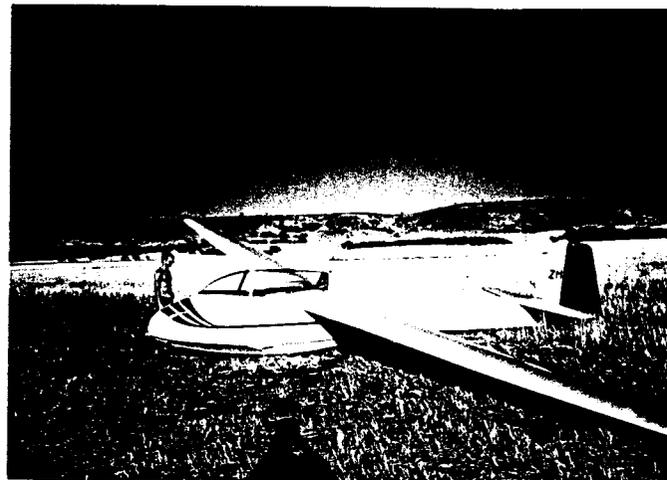
Privately owned fibreglass glider.

The Winch

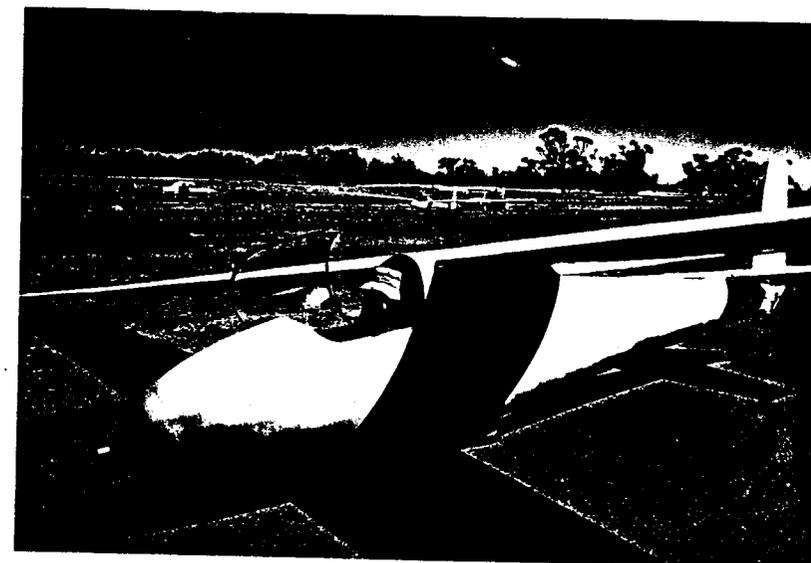
This is often referred to by other names, few of which I could legally type. It consists of an old Ford Thames Traider truck with a Chrysler 318 V8 motor bolted on the back which drives two cable drums. Cable is laid along the length of the airstrip by the winch. When a launch takes place, one cable is reeled in very fast by the winch allowing the glider to climb at a 45° angle.

Note

The Bocian and the Phoebus are not at Lochiel at the moment. They will return in a few months time.



The Bergfalke



The Arrow
At Gawler with
Steve Terret CFI ASC.



The Winch

Flying Costs

	<u>Members</u>	<u>Non-Members</u>
<u>Launch</u>	\$2.00	\$3.00
<u>Two Seaters</u>	\$0.12 per min.	\$0.25 per min.
<u>Single Seaters</u>	\$0.15 per min.	\$0.25 per min.

Other Costs

Food & drinks As marked on the price list on the fridge.
 Accomodation \$2.00 per night in the clubhouse.

The "first annual" Chookoo Gliding Regatta

Simon Hackett

In early December 1987, the Adelaide University Gliding club embarked on a trip which had involved its prime organizers in months of planning, and years of wishful thinking. The plan was to take people and gliders up to the vicinity of "Jackson", an oil mining town in the South West corner of Queensland, not very far from Cooper Creek, and in the middle of the proverbial nowhere. Redmond Quinn and Gordon Reddeck had both spent a lot of time at Jackson, watching thermals whip the dust into the sky, and birds thermalling out of sight, wishing they has a glider to join them.

Finally, those dreams were reality, as six members of the AUGC (Andrew McGrath, Redmond Quinn, Mark Raftery, Simon Hackett, Martyn Roberts and Stephen Were), and several members of the Lake Keepit (NSW) gliding club (including Gordon Reddeck, an expatriate member of the AUGC) made it to Jackson.

Getting up to Jackson is a story in itself. The intrepid six, towing the Phoebus C behind Redmond's "Whoopee Wagon", and with Mark Raftery's Falcon using its much greater grunt to tow "The Blue House" housing the club's Bergfalke IV. met many dangers, forded streams, crossed killer cattle grids, and otherwise had a heck of a time getting there. We wound up a day late, and a lot of extra kilometres covered, and having repaired both trailers at least once. The A-Frame of the Phoebus trailer broke and had to be welded back together on the spot. Martyn did a great job of this with limited resources, and in fact did it so well that the next day the vehicle hit a rut and the trailer broke the Whoopee's tow bar! The Blue House also suffered interesting axle problems under the strain of great weight and great age - said axle bowed in the middle rather alarmingly, and got shored up with a metal bar at the next town. Who needs suspension clearance anyway? This was only outback Australia after all...

(By the way, "Whoopee Wagon" is the standard Jackson expression for a 4WD - named after the noise the passengers make when you scream over the crest of a sand dune at full tilt)

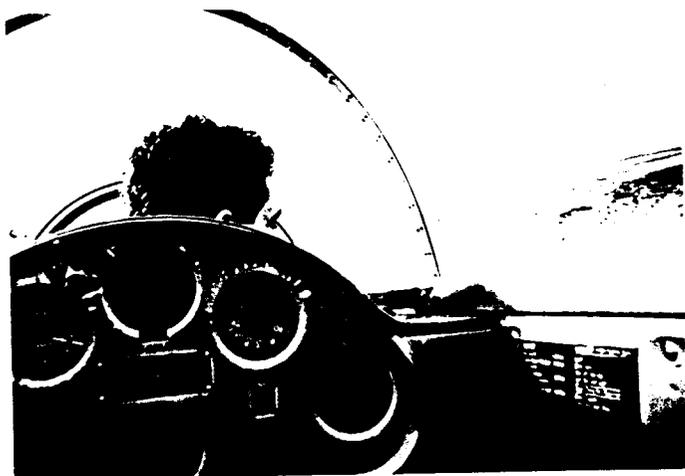
But finally, around 10AM on Tuesday, having been adventuring northward since the morning of the previous Saturday, we got to Jackson and met Gordon, who showed us to the strip. All this and we hadn't even flown yet!

Chookoo strip is a creek flood plain about 2.5 km long, where a creek splits into two and later rejoins. It's also about the only flat area for a long way which isn't covered in glider-denting rocky gibber-plain. For the price of a six-pack or two, Gordon had got a runway graded over the clay, and the members of Lake Keepit were already busy rigging their Bergfalke III.

Not too long after that, in the suprisingly cool (only high thirties) morning, we rigged gliders (once we uncovered them from beneath the accumulated dust). North wind lined

Words from the treasurer...

Pay your accounts!! We need the money!



David Conway and a visiting Blanik

up straight along the runway (it must be a runway - someone put up a windsock!), and the first courtesy of another old but powerful Falcon at the other end of 2400' of the AUGC's winch cable. And it went like clockwork. For the first time, a glider was flying over an area that had probably never seen non engine driven flight, except for the birds.

All the gliders went up and away, soaring to 6000-7000 feet over an amazing terrain. Gibber plain, the stark lines of the "shot lines", cleared surveying tracks covering the ground like the mining survey grid map that they actually are, and Cooper Creek, a massive 40km wide flood plain in evidence, with water still flowing in rivulets over it.

Over the next several days, all of the people flew most of the gliders to varying heights over Chookoo. No-one went on any long real cross country flights, due to the lack of knowledge of the terrain, and the water in Cooper creek cutting off any simple access to the other side of the flood plain. But two pilots (Andrew McGrath and Stephen Were) had gold C height gains in the Phoebus, achieving over 12000 feet AGL each, and many others managed flights well over 10000 feet as well. (and local soaring from 12000 lets one fly quite a long way. Some people explored over to the far side of Cooper Creek to the west, and back to Jackson 30km to the North West.

I thought it was magnificent when I got to fly up there, up with Mark in the Bergfalke at 5-6 thousand feet, looking at an incredible terrain, and watching a dust storm three thousand feet high sweep past below us. And seeing the other two gliders soaring around us, birds released into a new environment.

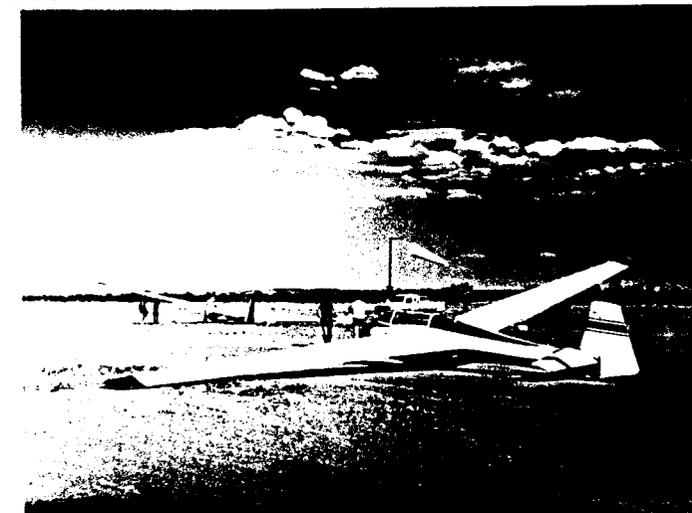
The soaring conditions were good by Lochiel standards, but the altitudes gained were perhaps not as good as the area has potential for. But that wasn't the only reason for going by any means, and the conditions were generally very good, even if we didn't get to seriously use the oxygen bottles we'd brought.

There were lots of other interests at Jackson, in addition to the great time we had flying there. At Lochiel, you have to clear sheep off the runway at times. At Jackson, it was the occasional Emu! We also saw other things - like the Jackson oil operations themselves, courtesy of Gordon, who worked many minor miracles and traded many six packs to make lots of facilities, accommodation and the Chookoo strip itself available to us.

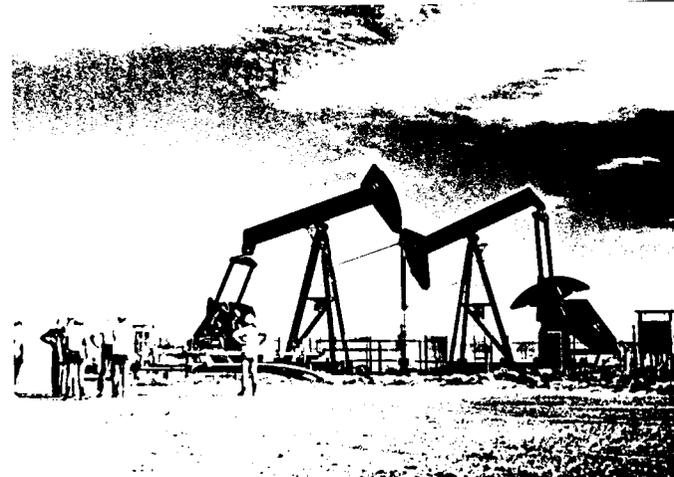
Overall, the trip was magnificent, and an experience well worth having. So many other things happened over that week, and a great deal was learned by all of us. Thanks particularly to Redmond Quinn and Gordon Reddeck, who made this adventure possible, and to everyone else, particularly those who weren't able to come, but who lent invaluable assistance to those of us who went.



On the road to Jackson



2 Bergfalke at Chookoo strip



Oil pumps

How to go Gliding

The beginning...

Every Thursday night the nominated contact person stays home between 8 p.m. and 10 p.m. waiting for your phone call. He (or she) sorts out who wants to fly on what days and which people need transport from where.

But I don't have a car...

The club operates a car pooling system for people in such a situation. Just turn up at 7.30 a.m. at the Caltex service station at Bolivar (just past the caravan park) or if you're desperate and can't get to Bolivar, then let the contact person know and he will arrange a 7.00 a.m. pickup at the University Footbridge.

I have a car but where is this Lochiel place...

Take heart, a map has been provided for you elsewhere in this newsletter.

What should I expect when I get there...

Firstly lets consider what you need to bring with you. You can expect to spend a large amount of your time out in the fresh air in the middle of a wheat paddock. When it's hot then its really hot. When it's cold its bitterly so. So when it's hot, bring sunburn cream, a hat, sunglasses, insect/pest repellent (NOT to be used against instructors!) etc. If its cold then rug up. Something waterproof would not go astray in winter.

We are not primitive. We have a clubhouse which has been built by members and this is nearing completion. This has all mod cons, including a shower, toilet (all nicely tiled too), a kitchen with conventional and microwave ovens, a freezer and a couple of fridges. We have food and drink on sale. There is also a large hangar and a smaller T-Hangar.

Finally...

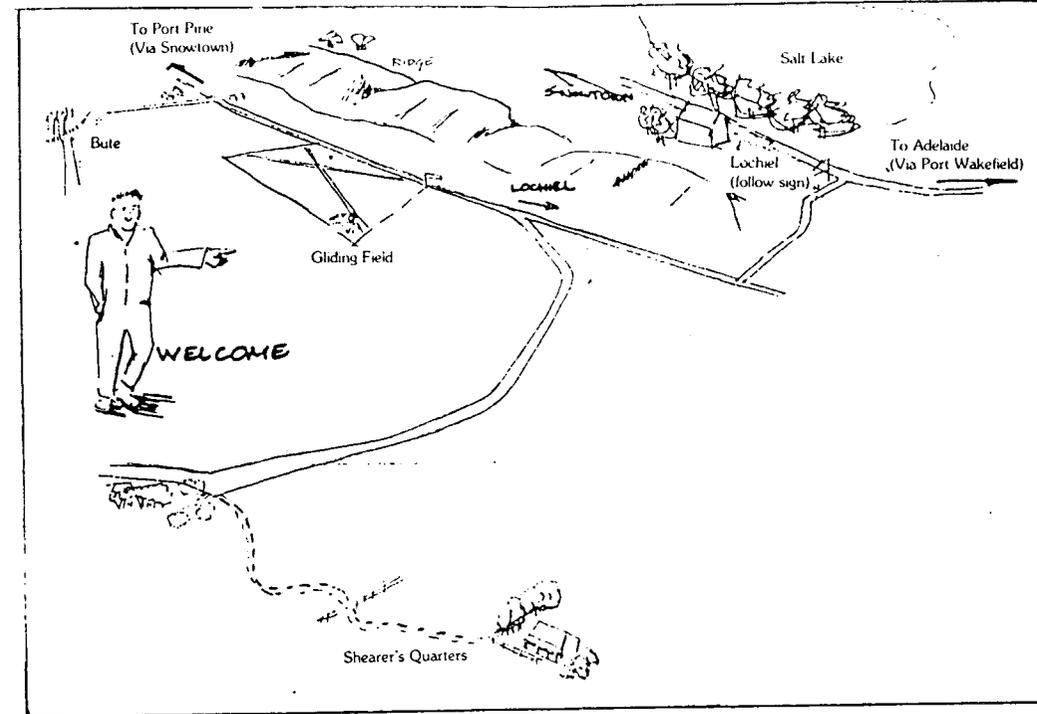
On your first day (and a few after that) you should expect to feel a little confused as to the reasons behind the activities going on around you. Asking someone is one of the quickest ways to learn and a good way to avoid just hanging around waiting. *Happy flying!!*

Last but not Least...

The contact person is.....(drum roll)

Andrew McGrath

356 2466



Simon Hackett about to discover the wonders of the Arrow

General Meetings

Every month throughout the year, the A.U.G.C. holds a general meeting. These meetings are divided into three parts: first is the business section, where members can catch up on club news and activities, and can ask questions and put points of view about the running of the club. The other two sections are a short supper (or coffee break) and an entertainment or educational section. This may consist of showing a film or videotape, having a lecture on some aspect of gliding (e.g. 'aerodynamics', or 'landing').

These meetings are usually held in the Jerry Portus Room; this is located on the ground floor of the Lady Simon Building, above the women's toilets, and behind the Sports Association Office. Incidentally, it is in the Jerry Portus Room that the club has its notice board, and its pigeon hole, where any correspondence is delivered. The meetings are normally held on the first Wednesday of each month, at 7.30 p.m., however the March General Meeting will be held on the Wednesday after O-Week, the 16th, to cater for members joining late in O-Week.

These meetings can normally be expected to run until about 10 p.m., but anybody is welcome to arrive late and/or leave early.

Executive Meetings

The real power in the club is wielded by an executive committee of five members. This committee meets every month to discuss and plan in detail the day to day running of the club. These meetings are normally held on the third Wednesday of each month, at 7.30 p.m., at some member's house, as decided at the previous exec meeting. Any interested person is welcome to attend these meetings, and can find out the venue by contacting any member of the executive, or a club contact person.