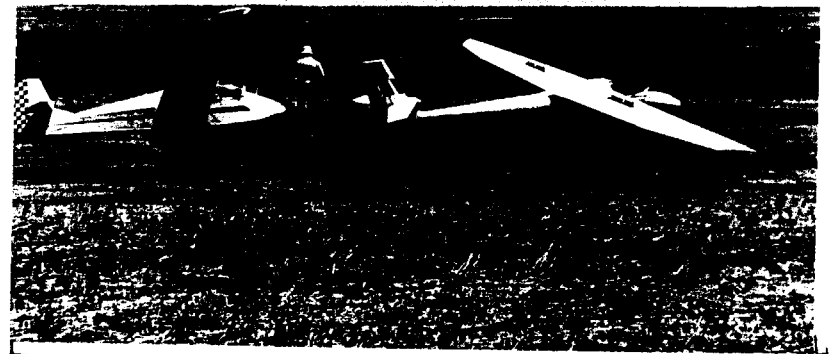


Uni Gliding

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Journal
of the
Adelaide
University
Gliding
Club



AGM Wed 5th April.

WELCOME

To our new members: Welcome to the exhilarating sport of Gliding, to our renewing members: welcome back to an our members: come try gliding soon.
WHAT IS THE ADELAIDE UNIVERSITY GLIDING CLUB?

The Adelaide University Gliding Club was formed to provide flying and flight training at costs accessible to most students. The club is an incorporated body and owns four gliders: two double seated aircraft for training purposes, and two single seater aircraft for when your training advances. These aircraft aren't ultra modern, but are mostly wooden aircraft that are great to fly.

Our Airfield is situated near Lochiel, 130 kilometres north of Adelaide. This area is a long way from airspace restrictions, and the adjacent ranges make for good ridge soaring. The club house has a shower and toilet (enabling overnight stays in the clubhouse) plus a wide range of food and drink to choose from. A microwave oven is there for quick meals!

There is normally flying on each day of the weekend. Ring the contact person on Thursday night between 7.30pm and 9.30pm to confirm your stay with us. And often during term breaks flying camps are organised to run on week days.

HOW DO I LEARN TO FLY?

AUGC has a number of fully qualified gliding instructors and two training aircraft to teach you flying, even if you haven't seen a glider before! To make good progress, it is suggested that you fly at least once a fortnight. Any longer breaks, and your skills take longer to hone. Why not come on a holiday flying camp?

NO LICENCES ARE REQUIRED to start training. However before going solo, you need to become a member of the Gliding Federation of Australia at a cost of around \$70, but you get a monthly magazine "Australian Gliding" which makes for good reading. After going solo, you the pilot can obtain certificates of achievements: A, B, C, Silver C, Gold C and 3 diamond certificates!
ALL THE TRAINING IS HANDS ON PRACTICAL TEACHING!

HOW DO I GET TO LOCHIEL?

A car pooling system operates from Bolivar on the Port Wakefield Road, at the Caltex Service Station just next to the Bolivar Caravan park (just past the Bolivar Hotel). We meet there at 7.30am on Saturdays or Sundays and arrive back between 7pm and 11pm. Round trip costs \$8 to cover petrol. Or people can be picked up from the University at 7.00am in the morning. Ring Matthew Nicholls (297 0078) on Thursday nights between 7.30pm and 9.30pm to let us know you are coming.

AUGC IS A MEMBER ORIENTED CLUB!

We can keep our flying costs down because we believe in active voluntary member participation in aircraft maintenance and care.

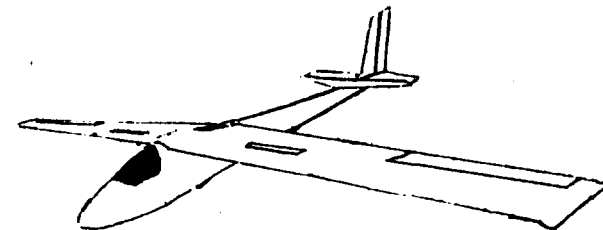
WE NEED YOU SUPPORT COME VISIT AUGC SOON!

A PRESEDENTIAL HELLO,

Well hello and welcome to all our members particularly all the 'O Weekers' who have decided to give gliding a go. I'm sure all you first timers won't regret coming up to Lochiel and discovering soaring in a sailplane. The AUGC is one of the cheapest clubs in Australia and if gliding does take your fancy, our instructors can teach all that there is to know.

Just remember, that like sailing, gliding is dependent upon the weather. On a "Bad" day, you might be limited to multiple six minute flights: a good way to practice your landings. On a "Good" day, flights of over 10,000 feet covering hundreds of kilometres are possible. So don't be discouraged if you find that your first day is not spectacular (although to beginners, I'm sure it will be) it all averages out. Come along soon and discover gliding - See you there.

David.



Lochiel Airfield	(088) 26 2203
President	David Teagle 272 4778
Secretary	Cathy Hehir 295 6786
Treasurer	Dennis Medlow 261 9781
Chief Instructor	Redmond Quinn 344 5331
Club Contact	Matthew Nicholls 297 0078

A Friendly Regatta

The annual Adelaide University Gliding Club regatta was held on the Australia Day long weekend (28th - 30th January) at Lochiel. The contest objectives were advertised in the following way.

"The aim is to provide a no pressure regatta with opportunities for learning more about cross country/competition flying. Two seater instructional flights are encouraged."

Although the weather was not kind to us, we achieved our aims, as for some pilots, it was their first competition and others their first cross country flight. There were some old hands present to lend a hand and offer advice.

DAY 1:

Weather: 38°C forecast max, isolated dust devils, and a temp trace that followed the DALR line from 500, needing 36.5 to trigger.

Task: 114km Arrow/Bocian/Goose
Lochiel Airfield - Nantawarra - Redhill - Lochiel Airfield.
178km The Rest
Lochiel Airfield - Blyth - Gladstone - Lochiel Airfield.

Contest launching began at 2.07pm with Emilis Pregaukas in his Boomerang. Then the winch transmission played up and it was 30 minutes before we were able to launch the next competitors. Stephen Vere and Merv Gill were the only two to need a re-light each. On task, the day was fairly strong with most competitors easily achieving heights of 10,000 feet. Line honours went to Emilis, but since he launched well ahead of the rest of the field, this was no surprise. Stephen Vere suffered a late start and vario problems and Merv Gill landed 15km out. The day ended with a meal at the Lake View Hotel, Lochiel, and the Day 1 Presentations. Results for the day were as follows:

	Aircraft	Club	True Speed	H'cap Imposed	Adjusted Speed	Pilot	Type	Points
1.	FQI	ASC	97.09	0.86	83.50	Gordon Weiss Gaby Hayes	G103 Twin II	1000
2.	TI	AHSG	84.09	0.99	83.25	Emilis Pregaukas	ES60 Boomerang	997
3.	QZ	AUGC	80.30	0.99	79.50	Dennis Hedlow	ES60 Boomerang	952
4.	WUK	Whyslla	85.44	0.90	76.90	Ron Dunn	Astir CS	921
5.	YB	AUGC	82.15	0.85	69.83	Peter Temple	Phaebus C	836
6.	KYW	AUGC	54.72	1.13	61.83	Ion Linke Redmond Quinn	Bocian 1E	740
7.	OK	AUGC	53.13	0.82	43.57	Stephen Vere	Pik 20	522
8.	HE	BGC	O/L	1.50	43.57	Merv Gill	Spruce Goose	522

DAY 2:

Weather: We all woke up to a howling gale, and the wind speed continued to increase as the day progressed. The forecast max was 32°C and only the bottom 2000 feet had been cleaned out by a weak front that had gone through during the night.

Task: None set.

The morning saw a cricket match between AUGC and ASC but it was more every man for himself as the home made bat gradually disintegrated.

Late morning we had David and Harry Bache drop in in their Grob 109. It was suggested that they be awarded daily winners as they were the only ones to fly.

Noel and Beverly Matthews arrived and generated a lot of interest with their photo videos and information concerning the early days of gliding in South Australia.

Fred Foord and his wife, Pat, also visited and brought Fred's Kingfisher which looks magnificent following the 20 yearly, but much to his disappointment, the wind wouldn't let up and he had to leave that evening without flying the Kingfisher.

That night everyone enjoyed a BBQ and watched "Aliens" on video.

DAY 3:

Weather: The weather looked better. Forecast max. was 28°C, but more air had been cleared out. Unfortunately we had an 8°C inversion at about 2500 feet to cope with. A task was set:

Task: 70km Arrow/Bocian/Ka6
Lochiel Airfield-Kadina-Lochiel Airfield
78km The Rest
Lochiel Airfield-Kadina-Paskeville-Lochiel Airfield

This was not meant to be as no one got away. Ralph Crompton did his best in the green and gold Ka6, but after 2 launches, he gave it away as a bad job and derigged.

We all flew circuits, and in the afternoon there was some aircraft swapping. I had a fly in Emilis' Boomerang while he flew the Pik 20 and I was interested to note the differences between the Mk 1 and Mk 2 Boomerang. It was decided to make the contest a duration one which led to the following results.

	Aircraft	Club	Duration	Pilot	Type
1.	NF	AUGC	24 mins	Peter Cassidy	ES59 Arrow
2.	OK	AHSG	20 mins	Emilis Pregaukas	Pik 20
3.	FQI	ASC	17 mins	Steve Woolger	G103 Twin II

The regatta concluded with tea at the Main North Road Pizza Hut, with pilots from the ASC, AUGC and AHSG. It was agreed that although the weather could have been kinder to us, it was indeed a friendly regatta.

Some Safety Tips

Welcome to Lochiel Airfield. The following advice is given to enable new and old members alike to visit our airfield in safety and comfort.

• AIRSTRIPS:

The purpose of the airstrips is to enable gliders and other aircraft to takeoff and land. While it is necessary at times to move gliders, winches and other sundry obstacles on the strip, great care should be taken to ensure takeoffs and landings are not impeded. At the launch point vehicles, people and sundry obstacles should be kept 30 or 40 metres away from the edge of the strip.

• LAUNCH CLEARANCE:

The strip and a large distance either side between the launch point and the winch are dangerous places to be during a winch launch. The steel cable and assorted hardware on the end will go through the roof of your car when dropped from half a kilometre up!

• WINCH:

The winch looks a monster and can act even meaner. Gliders are launched by using a big V8 engine to haul stranded cable in at great speed. Needless to say if your arm, leg etc. get tangled with the cable there is a high chance you will lose it. Keep at least 2 metres clear of the cables at the launch point unless you are actually picking one up to hook on a glider. When picking a cable up hold it half way along the yellow hose rather than at the end. If the cable should accidentally be hauled in while you are holding it LET IT GO!

If you are riding on the winch at any time hang on tight while the vehicle is in motion.

• THE ELEMENTS & GLIDERS:

Strong winds and rain don't mix well with our gliders. Winds have a bad habit of blowing over gliders on the ground. No glider should be left unattended without tying it down. In particular no aircraft should be left facing into wind. We don't like getting our aircraft wet. Water destroys the surface wood/fabric on wooden aircraft, the gel coat on fibreglass aircraft and comodes metal aircraft. If the wind blows up or the rain comes down your help will be needed to secure the aircraft.

• DON'T DISTURB:

Before an aircraft is flown each day it is subject to a "Daily Inspection". Before each takeoff the pilot carries out a "Pretakeoff Check". Don't distract the inspector/pilot carrying out these important checks.

• CARS:

We operate from a farmer's wide open paddock, however drive with caution especially near people, gliders other vehicles, etc. The paddock becomes lethally slippery when wet so be particularly cautious after rain.

• THE FARMER'S PADDOCK:

We operate with the good will of the rural community. Leave gates open or closed as you found them. Don't disturb livestock (except to chase them off the strip!). Don't smoke in the paddock during the fireban period.

• BOOZE:

No alcohol is to be consumed on field 'till after the last launch of the day.

• AWARENESS:

Whenever you are on field keep your brain in gear to ensure that you and club equipment don't get damaged.

• ASK:

Don't be shy. If you are new on field some of the procedures involved in gliding will be strange. Ask one of the old hands or the instructor in charge to explain to you what is going on. Get involved in helping the operation to run smoothly. It beats sitting on the sideline getting bored!

GLIDING IS A TEAM EFFORT

*Andrew Quinn
Chief Flying Instructor*

ATTENTION ATTENTION ATTENTION

Attention to all members

ANNUAL GENERAL MEETING

of the

ADELAIDE UNIVERSITY GLIDING CLUB

To be held in the
NORTH DINING ROOM
of the Union Building
at 7.30 pm

Wednesday, April 5 1989

Positions to be elected:

PRESIDENT

SECRETARY

TREASURER

SOCIAL SECRETARY

FIFTH EXECUTIVE MEMBER

PLEASE ALL MEMBERS TURN UP

PLEASE BRING A LIGHT SUPPER FOR AFTERWARDS

THIS IS A GOOD OPPORTUNITY FOR YOU TO MEET YOUR FELLOW
MEMBERS

*Please Tell Dennis that wish to REJOIN!
BRING YOUR ACCOUNTS TO CREDIT!*

To all renewing members;

Non Uni Members \$140⁰⁰ in the black
Student Members \$ 90⁰⁰ in the black.



This enables the treasury to pay for your membership
to the Club and pay C.F.A. subscriptions (DL 261 9781)

FEE'S

MEMBERSHIP (PER YEAR)

\$5.00 PER ADELAIDE UNI STUDENT
\$50.00 OTHERWISE

FLYING

	Members	Non Members
Launch ↗	\$2.00/launch	\$3.00/launch
1 Seater 	20¢/min	25¢/min
2 Seater 	15¢/min	20¢/min

All cross country flights longer than 3 hours;
pay only for 3 hours. Local flying; pay for total time.

\$2.00 Statement Fee Enforced

If after suitable warning from the treasurer,
YOUR ACCOUNT IS \$20 IN THE RED!

ACCOMMODATION

\$2.00 PER PERSON PER NIGHT