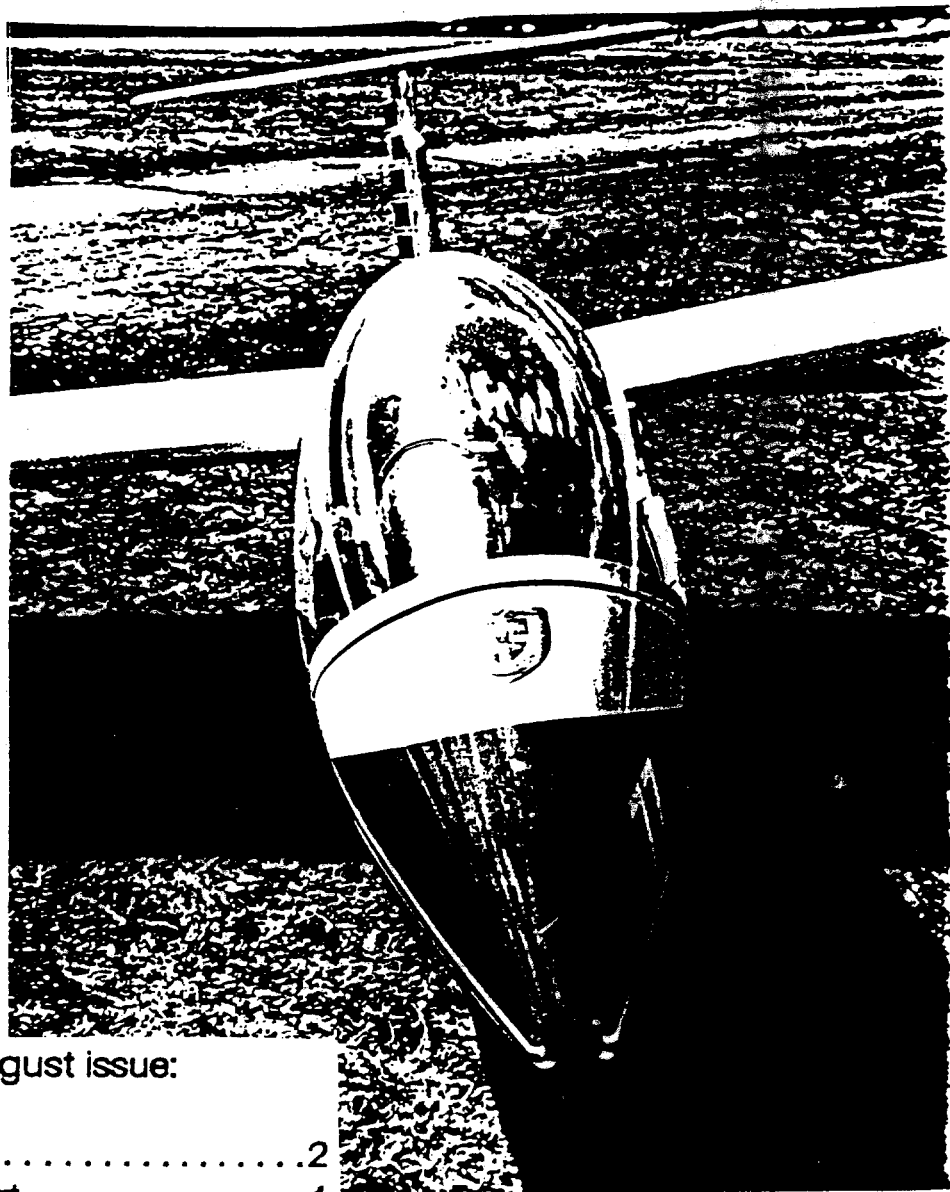


# Uni Gliding

Volume 16<sup>S</sup>, Issue 7

July/August, 1990



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An official publication of The Adelaide University Gliding Club Inc.

## Club News

There seems to be only one word to describe the last few weeks — wet. Recent torrential downpours (which I assiduously avoided avoiding at Mount Buller) have swept several tonnes of topsoil from the field into the south-west corner of the paddock behind the hangar, which has suddenly become an ideal place to dump stolen vehicles, unidentified corpses etc. etc. (they sink in minutes). As a result the fence track now resembles a miniature version of the grand canyon, so take extra care when driving down it (especially in the wet) unless you want your car to disappear into the abyss.

Another casualty of the recent rains is a large stack of the July edition of Uni Gliding which was mysteriously swept out to St. Vincent's Gulf. Fortunately, we have repeated most of the material from that lost issue in this one (including our editorial rebuttal that David and I are a couple of psychopathic liars and in fact are just plain slack), so don't worry: you haven't missed out.

Luckily very few flying days have been rained out, and Bonox Talker, our resident long range weather forecaster assures us that no more will be. Furthermore the ridge has been booming lately and individual flying times of 3 hours plus per weekend have been commonplace. If you haven't been up gliding lately (or heaven forbid, at all) this is an ideal opportunity for some truly spectacular gliding. Don't be discouraged by the gloomy weather in Adelaide, as more often than not when it's wet in Adelaide it's fine at Lochiel. Our instructors are "Ready and willing to fly!"

To financial matters now, and the recent sale of the Phoebus has left the club coffers in a slightly more liquid state. There are plenty of projects underway and on the drawing board ready to take advantage of this — the rebuilding of the twin trailer continues, the Bergfalke wings are to be refabricated, and plans are underfoot for either a new workshop at West Beach or a winch shed at Lochiel. Incidentally, maintenance of one form or another is always going on at West Beach, so if you are manually dexterous or willing to learn about aircraft structures, trailer designing/building etc. give Redmond Quinn (344 5331) or David Conway (294 4828) a call whenever you have a night free.

## Social Events

Social events? We've got social events coming out of our undercarriages! Agata has been working overtime arranging nights on the town. Attendance at such events has been extraordinary lately, but it would be nice to see some of the new members coming along. Even if you haven't been gliding yet, come along and meet us! Here is a taste of what's to come:

On Thursday August 23rd at 7:20pm there will be a Ten Pin Bowling night at City Bowl, 274 Hindley Street, Adelaide. The last bowling night was a huge success so this is well worth attending.

Due to the success of the Gym Night last June, another one is being held on Wednesday September 12 at 7:30 at the Uni Gym, McKinnon Parade, North Adelaide. Come along for a friendly game of Badminton or Volleyball.

On Wednesday 26th September at 7:30pm we will be having a video night at the residence of Stephen Were (352 5137). Bring your own drinks, videos, eyedrops, matchsticks etc.

## Club Events

And that's not all! There are several up and coming Club Events:

Wednesday September 5th (General Meeting, Jerry Portus Room, South West corner of cloisters, 7:30pm) Redmond Quinn will be giving his annual cross country training course. This is well worth attending, since Redmond says this is a prerequisite for anyone considering achieving their cross country rating this summer.

From September 15th to September 23rd, Stephen Were will be holding a flying camp at Lochiel. The emphasis will be on cross country flying but if you want to get some solid pre-solo training in, this is your big

# Club News: The Saga Continues

chance. If you are interested in going, fill out the form below and drop it in the Gliding Pigeon Hole in the Jerry Portus Room (or if that's inconvenient, just contact any executive member.). The cost of accommodation at Lochiel is \$2 per night. If you can't make it in that week but are interested in a similar camp in the second week of the holidays, do the same — if enough interest is generated something may well be arranged.

The big news is that at the October General Meeting (Wednesday 3rd) Mike Valentia, the National Gliding School Coach will be coming over from Melbourne to give a lecture on "Pilot Awareness and Preparedness". Members from other clubs are invited and are welcome to attend. This is a must-see event — I am told Mike is a talented and entertaining speaker.

Also, from September 28 to October 1 the Brewster Regatta is being held at Adelaide Hills which several representatives from AUGC are attending. As a result, flying at Lochiel may be restricted or cancelled on the weekend of September 28/30, so be sure to check with Matthew Nicholls on Thursday 27th if you are thinking of flying then.

## Assorted Miscellany

Apologies are extended to all the 'social' members listed in last month's issue (I mean, the issue before the last issue) of Uni Gliding. I believe some sort of software/user interface fault was to blame.

Congratulations to Matthew Nicholls who recently turned 21. Good on ya' Mathew!

And finally, something from the quotebook. Bradley Gould (aka Mr. M.) was heard to say at a recent executive meeting: "I'll do all the flashing!"

Happy Contrails,  
David Smith.

## Flying Camp Registration Form

Name: \_\_\_\_\_ Dept: \_\_\_\_\_

Address \_\_\_\_\_ Phone: \_\_\_\_\_

Yes, I wish to attend the flying camp from \_\_/09/90 to \_\_/09/90 (please supply dates if not attending all week)

No, I can't attend the flying camp from September 15, but I am interested in midweek flying from September 24 to 28.

## The President's Report

### Report Card

Student: Peter Cassidy

Grade: 7

Home Group Teacher: H Fitzgerald

Days Absent: 3

Comments: Peter is a quiet, attentive student who communicates well with his peers although Peter seems to be coping well with his studies, his attitude towards homework is concerning - despite repeated promises, assignments are usually handed in late or not at all. Such practices must be curbed if Peter is to be successful at High School.

Signed: H Fitzgerald

Date: 15/11/79

**Another boring weekend at home?**

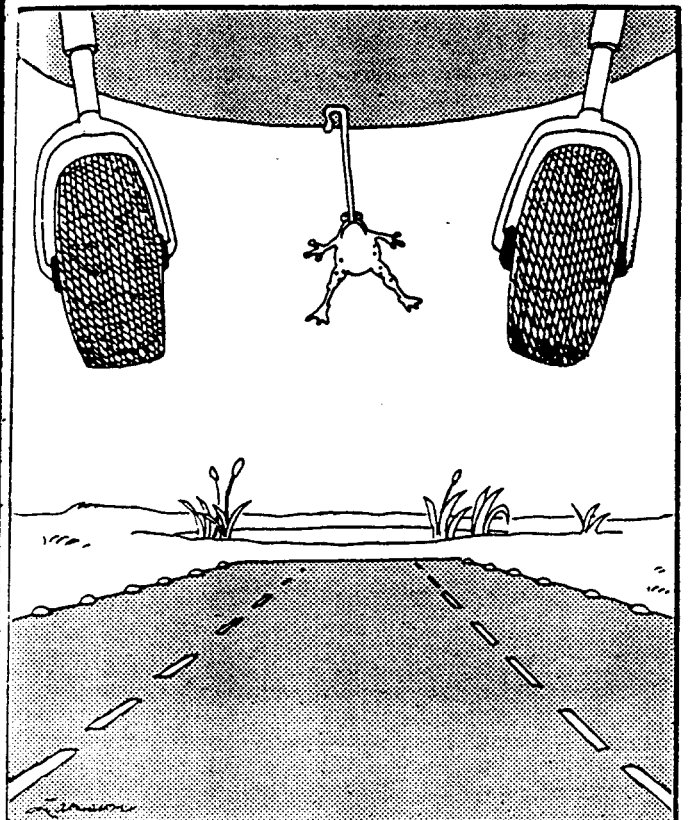
**Why not...**

**GLIDE!**

**If you haven't been up to Lochiel yet, 'phone Matthew on Thursday night on 2970078!**

**It's just \$9 an hour\* for AUGC members!**

\*Plus \$2 launch cost.



## Editorial

Welcome to the August issue of our wonderful publication. That's right, it's the August issue. What's that? You didn't receive your July issue? OK OK...I'll have a word with Australia Post and find out what the story is. Oh, so you don't believe me? You think that David and I just didn't do a July issue because of exams and are just trying to cover up? Oh, well can't argue with that now can it

This month I am going to have a bit of a whinge on behalf of a weary few. I wonder in fact how many people actually bother to read the editorials we write. Obviously not a lot of people as it seems that all the subtle requests for help down at the West Beach workshop have gone to waste. Airworthiness is an important part of gliding and without people to perform regular maintenance on aircraft and the like, they would all gradually deteriorate into a state of uselessness. In our gliding club we do not employ people to maintain our aircraft. Why should we? We have a large club with over 100 members which would obviously be enough to maintain our four club aircraft.

Let me ask a question. How many people do you think ACTUALLY turn up at West Beach when there is work needing to be done? Well, the answer is that only about four or five people and a few others that occasionally turn up get to perform all the repairs and inspections on all of the club's gliders and anything else that needs doing. Some of these people go down there every night of the week for months at a time. I wonder if they have anything better to do?

So if you haven't been down to West Beach recently I would suggest that you make the effort to go down there. Sure, you can make up lots of excuses, but why not stop and think about the people that actually do go down there. They could probably make up all the same excuses and would probably much rather be home watching whatever happens to be on TV instead of fixing everything so that the rest of the club's members can make use of them. However these people continually put in their time and effort to maintain the club's fleet so that all you people that fly can have a great time without having to lift a finger (except maybe to raise the undercarriage.)

The other thing is that when these people eventually move on and leave the club, who is going to do the work then? Well if things proceed as they are at the moment then the work will end up just not being done. This means that flying the aircraft would be illegal, since no one has bothered to inspect them, and the club would just die due to plain laziness on the part of its members. I know that everyone has been found guilty of 'Not being down at West Beach enough' at some stage in their involvement with the club, but if everyone came down a bit more often to help out, the people that always go down there could have a much needed rest once in a while and aircraft inspections might be completed sooner than they normally are.

Next time you are up at Lochiel flying the Libelle at 4500' in a 5 knot thermal, just think whether you were part of the team of people that helped make your aircraft able to be flown. If you weren't then you should feel very, very, very, extremely, unbelievably guilty! Oh and even if you are not able to be flying the Libelle at 4500' in a 5 knot thermal you should still feel very, very, very, extremely, unbelievably guilty if you haven't done anything to help out.

On a happier note, flying at Lochiel has been wonderful lately. Just last weekend the ridge was working quite well and everyone on field was able to get 3 hours each. The weather we have been experiencing lately has contradicted the weatherman's forecasts, so we have developed the following theorem: Given a weather forecast, change the specified wind direction to something near westerly (preferably due westerly) and delete any part which mentions rain. Then go flying. Don't be surprised if the ridge provides lift all day and the wind is in fact blowing from somewhere near westerly. In short, just don't believe the weatherman because he isn't a glider pilot!

This month I would like to congratulate myself on getting my Air Experience instructor rating and for passing all my exams! Oh by the way, congratulations to anyone else who managed to pass all their exams as well.

Well that's all I have to say. I hope some of you are starting to feel a bit guilty and will start following your consciences down to West Beach more often.

David Hulse

## It was one of those days.

### Subtitled: It Couldn't Happen To A Nicer Guy!

Gliding (as many people know) can be a damn frustrating hobby. With glider pilots in pursuit of the 'Turbo Thermal' like surflites in pursuit of the perfect wave. One does become very superstitious as to why that perfect thermal, or ridge lift eluded them. Many people blame the presence of particular people on field for crummy weather and misfortune (although recent circumstances have tended to contradict this.) Of course, I don't believe any of this. Having a dud flight is just a product of chance and circumstance (you happen to be in the right spot at the right time!)

*(Then how do you explain having a circuit day on Saturday and then a great ridge day on Sunday for two consecutive weekends, on both of which you went home on the Saturday? — Eds.)*

The 'Law of Averages' was made up by people in times of misfortune. They somehow believe that if you're having a run a bad luck, that sooner or later you will have a lucky event. (Any statistician could tell you that's a load of rubbish.) The fact is; that some people have poorer averages than others (ask Mark Raftery about what I mean, as I explained it to him ad nauseam!) I just gathered that I had a low average flight time because I was plain unlucky. (People seemed always jealous of Simon Hackett's hour plus flights, but I suppose he's a guy with a good average!)

It was a Sunday morning at Bolivar. The day was looking good. We were waiting for an instructor (this fact would become more important as the day passed.) There were only six of us on field (two visitors, three post solo pilots and one instructor.) So we flew the Bergfalke.

As usual the pilots were taken up for a check flight and any necessary training. The second check flight was up and away so we decided to retrieve the guy from the winch, as it was a rather hot day. So, we drove up the runway to the winch. About fifty metres from the winch, my car died! A rather broken wire hung from the battery. The big problem was trying to find where the other end of this wire went. Thankfully, one of the guys in the car knew something about cars, but he was a bit baffled at first by the novelty of Swedish Valiant wiring. I was thinking about how I was going to get the car back to Adelaide. What a place for a car to die! It's going to be long day! We found where the prodigal wire connected, after shorting this wire against everything in the bonnet! This wire attached to some terminal board tucked away behind the left headlamp. The car was running again. Crisis number one resolved!

Then came my turn for a check flight. The lift was working well. I made a good job of dodging it, or when I found it, I hobby horsed my way around it! (Don't chase the ASI) The instructor in the back asked me to smooth my flying up a bit (even though it was a bit bumpy.) I hadn't been in a decent thermal flight for a long time, so I was a bit rough. We had started to drift from the airfield, so we followed a street back towards it, then I found a ten knot thermal. "Can I please have an airsick bag?" I heard from the back. I handed it over, thinking that the instructor was dropping me a hint not to fly so rough. (A case of trainee induced instability.) But sure enough, rather unhappy sounds could be heard coming from the back seat. This was crisis number two to the day! I almost died! I was so embarrassed. I asked the instructor if we should land. He said yes. I was at two and a half thousand feet in a ten knot thermal, and had to break off. I opened the air brakes fully encountering FUST induced lift on circuit. I felt so upset. Climbing out of the cockpit after the landing, I learned, that, on the turn from base onto final, the airsickness bag ruptured.

After the instructor mopped out the aircraft, I was sent up by myself. Going on my past flight histories, I expected to be back down again very soon. I went up the launch to fourteen hundred feet, straight into a nice thermal running at about three knots. Slowly I was gaining altitude, then at about three thousand feet up the thermal became a turbo thermal, with lift greater than ten knots. I broke off at 7500 feet over Lochiel, the lift was going higher, but there was controlled airspace above me. The day was a bit hazy, nevertheless the view was fantastic. Towns 30 kilometres away looked so close! I wandered over the airfield at 5000 feet (the sink was rather severe too) and went half way to Bute. This was a flight I had been waiting for! I just drifted about enjoying the view. Then came time for me to land; of course all this ten knot lift started appearing! I landed nicely and waited in the aircraft for people to come down from the clubhouse. I was so relieved that I had flown a decent flight. I

## **It was still one of those days...**

stayed up for 90 minutes. I felt really satisfied that I did this flight all by myself. By now the ridge was starting to work, and that's where the next check flight headed.

Everyone finally did get to fly that day, the instructor felt a lot less ill when he was at the controls when taking up the visitors. He told me 'a glider is a stable platform when flown correctly'

And so ends this dreary story, and I had learned three things: keep the battery terminals in your car clean, don't chase the airspeed indicator when flying (you'll only make people sick), and be patient, good flights come to those who wait!

See you at Lochiel!

P.S. The following weekend, I had another long flight of 80 minutes on a rather spectacular ridge. Sooner or later you will get longer and better flights.

Michael Texer

## **A Memorable Flight - Sunday 22/07/90**

*This article is dedicated to Michael Texer, without whose help the described flight would not have been possible. It was through Michael's thoughtfulness and understanding that he chose to go home on Saturday thus enabling good weather on Sunday.*

The day dawned with the usual northerly winds and corresponding lacking enthusiasm. The wind, however, picked up and by pure chance swung gradually to the forecast westerly. By early afternoon all of the club gliders were flying on the ridge and occasionally thermalling in the abundant thermals. Mid afternoon brought a change leaving 5-10 kt due westerly wind in a perfectly clear blue sky. Finally it was my turn for the Libelle. The ridge lift was very smooth with pure ridge lift to well over 2000'. Even close to the ridge the lift was very smooth enabling continuous beat-ups of the ridge at over 100 kts. The 136 kt VNE of the Libelle enables very spectacular beat-ups when the ridge gets boring!

Heading north at 2200' and still going up I decided to try the Barunga Range across the gap. After losing several hundred feet crossing the gap I found the Barunga Range was working almost as well as our ridge also in dead smooth lift. Continuing northward the ridge worked to above 1700' all the way to the end of the usable section of ridge just short of Redhill. Even with the height I had it felt a long way from the airfield! A number of other pilots in the club have followed the same ridge line as low as 500', I doubt that my nerves could take it. The return trip was uneventful and I arrived back on our familiar ridge at the respectable height of 1200' after travelling a total distance of 70 km in under 45 minutes (not a spectacular speed but I was enjoying the view in the excellent clear conditions). A cable break and the usual stuff-ups on the ground enabled me to stay aloft for the remainder of the day (what a pity!).

*Thankyou Michael for allowing one of the best flying days of the year. You're welcome to leave any day you please!*

Peter Temple

## Rules of the Air

*Seeing that several pilots are coming up to achieving their Silver G rating, it seems like an opportune time to publish the Rules of the Air. All pilots should be familiar with these Rules.*

- 4.1 The glider shall not be operated in a negligent manner or in a reckless manner so as to be likely to endanger life or property of others.
- 4.2 Give way to other aircraft on your right. Do not pass over or under the other or cross ahead of it unless passing well clear. Power driven aircraft including power driven gliders with the power unit operating are required to give way to gliders and gliders to balloons.
- 4.3 When to aircraft are approaching head on or nearly so, each shall alter course to the right.
- 4.4 If you are overtaking another aircraft, that aircraft has right of way and your course must be altered to the right.
- 4.5 All aircraft must give way to an aircraft making an emergency landing.
- 4.6 When aircraft or gliders are approaching to land, the one at the lower height has priority. High performance gliders should give way to low performance gliders when at approximately the same height on base leg.
- 4.7 An aircraft or glider on final approach has right of way over an aircraft or glider on the ground.
- 4.8 An aircraft shall not be operated on the ground in such a manner as to create a hazard to itself or other aircraft, and shall not be operated in the air in close proximity to another aircraft except when thermalling or when in the circuit area.
- 4.9 Aircraft shall not fly in formation except by pre-arrangement.
- 4.10 The first pilot into a thermal sets the direction of circling. A glider joining a thermal which is already occupied must circle in the same direction as the glider/s working the thermal. Separation requirements in thermals:
  - (a) Vertical separation: 200 feet (60 metres) above or below another glider.
  - (b) Horizontal separation: 200 feet (60 metres).
  - (c) Overtaking procedure: The pilot of a glider which is overtaking another glider is responsible for maintaining horizontal separation when the vertical separation limits are lower than 200 feet (60 metres) above or below the other glider.
- 4.11 In the case of ridge soaring, turns must always be made into wind and an overtaking glider must pass between the overtaken glider and the ridge.
- 4.12 An aircraft or glider must not commence takeoff until there is no risk of collision with other aircraft or gliders.
- 4.13 Aerobatic flight is permitted only under the following conditions:
  - (a) Without risk of collision with other gliders or aircraft.
  - (b) Within the aerobatics category of the glider.
  - (c) At a height of not less than one thousand feet (300 metres) above terrain during the whole of the manoeuvres.
  - (d) Not over a town or public gathering.
  - (e) in VMC (Visual Flight Conditions) by day.
- 4.14 Visual Flight Rules: Gliders must operate under VFR (Visual Flight Rules) at all times so as not to endanger other aircraft, some of which could be flying under IFR (Instrument Flight Rules). Requirements for VFR flight are that the flight shall be conducted so that the glider is flown in VMC (Visual Meteorological Conditions).



## More Rules of the Air

### 4.15 Visual Meteorological Conditions: (VMC)

VMC exist when an aircraft can maintain:

- (I) A flight visibility, and
- (II) A distance from cloud equal to or greater than that set out below.

#### Fixed-wing aircraft:

Height	Flight Visibility	Horizontal distance from cloud	Vertical distance from cloud
Below 5000 feet (1500 metres) above mean sea level	5000 metres (3 miles)	600 metres (2000 feet)	500 feet (150 metres)
At or above 5000 feet (1500 metres) above mean sea level.	8000 metres (5 miles)	2000 metres (6500 feet)	1000 feet (300 metres)

#### Additional Conditions:

- (a) Within his area of responsibility, the tower controller may require an increase or permit a decrease in these criteria within controlled airspace.
- (b) When at or below 2000 feet above ground or water, a pilot must be able to navigate by reference to the ground or water.
- (c) Cruising level to be in accordance with the tables appearing in the flight planning section.

Note also that above flight level 210, VFR and NGT VMC category flights permitted only with special authorisation.

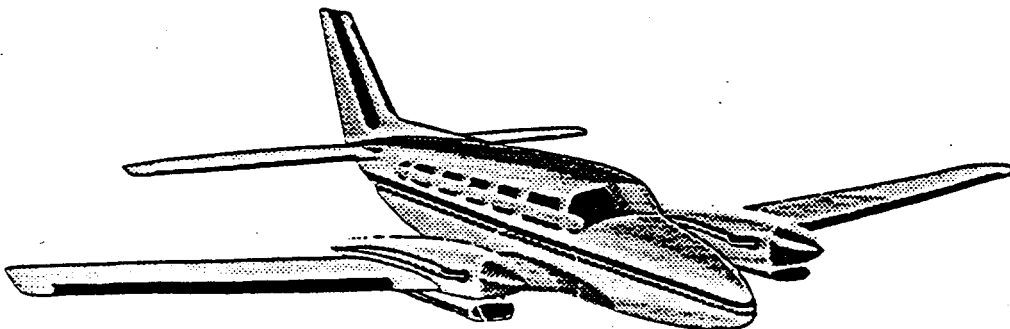
### 4.16 A glider shall not be flown under simulated instrument Flight Conditions unless:

- (a) Fully functioning dual controls are installed.
- (b) A competent pilot occupies a control seat to act as a safety pilot and has adequate vision forward and to each side of the glider.

### 4.17 Night flying is not permitted unless specifically authorised in writing by the Secretary, Department of Transport.

### 4.18 It is an offence to drop anything other than water, fine sand, or an approved towing or launching device except in an emergency.

### 4.19 Parachute descents, other than emergency descents, shall not be made unless authorised and conducted in accordance with written permission of the Secretary, Department of Transport.



# Information

## Club Contact Numbers

<b>President</b>	<b>Peter Cassidy</b>	<b>366 3382</b>
<b>Secretary</b>	<b>Bradley Gould</b>	<b>381 2072</b>
<b>Treasurer</b>	<b>Terry Gould</b>	<b>381 2072</b>
<b>Social Convenor</b>	<b>Agata Jarbin</b>	<b>336 8131</b>
<b>Fifth Member</b>	<b>Duncan Edwards</b>	<b>263 7626</b>
<b>Club Contact</b>	<b>Matthew Nicholls</b>	<b>297 6678</b>
<b>Newsletter Editors</b>	<b>David Hulse</b>	<b>31 3312</b>
	<b>David Smith</b>	<b>264 6733</b>
<b>Chief Flying Instructor</b>	<b>Redmond Quinn</b>	<b>344 5331</b>
<b>Lochiel Airfield</b>		<b>(088) 26 2203</b>

## Since you want to fly this weekend...

Ring Matthew Nicholls between 8:00 pm and 10:00 pm on Thursday night, so that he can organise car pools, instructors etc. On the day, meet at the Caltex service station on Port Wakefield Road, Botiver (just past the White Horse Inn and the caravan park, on the left) at 7:30 am. Or if you can't get transport that far, meet at the Uni footbridge at 7:00 am. Someone should arrive to pick you up before 7:15 am, if you have rung Matthew to tell him that you will be there.

## Calendar

What	When	Where
<b>Executive Meeting</b> Have a say in your club's future at the residence of Agata Jarbin, 96/669 Lower North East Road, Paradise. All welcome.	<b>Wednesday, August 15, 7:30pm</b>	<b>Agata Jarbin's House</b>
<b>Ten Pin Bowling Night</b> Come along and strike it lucky at City Bowl, 274 Hindley Street, Adelaide.	<b>Thursday, August 23, 7:20pm</b>	<b>City Bowl</b>
<b>General Meeting</b> Club matters, and Redmond Quinn will give his annual Cross Country Training talk.	<b>Wednesday, September 5, 7:30pm</b>	<b>Jerry Portus Room</b>
<b>Gym Night</b> Join us for an informal game of volleyball or badminton at the Uni Gym, McKinnon Pde, North Adelaide	<b>Wednesday, September 12, 7:30pm</b>	<b>Uni Gym</b>
<b>Flying Camp</b> Please submit registration form (in this issue) if interested.	<b>September 15 to 23</b>	<b>Lochiel Airfield</b>
<b>Video Night</b> Bring your favourite video to 148 Sherriff Court, Underdale	<b>Wednesday, September 26, 7:30pm</b>	<b>Stephen Were's House</b>
<b>Special General Meeting</b> Mike Valentine will be giving a talk on gliding. Don't miss it!	<b>Wednesday, October 3</b>	<b>Adelaide Uni</b>

**Remember, ring Agata Jarbin if you need any more information about these events!**