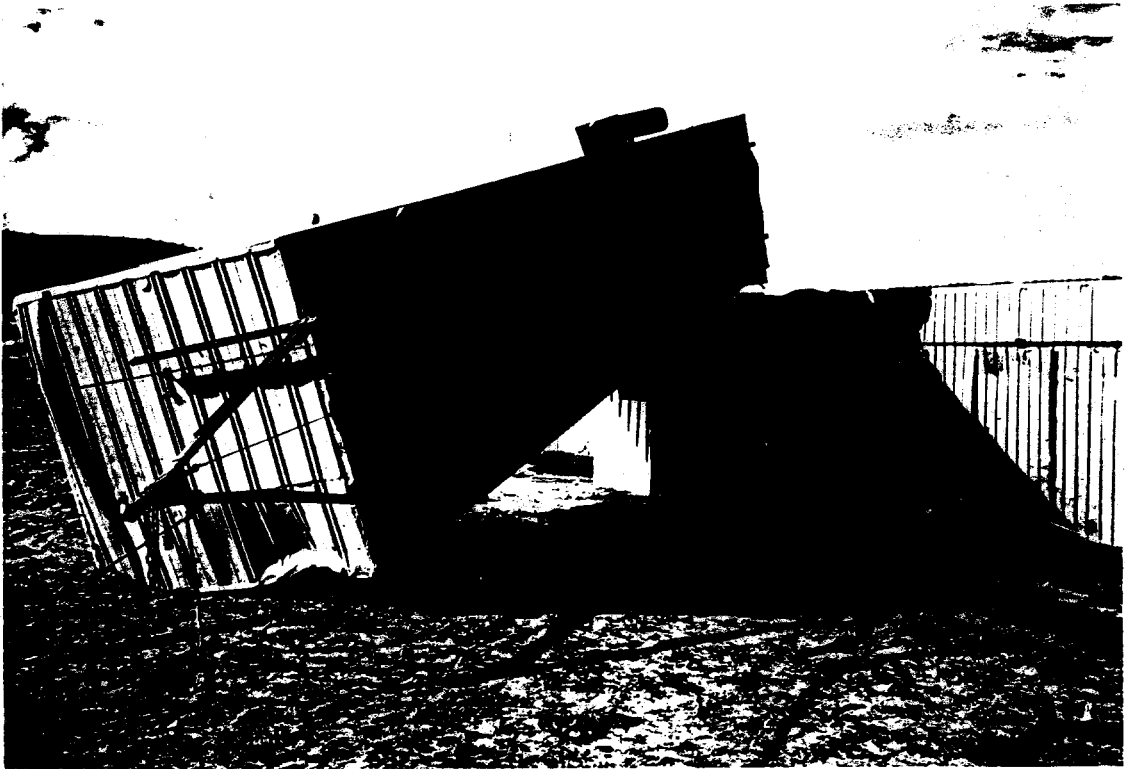


Uni Gliding

"Never let the truth get in the way of a good story"

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EDITORIAL

Well exams are over. Relax, and fly.

Andrew McGrath is hereby nominated by a certain anonymous president, to be the honourable AUGC lawn-mower, I am sure he will perform just as admirably as the sheep, after his heroic effort last week.

There has been a police presence at Lochiel recently, one visit was just to have a look while eating their lunch, the other was a visit to a very fast commodore, on the Port Wakefield road on the way home. The driver of the car always boasts about the speed/power/torque/agility of his car, and now has the fine to prove it. Perhaps a certain person could remove a spark plug lead (again), to slow you down. You didn't notice the difference the last time.

Bradley Gould

PRESIDENT'S REPORT

There is not much to say in this report, as all the students have been off studying for exams and have not been flying. Most days have had only the bare number of people to run operations, which is a pity, since on the whole they were a lot of ridge days. However now that exams are over we all expect things to pick up a bit, with students on holidays. I hope I will be run off my feet instructing during the flying camp, because the club needs its members to support it, i.e. fly.

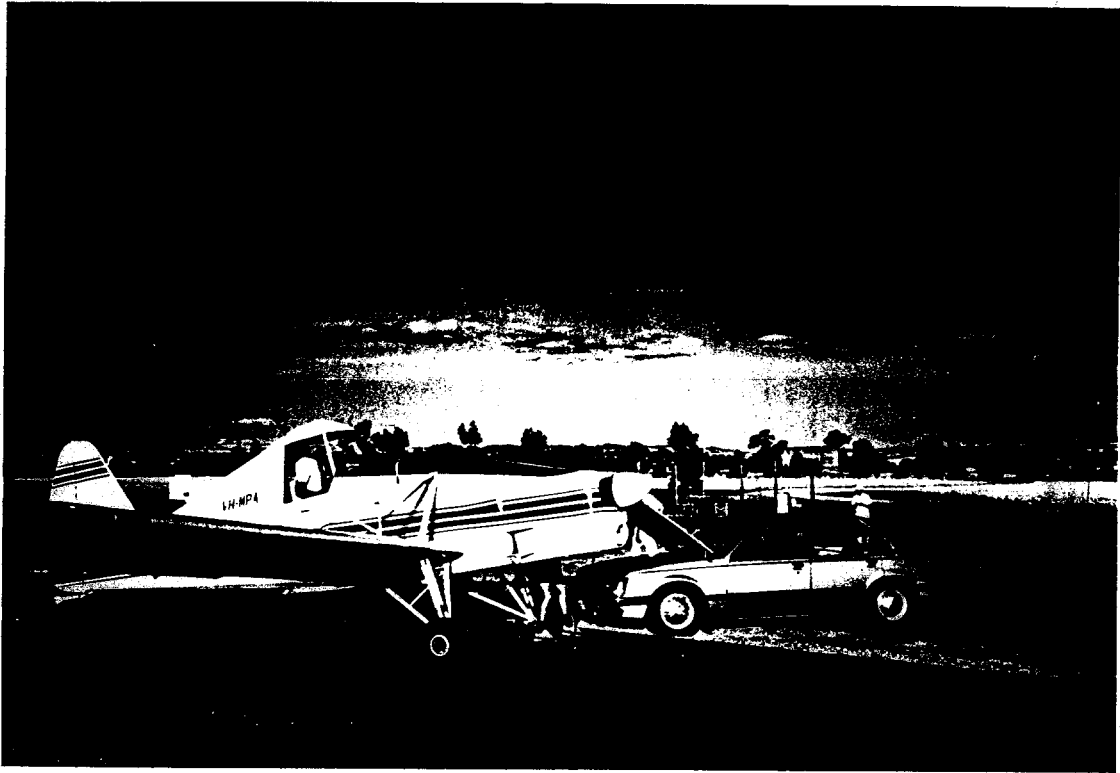
Peter Cassidy has taken on the job of catering officer, he is in charge of getting food to the clubhouse, so we can eat it. It is a thankless job, so try to help him out.

Well done to David Conway, who has become an NGS Instructor. What is an NGS instructor? Well NGS stands for National Gliding School, which is an organisation within the Gliding Federation of Australia (GFA), in charge of training, and lays down the standard syllabus for all pilot training.

Your instructors must have the ability and skill required to train you to become a safe and skilled pilot, so the standards of instructing obviously must be controlled in some way. This is done by the National Gliding School, which selects only the best instructors, and teaches them how to teach instructors. In this way the standard of instructing is made uniform throughout Australia. Well done David.

CAPTION COMPETITION

Who will produce the best caption to send to ASC, to the following photo?



Something like :

David Conway : Master Winch Engineer.

Here's David again, no matter where or how, leaping to the rescue of our less fortunate brethren - Adelaide Soaring Club. With his expert skill in winch dynamics, he bravely jump starts their "winch" without a second thought for the danger to mind and body.

The winner will get a free flight with said Master Winch Engineer.
Runner-up will get two flights.

GOOD NEWS!

During this year the executive committee has been busy trying to improve the club. Some ideas that have been accepted and passed at the meetings are :

CHEAP(ER) FLYING FOR STUDENTS.

If you are a student (i.e. you go to school/uni/TAFE) upon going solo the club will give you the next \$100 dollars you run up from your post solo flying. This is roughly equivalent to the club giving you 10 hours of flying after you go solo (excluding launches) or about 30-40 circuits, just for going solo. And when you successfully complete a FIA badge flight, that too will be free. This will save you \$130+ if you get a Silver C.

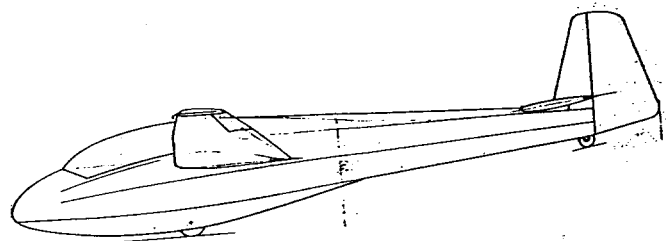
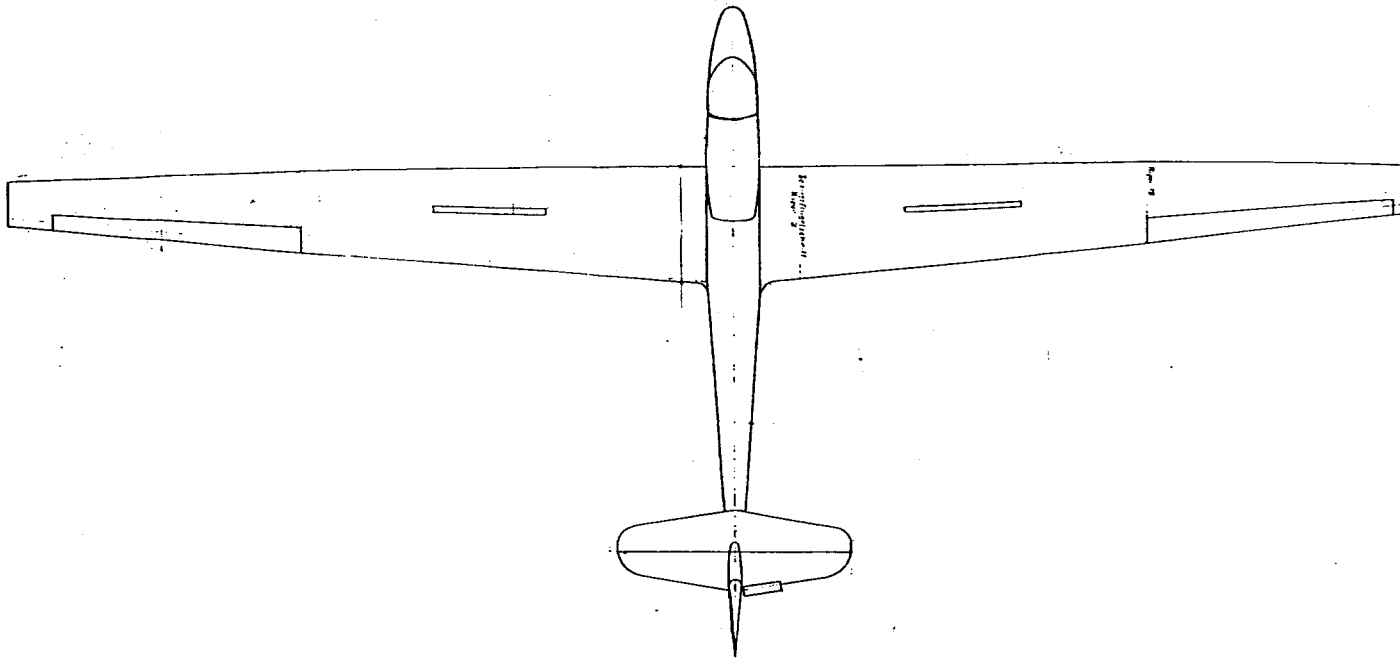
LIFE MEMBERS.

It was decided, by the executive, to award life memberships to any club member who has given 10 years of service to the club in the fields of : instructing, airworthiness, committee member or operations. This of course does not mean that you must be involved in all four categories, just that you must of been involved in a least one of the areas each year, for ten or more years. Since this is going to be inserted into the constitution, a special general meeting must be held and the amendment passed by those assembled. Only financial members are allowed to vote. The final decision on who will be awarded life membership will be up to the executive committee.

Motion : "That the category of Life Member be created in the AUGC constitution, and if passed by a Special General Meeting that Redmond Quinn be appointed inaugural life member by the new executive "

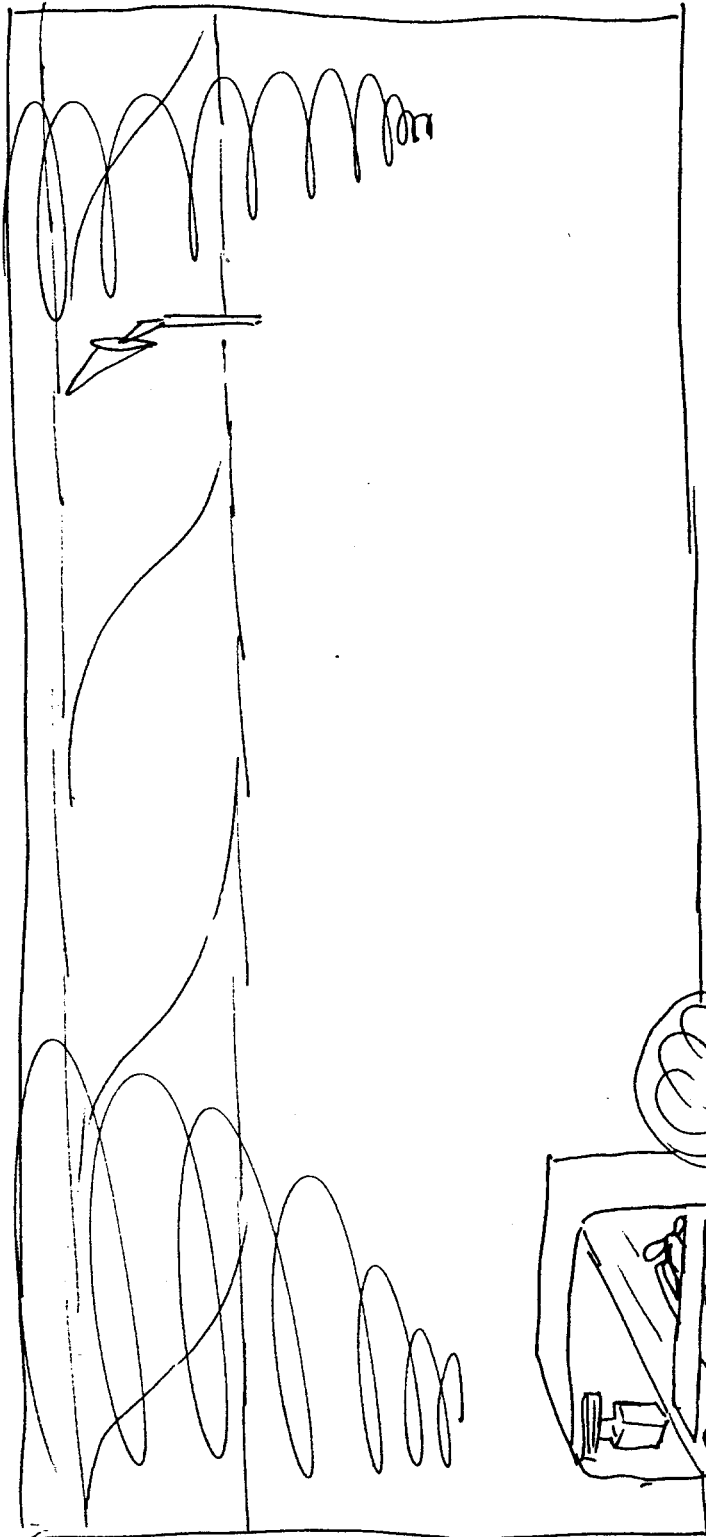
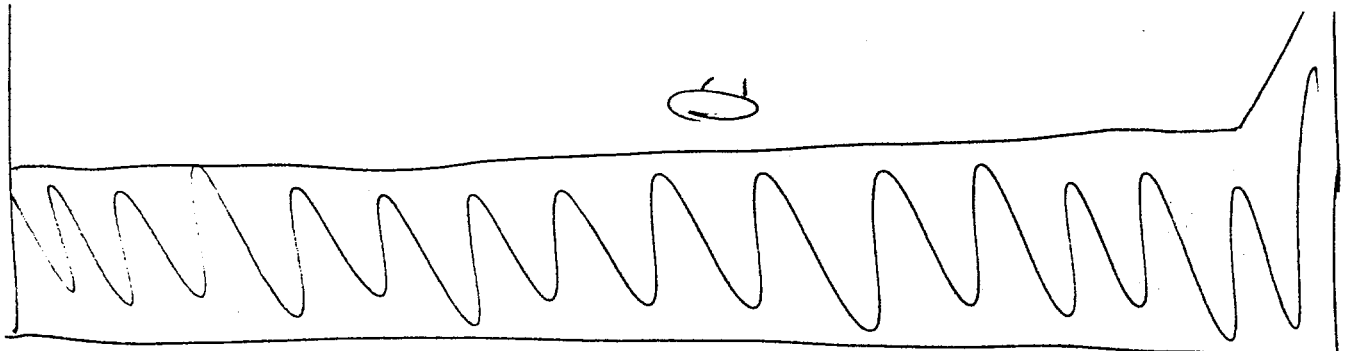
PAIN THE BERGFALKE!

Yes, its paint the Bergfalke time. The idea is to make up a paint scheme that can be painted on the real Bergfalke after it has finished it's 20 yearly.



HINTS FOR WINNING :

The aircraft must be mostly white. Black is not allowed. The simpler the better, its hard to paint spline curves on a curved surface, then reverse it for the other side. The committee favours the colour blue. It would be good to have 'ZM' on the tail. High visibility is good.



AN INTERVIEW WITH ANDREW McGRATH

PRO-FILE : ANDREW McGRATH.

Yes, Andrew is back, after his work commitments in the US. In his two year absence, he has missed great change in AUGC.

Andrew is an instructor with us, responsible for training the likes of Stephen Were and Peter Cassidy. He was also responsible for taking me for my first few flights in a glider. I guess he has

MY FIRST DAY ON FIELD - PART TWO

It was a mess. How else would you have described a great length of cable wound around the back wheel drum of a truck instead of being nicely laid out along the runway ready to launch a glider? To a pilot on the ground it was a disaster, to those in the air it meant they could stay up longer without being accused of hogging the aircraft. After all, why land when the next pilot wouldn't be able to launch due to a stuff up on the winch? To me, a yet to be flown passenger, it looked like an unfixable problem. However, I had under-estimated the combined genius of the regular members on field who had given birth to this monster in the first place, and soon the truck was jacked up and we were unreeling the cable from the wheel drum ready for the winch drum to wind it back to its correct position. Soon everything was back to normal and ground operations resumed.

There were plenty of things to keep me busy on the ground, such as towing the aircraft back to the launch point after each landing, and making sure that they were looked after, pointing out of wind with one wing held down at all times so that the plane couldn't blow over.

Finally it was my turn to fly. As fortune would have it, I was to fly with Redmond, the Chief Flying Instructor, in the Bocian. He briefed me on what to expect on my first flight, and I hinted that I would like to learn how to fly myself. So we proceeded to strap in, myself in the front seat and Redmond in the back seat, the pre-takeoff checks were completed and we were on our way.

I had never before experienced anything like a winch launch, we were hauled into the sky at an amazing rate. The ground rapidly fell away from us and after we released the cable we headed for the ridge to join the other gliders. Soon we had ridden the ridge lift up to 1800 feet, with the ridge top 1000 feet below us. The earlier overcast skies had cleared and the country side was bathed in brilliant sunshine. I noticed how smooth the paddocks looked from the air, how I could no longer notice any bumps or small rises in them. Of course larger features were easily recognisable so Redmond pointed out some of them to allow me to get my bearings and he continually made sure I was feeling comfortable in my new environment.

Finally I heard from the back seat what I had been waiting for: "Well Gary, let's see if we can teach you to fly this thing" and my first flying lesson began.

The first control I was shown was the elevator, controlled by moving the stick backward and forward. Pushing forward on the stick made the glider fly in a more nose down attitude (which I could tell by seeing the horizon move upward in my field of view and cross the canopy in a higher position than for the normal attitude) and at a faster airspeed. When the control stick was moved backward the horizon started moving down the canopy and the airspeed decreased. So I was taught to judge the airspeed by the glider's attitude relative to the horizon. To hold a constant airspeed I had to keep the glider at a constant attitude.

Next I was shown how to control the ailerons, the control surfaces out toward the end of the wings on the trailing edge, by moving the stick from side to side which made the aircraft roll from side to side. I was also shown how the rudder pedals moved the rudder causing the aircraft to yaw to the left or right. Finally we used all three controls together in order to turn the aircraft, which I was doing with Redmond giving guidance and encouragement from the back seat.

After what had seemed to be only a short time Redmond decided that we had to go in to land to give the next person a go. After the landing I was surprised to learn that we had been up for 56 minutes, which proved the old adage that "time flies when you're having fun". I had really enjoyed it and was already thinking about what I had learnt ready to do it better next time. There were more people to fly that day so I spent the rest of the day helping out as before but it was now different, when I watched someone take off I knew what they were about to experience.

Gary Hill

CLUB CONTACT NUMBERS

President	Bradley Gould	(08) 381 2072
Secretary	Andrew Huggins	(08) 340 2775
Treasurer	Catherine Conway	(08) 294 4828
Social Convener	Andrew McGrath	(08) 356 2466
Fifth Member	Paul Stead	(08) 271 5124
Club Contact	Bradley Gould	(08) 381 2072
Newsletter Editors	Matthew Tippet Gary Hill	(08) 362 5118 (08) 267 5751
Chief Flying Instructor Lochiel Airfield	Redmond Quinn	(08) 344 5331 (088) 262 203

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, transport if you need it etc. 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.

Upcoming Events

Tue 6th August : Film Night, ROBIN HOOD : PRINCE OF THIEVES.

Fri 30th August : PARTY : THE COMING OF THE THERMAL.

The inaugural AUGC party to celebrate the migration of the thermal back from the northern hemisphere. (The first day of spring).

For any more information just ask any of the regular members, or ring the social convener to find out more or to register your interest.