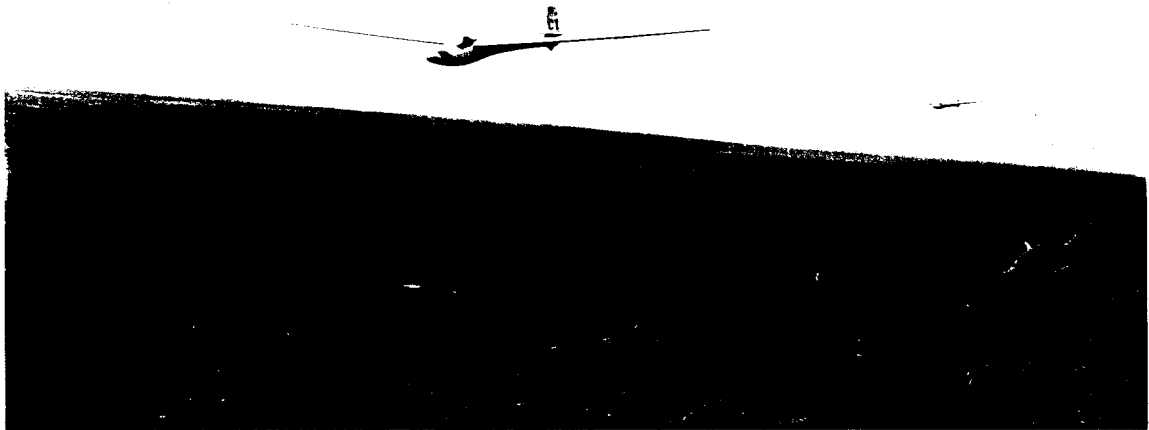


Uni Gliding

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Libelles Charlie Yankee and Tango X-Ray ridge soaring at Lochiel.

COMING EVENTS :

- **PIG/LAMB ON A SPIT : LOCHIEL SATURDAY APRIL 18th.**
Cost: About \$7. Contact Andrew McGrath (08 3562466) if you are attending.
- **EASTER FLYING :** Every day of the long weekend. Contact Bradley Gould.
- **MID SEMESTER BREAK FLYING CAMP :** Contact Bradley Gould if you want to go flying during this Uni holiday break.

If you haven't yet used your free flying from O'week or have struck a busy day at Lochiel then don't despair, things are quietening down a bit so come along soon. Remember that after your free flights it only costs \$2 per launch and 15 cents per minute.

Editorial and Recent Club Happenings.

Welcome to the April edition of Uni Gliding. The weeks since O' Week have been busy with over 60 people trying Gliding for the first time. Quite a few faces have appeared more than once and these people are progressing into the training syllabus, some are even doing the launches and landings already!

Congratulations to **Jeff Brenton**, who became our first solo pilot for 1992. Jeff has been flying on and off for about five years, both at Gawler and with us, having joined AUGC last year. After a couple of practice cable breaks Cathy jumped out of the back seat and Jeff was off on his own. Once back on the ground he couldn't hide his relief at having finally done it. Well done Jeff and keep on flying, it only gets better!

The number of international visitors to our club keeps on growing, with **Jens Jakobsen** from Denmark recently starting flying training with us. Jens is a PhD student visiting the Dept of Electrical and Electronic Engineering.

There have been many new people on field lately, including seven year old **Adam Spence**. He has been accompanying Mum and Dad, Shane and Peter, who both have joined this year. Now when you are only seven years old you are not that tall and so seeing out of a glider can be a bit of a problem. So Adam has been propped up in the back of the Bocian with about 6 cushions and can just reach the controls. **Peter Cassidy** has taken him for a few flights and reports that he is now able to turn the aircraft on his own!

David Conway and **Simon Hackett** flew the Motorfalke up from Gawler last weekend and good use was made of it. David conducted 16 flights, Simon and I doing practice outlandings, a few of the regular trainees took flights to consolidate their flying and many more raw recruits did initial training.

Pig/Lamb on a Spit : Lochiel, Saturday 18th April.

There is going to be another big party up at Lochiel on the 18th of April, that's the Saturday night of the Easter long weekend. After last years success we will be having another pig or lamb on the spit. So come flying and stay for the evening. Last year saw **David Conway** and his band of merry men plot to throw **Andrew McGrath** into the sheep trough. They succeeded, so this year may see an encore performance or may see Andrew extract his revenge on the perpetrators. Anyway it's bound to be an entertaining evening, so come along. Let Andrew McGrath (08 356 2466) know if you are interested. Cost will be about \$7.

Flying over Easter.

There will be flying over the Easter weekend so take the chance to have several consecutive days of training. You will find that you advance quickly as you don't have a whole week to forget things, like how to use the rudder correctly or how to round out properly during landing.

Flying camp during mid-semester break?

The mid-semester break follows the Easter weekend, so if people are interested in flying mid week during that break then let **Bradley Gould** know of your desires. **Nothing has been arranged as yet, but if there is enough interest and we can arrange an instructor then we can have a flying camp. Let Bradley know as soon as possible.**

See you at Lochiel...

Gary Hill

Want to fly this weekend?

Then on Thursday night give Bradley Gould a call on: **381 2072**

President's Report

Over the last few weeks since O' Week the club has been flying about 50 flights per day, for a total over 300 flights. Ninety-five percent of these have been passenger and/or trial instructional flights, with over 60 or so people introduced to gliding for the first time. It has been busy, but a few of these budding pilots are already landing the aircraft under the supervision of their instructors.

Recently **Brenton Hill** was offered a job in the Northern Territory and has moved to Jabiru to work. We wish him all the best for the future.

With all the new members flying at the moment, it sure would be nice if the **regulars** told me what was going on, as it really makes it hard to organise the weekend's transport if no one tells me they are going flying.

Horsham 1992

From the 1st to the 7th of February, David Conway and myself went to Horsham Week, a traditional gliding competition that has been held for the last twenty-five years. We left on the Friday, with David's Libelle, Tango X-ray, in tow behind the Commodore.

The Saturday arrived and David flew TeX on task. He outlanded 100 km from the field on the way back, in a farmers paddock, with Allan Ash, another of the competitors. He did not call the airfield until about 8:30 pm. Two hours later I got to him, I still had not eaten and was slightly annoyed due to the fact that two hours in a car with no one to talk to and no operative stereo tended to be a bit boring. After derigging the Libelle (about ten minutes) we headed back to the airfield and did not find a place to eat until we were all the way back to Horsham at about 1:45 am. We then went back to the airfield to drop off the trailer and since I had not yet put up the tent we slept on the ground next to the trailer.

Oh yes, I forgot to mention, Saturday was my birthday. David came 8th in his class.

Sunday dawned and we were up bright and early to rig TeX and it was my turn to fly. My first flight in TeX involved an aerotow behind an underpowered tug, on a short runway, from an airfield I had never flown at before, in strange country. I got to the last turn point and gracefully flopped into a paddock only 25 km from home. A couple of S.A. pilots could not find the turnpoint, even though it had two silos, two railway lines, a main road and an oval in it. They wasted the better part of an hour finding it, as I fly in under them, take the photo and head off, vainly giving directions as I go. They got home (slowly) while I outland, there is no justice. I came 11th.

Monday was a good day with David completing the task at an average speed of about 100 km/hr and finishing 8th again.

Tuesday was called off, due to bad weather. David flew a Citabria and got his tail tragger endorsement whilst I went off into the Grampians with a few of the South Australian pilots. At the camping ground there were a lot of tame kangaroos, all very hungry. One eager kangaroo stuck its head into Dan Kilgarath's car and Scott Percival cleaned its teeth with a convenient toothbrush ie the one Dan had used that morning. At one lookout we saw a forested valley, with large mountains surrounding it and whilst eating lobster and chicken we watched wedge tailed eagles playing in the ridge lift in front of us.

A task was set on Wednesday and it turned out to be an interesting day. On the start grid the weather to the west looked ominous, with rumors of a big storm in Adelaide. I launched and fifty feet in the air still behind the tug I got a good look at what was coming our way. I decided that I would continue the launch, play around in the wave and pre frontal lift before landing and putting the glider in its box to protect it from the approaching storm. Sports class was launched first and was called back by radio and as the standard class start gate had not yet opened and the class had not left, it was ordered to land. With about five minutes to spare and as we were taking the wings of TeX, the first wind gust hit. It had raised a wall of dust running north-south and was travelling at enormous speed. About a minute later the rain hit and it rained very heavily for about five straight hours dumping more than an inch. The tent we were staying in suffered a structural failure and was awash. But it was alright as most of our clothes were on the airbeds floating clear of the water. Scott decided that they should go check the gliders and took Dan's car. To get to the gliders you must go on a track that says 'Dry weather only'. Scott managed to bog Dan's car twenty feet the other side of the sign. He then made a valiant attempt to get to his glider in his Subaru 4WD, but decided, after heading in a barely controlled slide towards Dan's bogged car, to give it in. For the rest of the trip we stayed in a caravan park.

Thursday was called off and a group of us went sightseeing to Mt Arapiles, a big rock in the middle of nowhere, like something out of Close Encounters. We went rock climbing and looked in a few caves. David and I then left the group to go have a look at the Grampians. The drive up there in David's car was a lot of fun, with good steep winding mountain roads. We went to the lookouts and McKenzie falls, where we went exploring like little kids.

Friday did not look promising, a task was set, but both David and I decided that it was not worth it and headed for home. Friday was eventually called off, as was Saturday, so we missed very little.

Horsham was a great club to visit and it was one of the most friendly comps I had been to and weather permitting, I hope to be back next year.

CLUB CONTACT NUMBERS

President:	Bradley Gould	(08) 381 2072
Secretary:	Andrew Huggins	(08) 340 2775
Treasurer:	Catherine Conway	(08) 294 4828
Social Convenor:	Andrew McGrath	(08) 356 2466
Fifth Member:	Paul Stead	(08) 271 5124

Club Contact:	BRADLEY GOULD	(08) 381 2072
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Newsletter Editor:	Gary Hill	(08) 267 5751
Chief Flying Instructor:	Redmond Quinn	(08) 344 5331
Lochiel Airfield:		(088) 262 203

SO YOU WANT TO FLY THIS WEEKEND ?

First you must ring the 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 and other such things. If you do need transport to Lochiel in can be organised with a lift from the University footbridge at 7:00 am 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.

