

# Uni Gliding

The Official Journal of the Adelaide University Gliding Club Inc.

## MEETINGS

Wednesday 27 March

Development meeting

7.30pm Cannon Poole Room at Adelaide Uni.

All club members are urged to attend to discuss the future direction the club will take. This is an important meeting and should not be missed.

Wednesday 3 April

Annual General Meeting and Presentation Night.

7.30pm Cannon Poole Room at Adelaide Uni. Tea in the Bistro at 6.30pm. Come along and vote for a new committee and see all the club trophies being presented.

Wednesday 17 April

Executive Meeting

Venue to be decided by the new Executive

## CONGRATULATIONS

- Raj Bholanath for gaining his A Certificate
- Karen Deguet for gaining her B Certificate
- Mary Willmott for gaining her Silver C distance by flying to Crystal Brook, outlanding and then hiding until the glider had been derigged by the retrieval crew!!
- Dhar Kurban for gaining his Silver height (a height gain of 1,000m)
- Redmond Quinn for flying his Gold distance (300km) during the Lochiel leg of the State

Competition. Though at the time he phoned to let us know that he had outlanded we were all keen to phone SAR to report him missing (see page 4 for more details).

- Catherine Conway for flying her Diamond distance (500km) at Waikerie.
- Andrew Huggins for flying his Gold distance (300km) at Gawler, and thereby completing his Gold badge.
- David George, Mandy Wilson and Raj Bholanath who have all converted to the Arrow.
- Dave George and Mandy Wilson for gaining their Aero-tow ratings at Gawler.

## EVENTS

- House Warming / Birthday  
12 April, 7pm, Greg's house, 100 Gage Street, Firlie. Come early with meat if you want a BBQ.
- Ten Pin Bowling  
19 April, 8pm, Woodville Bowl, 2 Games. We will probably go for tea first, phone Mary if you are interested.
- House Warming  
24 April, Peter Temple's, 22 Dexter Drive, Salisbury East.
- Go Carting  
30 April, Details Later.

## Development Meeting

This special meeting has been organized by our President to define the direction the club will take for the next five years.

It is important that all club members attend so that all points of view are represented.

The meeting will be convened by Emilis Prelgauskas who has previously assisted other clubs to define their futures.

The aim of this meeting is to produce a plan to allow the club to continue to grow over the next 10 to 20 years.

Should we continue as a student based club?  
Should our fleet be restructured?.....

The club's membership is declining, (along with most clubs in Australia), and this meeting is aimed to secure the future of the club.

It would be good to see you all there, especially our student membership.

## Annual General Meeting

At this meeting the positions of;

- President
- Secretary
- Treasurer
- Social Convenor
- Fifth Member

will all be declared vacant and nominations will be accepted for all positions.

Any member of the club is eligible to stand, you do not have to fly every weekend to contribute to the running of the club.

In addition the Duncan Award for the most improved pilot, and the Harley trophy for the best Cross Country flight will be awarded.

Any Motions to Notice can be presented to the membership at this meeting.

## West Beach

The Old CO<sub>2</sub> and the relatively new dry powder type fire extinguisher have been refilled and are back at West Beach.

Note that the dry powder extinguisher is 8 times more effective than the CO<sub>2</sub>, so if you want to put a fire out quickly use the dry powder. The only advantage the CO<sub>2</sub> has over the dry powder is that it leaves no residue, so only use the CO<sub>2</sub> if the dry powder residue may cause a problem, or obviously if the dry powder has run out and the fire is still going!!

If you do have occasion to use the extinguishers, please arrange to have them refilled (Chubb, Export Park Adelaide Airport) immediately.

Remember the shed has solvents, paints and other flammable stuff stored there, so if you are welding, grinding, etc., have the extinguisher handy just in case.

## Staple Gun Missing

If you have borrowed the staple gun from west beach could you please return it.

## Winch Drivers

The tie downs are now been moved to the opposite side of the strips, so think before selecting a drum.

## At The Tie Down Points

Keep clear of the cables as the winch driver may not be awake (see above).

*David Conway*

## Easter

There will be flying at Lochiel on Easter Saturday and Monday, with the possibility of flying other days depending on interest/instructor availability.

The Bergfalke may be taken to the competition at Gawler (dependant on interest)

## Anzac Day

There may be flying on Anzac day (Thursday) and the Friday, so let somebody know if you are interested.

## Puchatek

It was decided at the instructors meeting to trial 'running' the furthest wing from the tie down points. This is intended to assist keeping the aircraft running straight down the runway and will be monitored by the instructors.

## Fire Near Airfield

Catherine Conway was trying for her 500km Diamond distance, from Gawler, and encountered storms at Burra, and had to turn back.

## Storm starts fires

Lightning started a series of scrub fires in the Mid North last night. The worst blaze swept across more than 500ha of stubble, grass and scrub near Snowtown after up to six successive lightning strikes.

Sixteen Country Fire Service units and 20 private fire fighting units from nearby farms battled the blaze - which was fanned by strong winds - for more than two hours.

The fire came within 8km of Snowtown before it was contained in the Barunga Ranges about 8 30pm

A second fire caused by a lightning strike about 8.30pm near Spalding, north of Clare, was immediately doused by driving rain which accompanied the storm front.

*Advertiser 23/2/96*

# This Month On Field

## 3rd March

→ Michael Texler took out a very large Roo on the dirt road.

## 10 March

→ Stephen Were declared and completed a 300km flight.

→ Simon Hackett flew his MotorFalke up from Monarto and Cathy did some instructing in that.

→ We had clearance to 10,000 feet and all took advantage of it, even the Puchatek.

→ Raj found his car immobilizer had immobilized his car even when he turned it off. This was repaired by the RAA late Sunday night.

→ Anthony and Vejay rolled their car on the way home. **Dirt roads are very dangerous, drive slowly.**

## 16 March

→ The winch was repaired (thanks to Peter)

→ Strong Westerly winds made for a good ridge day. The Libel was flown all day, mostly very fast and close to the ground.

→ We had lamb on a spit for tea

## 17 March

→ The T- Hanger doors were re-cladded (thanks to Mary, Raj and helpers)

→ Today was not a ridge day but there were some thermals for those willing to look for them.

# AUGC Regatta Shock - CFI Proves He Can Fly Cross Country Despite Previous Evidence

On the weekend of 17th and 18th of February, AUGC held

to cover over 300km (he flew around Booleroo Centre

and some pilots reported heights in excess of 10000'.

## Aircraft Statistics

	Jan Launch	Jan Minutes	Feb Launch	Feb Minutes	YTD Launch	YTD Minutes	YTD Bud Launch	YTD Bud Minutes	% of YTD Budget
GCY	8	2101	10	561	18	2662	13	1000	266.2
GNF	22	463	28	912	50	1375	28	300	171.8
GTJ	5	57	7	448	12	505	28	933	54.1
GZM	53	1949	75	1460	128	3409	107	1850	184.2
KRO	75	622	77	1199	152	1821	107	1567	116.2
Total	163	5192	197	4580	360	9772	283	6150	158.8

- So far this year the club fleet utilisation is looking quite healthy (except for GTJ).
- The budget figures quoted are based on 1995 figures (with a few modifications for GNF as it didn't fly a complete year).
- The percentage figure is the YTD figures in relation to the YTD budget figures. If we keep flying at this rate we will have an excellent year. Hopefully the great ridge season will be with us this year.

## Treasurer's Report

Everyone's account has been debited for Club, Sports Association and GFA fees for 1996 as appropriate. A good number of people have already sent in the cash and cheques but quite a few haven't. Check the label on this newsletter to see how much you owe. If the figure is in brackets you owe money. Please forward it to the club ASAP.

'O' week has produced 62 new members for the club. Welcome to all these people. We hope to see you up flying soon (several have already tried it out). A big thanks to all those that manned the desk and to Greg for organizing the whole thing. A current membership list has been included with this newsletter.

Our first instalment for aircraft insurance has

been paid. Our insurance cost has decreased by \$1000.00 due to no claims on our policy for 1995. This is good and to be congratulated, but the down side is that we have had minor damage to aircraft, that has been fixed by a group of dedicated club members. This costs the club money, and wastes the valuable resource of people's time. Please be extra careful when flying or performing any tasks associated with flying, for your own sake as well as the club's.

The club has been involved in two events recently that have helped to raise extra money. These being the Sports Class Nationals at Remark and the AUGC Regatta. Thanks to all those involved in these events.

*Mary Willmott*

### FILM NIGHT

Thanks to Greg Newbold and Kevin Zietz for organizing the films and projectors so that we could all watch "Dawn Flight" and "The boy who flew with Condors". The films were an interesting reflection of attitudes in the 60's and 70's, as well as containing some great flying sequences.

## From our Renmark Correspondent

On Saturday the 13th of January Redmond and Mandy attempted to fly the Bergfalke from *Lochiel* to *Renmark* aerodrome prior to the Sports Class Nationals. A number of us arrived at *Lochiel* in the morning to crew for them, and tow the Blue House, Libelle and my caravan to *Renmark*. After a number of attempts they finally got away and we set off in convoy to follow them. Although the weather was good around *Lochiel* the conditions gradually worsened and after a valiant struggle the Bergfalke flopped to the ground at *Waikerie*. (I thought I did rather a nice landing actually ed.). After doing battle with the River Murray ferries our convoy arrived shortly afterwards and immediately set to the task of convincing Redmond to aerotow the remainder of the way to *Renmark*. We won the battle and avoided derigging the Bergfalke and rigging it again the next day. This was rather fortunate since the temperature reached 45 degrees on the Sunday.

Sitting around the bar at *Renmark* on Saturday night we made plans for the following day. This was an unofficial practice day for the nationals. Cathy elected for a 540 km out and return to *Balranald* in her Boomerang. I declared a distance flight in Charlie with the first leg 518 km return to *Piangil* (40 km north of *Swan Hill*) and then 630 and 750 km optional tasks if the weather turned out to be truly outstanding.

After taking an aerotow just before midday I immediately found strong lift to 6000' and set off. And went down and down and down... to about 1000' near the Border. Meanwhile two gliders that had decided to go West first were reporting climbing through 9000' in 10 kts. Luckily I did not self inflict fatal wounds and managed to find some weak lift to get me back on the way. From then on the conditions gradually improved until I could find reasonably consistent lift to 11000' making the rest of the distance to *Piangil* uneventful. On the way back I found a good climb to 14600' near *Hattah*. *Hattah* is in the middle of a huge patch of scrub, which I

thought was not a problem from that height. I was wrong. 3000' was all that was left when I finally cleared the scrub and got back into thermal country. After struggling for about 80 km a climb at 6 o'clock to 13600' near the border gave me an easy final glide back to the airfield.

Since the day still seemed to be going I attempted to continue onto my second turnpoint at *Waikerie*, but only got a little beyond *Barmera* before I had to turn back. Over *Lake Bonney* I found a very weak thermal which I parked in for about 45 minutes while I watched an approaching sea breeze front. This front was a spectacular line of dust stretching for several hundred kilometres and reaching about 5000'. Above the leading edge of the dust cumulus clouds were billowing at very high altitude. When the front got within reach I left my parking space and headed for the dust. In the vicinity of the leading edge I found 8 knots of smooth lift in which I climbed under the cu's. Tracking along the front I flew at 100-120 kts, whilst climbing, and reached *Loxton* at 11000'. I wanted to explore the front and find out how high the lift was going but it was now 8:35, the sun was going down, and I was 32 km away from the airfield. 9 minutes later I arrived over *Renmark* airport, landing at dusk after a total distance of 616 km.

Cathy left a little after midday and had a good run in the Boomerang out to *Balranald*, also reaching 14600', but ran into problems on the way back. When an outlanding appeared imminent near *Lake Culluleraine* she rang the clubhouse on the mobile phone and the crew set out to fetch her... shortly followed by another call to say she'd found some lift and was on her way again. She eventually outlanded, alongside the main road to *Mildura*, and the crew found her with no problems. Unfortunately the distance was just short of 500 km (the requirement for diamond distance) but still an excellent achievement in a plank Boomerang.

Strangely, the people on the ground complained about how hot it was during the day. I spent most of it shivering, wishing I had brought a jumper. After such an exceptional day we were all optimistic for the weather for the competition over the following two weeks. We were to be disappointed... but that is another story.

Pete

## Editorial

This is my second newsletter as editor and this edition has certainly been a lot easier to produce than the 'O' Week edition which was produced very quickly.

I must thank everyone who responded to my reader questionnaire to find the deliberate misspellings, double punctuation and grammatical errors in the 'O' week edition. This has provided me with valuable information about which articles were most read.

As to grammatical errors in articles written by other people. I believe that as editor I'm supposed to write(sic) if I spot a mistake to prove I'm cleverer than the person the wrote the article. I thought about doing this but decided against it. I didn't really want pages full of sic.

Incidentally, to all of you who pointed out that Stephen is spelt with a 7 not a 5, you're wrong my spell checker still insists I spell it with a 5.

Seriously though I think I now have 'FrameMaker' tamed and I'm certainly pushing the 'Edit' 'UNDO' button less often.

Thank-you to all those people who wrote articles for the magazine, without *too* much hassling. Some of these have been held over until next month due to lack of space.

*Mandy*

### "O" Week

Many people came along to the "O" Week display and sat in "TX", thanks to David Conway for making the aircraft available.

Thanks also to; Gary Hill, Fiona Clements, Judit O'Vari, Andrew McGrath, Steven Were, Redmond Quinn, Kevin Zeitz, Gavin Rowell, Jeff Brenton, and Bradley Gould for helping out during the week.

62 new people took up the offer of 3 flights for five dollars.

The club was represented at the Roseworthy campus the following week, and attracted one new member.

Its not too Late  
It's not too late to join Adelaide University  
Gliding Club and experience the thrill of  
Gliding, so tell your friends

*Greg Newbold*

### Working Bee?????

No. Just another busy week-end on field.

- The T-hanger doors have been completely redecorated and are unrecognisable.
- The nozzles on the fire truck have been replaced.
- The winch has had it's radiator fixed.
- The hot water system has been (temporarily) repaired.
- The runways have all been moved towards the ridge prior to ploughing
- The lock on the club house door has been adjusted, so that it stays locked.
- The Bergie is back on field, after quick repairs

Thanks to all those who helped out. The club relies on member's help to keep flying costs to a minimum.

## AUGC Club Information

President	Catherine Conway	(08) 43 7535 (H)
Secretary	Greg Newbold	(08) 332 1089
Treasurer	Mary Willmott	(08) 349 5407 (H)
Social Convenor	Gavin Rowell	(08) 263 2657 (H) 259 5464 (W)
Fifth Member	Karen Deguet	(08) 261 2083 (H)
Contact Person	Mary Willmott	(08) 349 5407 (H)
	e-mail	willmott@roads.sa.gov.au
Newsletter Editor	Mandy Wilson	(08) 263 2778 (H)
Chief Flying Instructor	Redmond Quinn	(08) 344 5331 (H)
Lochiel Airfield		(08) 88 26 2203

*So you want to fly this weekend?*

Then you must ring the club contact person on the preceding Thursday between 8.00pm and 10.00pm. This is so that Mary can organise instructors and transport for those intending to fly.

If you need transport to the airfield at Lochiel it can be organised through the contact person. A lift is available from the Adelaide University footbridge at 7.00am, or from the Caltex service station on Port Wakefield Road at Bolivar (just outbound from the White Horse Inn on your left) at 7.30am. Further directions to the airfield are available from the contact person.

Remember to ring the contact person, or you could find yourself forgotten!

For those with e-mail access you may wish to use that instead. Mary will reply to your e-mail when she receives it, so if you don't get a reply ring on Thursday night to check.

## Uni Gliding

If undelivered please return to:

AUGC Inc.  
c/o Sports Association  
Adelaide University  
SA 5005

**Andrew McGrath**  
185 Military Rd  
Tennyson SA 5022

Adelaide Uni Gliding Club Inc. 0226  
A/c balance as at 16/3/96 is **\$40.02**

