

Uni Gliding

The Official Journal of the Adelaide University Gliding Club Inc.

MEETINGS

Wednesday 4 September
General Meeting

Basic Cross Country Flying

The meeting will start at 7.30PM and we will have dinner first in the Uni Bistro at 6.30PM.

Wednesday 18 September
Executive Meeting

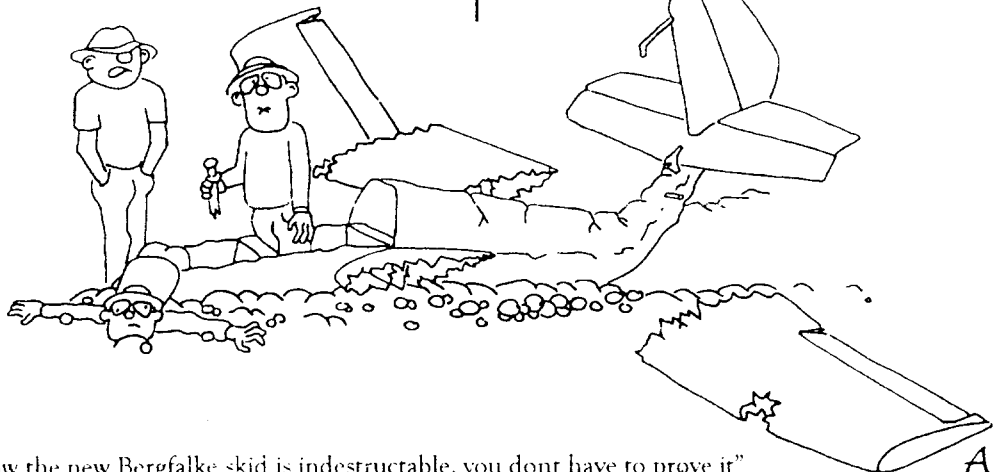
7.30PM Michael Textlers House, 1/35 Park Street, Woodville.

CONGRATS

- ☺ Peter Temple who has had his diamond flights homologated.
- ☺ PN Flies Again.

GFA FEE SUBSIDY

The club will pay 50% of GFA membership fees for undergraduate students.



"Bradley, we know the new Bergfalke skid is indestructable, you dont have to prove it"

Anthony

NEW CONTACT PERSON

IMPORTANT The club now has a new contact person, see last page for details. The club has also purchased a mobile phone which will be used as the preferred number to contact the contact person on. This should provide a standard number for you to phone, and will allow the contact person to 'delegate' the job when required (eg holidays). The new number is;

☎ 018 810 963.

The number will be listed in the new Yellow Pages under;

Clubs; Flying and Gliding.

EVENTS

Flinders Camp with the Barossa Valley Gliding Club. Anybody interested should contact Greg.

Sports Week

AUGC was represented at the recent Adelaide Uni Sports Week. We gained four new members, and there was a lot of interest from other people too. Thank you to Mary, Greg, Peter, Rob, Leonard, Florian, Andrew McG and Redmond for their time.

Papa Flies Again

It's taken a long time and a lot of work and late nights but finally on 10 August Peter Temples Boomerang took to the skies over Lochiel.

August General Meeting

Gary Holland's gave us a run down of how to have a flight Officially Observed, with details are needed and what is required to become an official observer. We also saw the second film to come out of New Zealand. It gives a whole new meaning to ridge soaring. Our ridge looks pretty weak next to the 12,000' Mount Cook.

Pick up Time

The pick up time from the University footbridge has been changed from 7am to 7.15am.

Canopies

The Puchatek canopy has been badly scratched by somebody attempting to 'unfog' the inside while flying. Canopies are VERY soft and damage easily. Please take great care when cleaning canopies, both on the ground and in the air. If you are not sure how to clean a canopy, ask someone who does.

Minor Fibreglass Repair Course - Wakerie

"You screw 'em - We glue 'em" was the sign that Wakerie GC had in their fibreglass workshop. They run a commercial repair shop there, but for a couple of weekends in July thirty gliding people descended on them for a minor FRP repair course.

AUGC had fair representation with Redmond and Martyn helping in the running and Andrew H, Gary and self willing trainees. The twenty trainees had to make a full sandwich panel from scratch as well as a couple of repairs. One was a surface repair and the other was a full skin repair. Much fun was had by the pick wielding Mark Morgan, punching multiple holes through our small panels. These required hours of mixing up resin and gelcoat and sanding it all back.

Every lunch time there was a race to get to the bakery two kilometres down the road. Saturday dinners were in the high-class Wakerie hotel (leaves Lochiel behind). The food was good and much alcohol was drunk there and afterwards at the club house. Redmond demonstrated he is pyromaniac again by lighting the fire with the help of kerosene.

Andrew, Martyn and self got the chance to drool over an ASH26E (18m self launcher). Now if the club sold everything On the last day Redmond did organise to fly at lunch, but gave it away because the Twin Astir couldn't stay up. Consequently we returned from the bakery with several gliders thermalling over the airfield for an hour or so.

The lessons learned: 1) Always wear a respirator when working with FRP, 2) Gelcoat is a bugger to work with and 3) Nobody beats Gary to the bakery.

Greg

Progression Path

This chart, drawn up by Emilis, shows a possible progression path for glider pilots. If anyone has any refinements or additions let me know. Hopefully it will evolve over time. The original is on the notice board at the clubhouse.

Steps			
1	Decide to start gliding		
2	Introductory Flights	Discuss with club what you want to achieve	
3	Learn Basics	Learn Ground Responsibilities	Learn Winch
4	Learn to fly	Contribute to organising flying	Learn Aircraft DI
5	Fly Solo	Achieve Proficiency badges	Responsible for ground ops
6			Post Solo Training
7	Fly Cross Country		AEI Instructor Learn Airworthiness
8			Learn instructing Repair A/C, Buy A/C
9			Teach others at 2-4
10	Fly Contests		Full instructor
11			Coach others at 6-7
12	National/World team		
13	Records		

Cross Country Techniques

Part 3. The Art of Efficient XC

So now comes the ART of efficient cross-country travel. For the time being, we will throw all the technicalities of speed-to-fly theory out of the window. They are yet another distraction that early cross-country pilots don't really need.

So long as you have a reasonable understanding of the idea that the stronger the lift available the higher your cruising speed between thermals should be, then that will suffice.

For the majority of 'glass gliders in clubs flown by most pilots, without water, on early trips, a general guide would be: Very weak conditions (2kt or less) cruise at about 70kt, a good day (6kt) 80kt, and if you can't get the

Maybe the thermal did not come up to expectations, in which case you push over and fly straight on. Unless you have very strong indications that you missed the core of the thermal, like strong gusts or a rapidly growing cloud overhead, do not loiter. You will have made a net gain by slowing down in the lift, so get motoring again! You must use strong discipline on yourself.

If you do stop to climb, you should never be content with the rate of climb you are getting. Work at it - use plenty of bank (early pilots invariably don't get steep enough) and if you are getting a surge on one side of your turn, move over that way. If you are getting lots of gusts you may gain a bit by pulling up in them.

This Month on Field

Sat 27 July

It was a day of 10 minute circuits, very frustrating. Then the winch broke down, so we finished flying early.

Sun 28 July

No instructor and no flying.

Sat 3 August

A day spent working on the winch, So no flying. Thanks to all who fix the winch so we could fly Sunday

Sun 4 August

A beautiful ridge day, we had more aircraft than pilots, as much flying as you wanted.

Sat 10 August

A few thermals to 3000'

Sun 11 August

No flying due to strong winds.

Sat 17 August

Good ridge with some low cloud and showers.

Sun 18 August

Late start due to rain and lots of circuits, no cable breaks!

Sat 24 August

Good day, Thermal to 4600'.

Sun 25 August

No instructor and no flying.

"Good Luck, Mr Gorsky"

When Apollo Mission Astronaut Neil Armstrong first walked on the moon, he not only gave his famous "One small step for man, one giant leap for mankind" statement, but followed it up with several remarks; usual communications between himself, other astronauts, and mission control. But before he re-entered the lander he made the enigmatic remark "Good luck, Mr Gorsky."

Many people at NASA thought it was a casual remark concerning some rival Soviet Cosmonaut, however, upon checking, there was no Gorsky in either the Russian or American space programs.

Over the years many people have questioned him as to the relevance of his last statement before entering the lander. On July 5 in Tampa Bay FL, while answering questions following a speech, a reporter brought up the 26 year old question to Armstrong. He finally responded. It seems that Mr Gorsky had died and so Armstrong felt he could answer the question. When he was a kid, he was playing baseball in the backyard with his brother. His brother hit a ball which landed in front of the neighbours bedroom window. The neighbours were Mr and Mrs Gorsky. As he bent down to pick up the ball, he heard Mrs Gorsky shouting at Mr Gorsky, "Oral Sex? Oral sex you want? You'll get oral sex when the kid next door walks on the moon!"

So you want to fly this weekend?

- ➔ You must ring the club contact person, Michael, on the Thursday before, strictly between 8.00pm and 10.00pm, on 018 810 963 or (08) 8345 4159, so that he can organise instructors and transport for those intending to fly. Please use the first number whenever possible.
- ➔ A lift is available from the Adelaide University footbridge at 7.15am, or from the Caltex service station on Port Wakefield Road, 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!

Note the changes!

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If undelivered please return to:
AUGC Inc.
c/o Sports Association
Adelaide University
SA 5005.

