

Uni Gliding

The Official Journal of the Adelaide University Gliding Club

MEETINGS

The next General Meeting is on Wednesday 6 November at 7.30pm in the Margaret Murray room. Peter Temple will talk about Cross Country Flying. We will have tea first in the Bistro at 6.30pm.

The next Executive Meeting is on Wednesday 20 November, at Mary Willmott's 22 Batten Cres Pooraka at 7.30pm.

ON FIELD

→ Please watch out for snakes, in the long grass. We've seen several brown snakes over the past few weekends.

→ If anyone takes an aircraft away to a Regatta or Competition it is important that someone takes responsibility for the aircraft and ensures that a flight sheet is filled out for each day's flying. The Maintenance Releases also need to be updated before the aircraft returns to Lochiel.

Stop Press Pokies hit Lochiel

Yes it's true, the Lochiel pub now has Pokies. So if the weather is bad we can while away the time playing the Pokies. Why not bring your friends and make a weekend of it!!

→ From next weekend a Duty Pilot will be appointed, by the Instructor on field, and it will be their responsibility to ensure that all flights are accurately recorded. It will also be their responsibility to ensure that the Maintenance Releases are filled out at the end of each days flying. This should be done by the last pilot to fly the aircraft each day.

→ When you phone the contact person if you limit your call to less than one minute it will only cost 25 cents. The same cost as a call to a non-mobile phone.

REGATTAS

There are several regattas coming up now the soaring season has started.

December 7-8 **Renmark** (leg of State Comp).

December 21-22 **Lake Bonney** (leg of State Comp and also their 10 year Anniversary).

January 11-25 **FAI Nationals at Horsham.**

January 13-24 **Renmark National Sports and Two-Seater Championships.**

January long weekend **Bordertown Regatta** (leg of State Comp).

T-SHIRTS

Greg has organised some club T-shirts. They are Computer embroidered Polo shirts, both long and short sleeved. Available in various sizes and colours, contact Greg if you're interested.

SOCIAL

→ **Adelaide Fast Karts**, Tuesday November 12 at 7pm. The cost is \$40, Greg needs \$10 ASAP to book. Please contact Greg and let him know if you're interested.

→ **Cinema trip.** Tuesday 29 October at 6.45pm. "The Phantom", at the Greater Union Cinema Hinley Street.

CONGRATS

☺ **Kevin Zeitz and Mark Tingay** both gained their 'A' Certificates.

☺ The club won the AAUP Trophy for the most participation in cross country competitions by club members.

In this issue

Report from the Stirling Ranges in WA.

Report of the Flinders Ranges camp over the October long weekend.

Details of the Comp. at Balaklava.

John Dunstall writes about his epic 5 hour flight in CY.

Part 5 of the Cross Country Series; Competition flying.

Five Hours Duration Flight

My first attempt was made on 29 December 1995 in TJ leaving at about 1pm.

I made my way out over the landscape I know, yes you are right the flight went over Snowtown on to Brinkworth and Yacka, the flight was quite good with a height of 8000 ft. at Brinkworth, but it was on the return trip that I realised that I had got quite a strong sea breeze and by my glide angle I had no hope of returning to the airfield, in fact I would be lucky if I made it to Snowtown. After a lot of hard work at the controls I made it to the paddock at the rear of my daughter's house, a flight of 4 hours 19 minutes. From then on by some members in the club I have been unofficially banned from flying to Snowtown. My second attempt was on 14 September, 1996 in CY with much persuasion from Mandy and David to make the

flight, the day was good with the wind from the NW forecast to turn more Northerly. I was all ready to launch by 11.25pm and David told me not to get back to the airfield until after 4.30pm.

I got myself settled on the ridge with the northerly section working best, I had a few wedgetails to keep me company, but about 2 hours into the flight I started to get a little drowsy, so this called for a bigger challenge. I decided to fly the northern ridge; after I got past the gap I could see I was getting quite low and no hope of any lift until I got round a headland. By this time I was very low, I got to the headland and up I went to the microwave tower after that I was *wide awake*, I flew quite a distance past the tower, this was when one more wedgetail came into play but this one was in attack mode I made a quick turn

to avoid contact. After 4 hours 30 minutes I thought it best if I returned to our section of the ridge. This is when I thought my attempt had failed. When I got back again I was *very low*, again I tried to fly the best way through the air all the comments I had heard at meetings came flooding back. After a battle at the northern end of our ridge I managed to get height again, but I must say I did say a little prayer and for the last half hour of my flight I couldn't keep my eyes away from my watch. At last the 5 hours was in the bag and what a welcome sight I had on my final approach. Mandy was standing between two gliders waving up at me welcoming me back. In all the flight went for 5 hours and 29 minutes and I still haven't come down from the clouds.

John Dunstall

Stirling Ranges WA

Last November when I joined AUGC I received a newsletter prepared by Mary with an article about a trip she had just made to the Stirlings in WA. There was a photograph of Andrew Huggin's and Catherine Conway's Boomerang in front of Bluff Knoll, and I thought "that looks like a good place to fly I'd like to go there." So this year when Mary started organising accommodation and transport for another trip I made sure I got involved. I travelled over with Peter Temple and Papa, and Mary travelled over with Andrew Huggins and Queezy. Gary Hollands arrived a little later with his family.

The first time we saw Mary and Andrew they were parked in a lay-by at the side of the road not far from Iron Knob. Andrew had the bonnet of his car open and Mary didn't look too

On Sunday morning the weather was showery, but I managed a check flight in the Blanik between the showers.

Every morning we had a daily briefing with optimistic weather reports and promises of Northerly winds and wave for a few days time.

The Wave Camp is run by the Narrogin Gliding Club. They had three two seater aircraft; a Blanik, Twin Astir, and Puchaz. Peter, Gary and Andrew flew their Boomerangs and did a few AEI flights for the club. Mary and I had the choice of a Grob 77 or a Club Libelle. The Narrogin members were waiting for the wave, so we did quite a bit of flying whilst they were waiting.

Thursday was the day everyone had been waiting for, Northerly winds, lenticular clouds etc. Gary launched early in Papa. along with other hope-

was just as well as most people had battery trouble and couldn't get their GPS's to work.

No one got above 13,000' that day, and Gary got sunburnt but there was no more wave.

After that we had a couple of good thermalling days up to 5,000', which we made the most of.

One evening sitting around the Holland's camp fire, (otherwise known as the *Mesmeric*), Sue Hollands decided she wanted to have a go at this *Fuword thing* that we all spent our time doing. She had several flights over the next few days and has promised me she'll be up at Lochiel soon to continue her training.

The Narrogin Club who run the wave camp certainly made us very welcome and did everything they could to help us. I recommend a trip over there if

Flinders Ranges Camp

The four of us, Fiona and Claire Clements and Katrina B. (not even going to try this one) and myself left Adelaide last Thursday for what was our first gliding camp, and our first time gliding at another airfield.

Even early in the day on the drive up, we could see the "cu's" popping all over the sky, and hoping that the weather would hold for the five days that we would be up near Wilpena Pound.

We had unpacked and gotten ourselves out to the launching area by 3pm, about five minutes after the Barossa Valley Gliding Club had ground looped Charlie Yankee for the second time in three days (though both times were very minor, and no damage is believed to of occurred).

We were all eager to get up into the air, even though the thermals had stopped, there was still ridge from the long, high ridge about 2km south of the airfield. There were only four aircraft present, our clubs Libelle, the Barossa Valley Blanik (JX), a private Barossa valley Boomerang and the Adelaide Hills club Twin Astir (IKW).

Katrina was the first and only of us to fly on the first day, she got a nice half hour ridge flight in the Twin Astir.

That night the four of us provided the evenings entertainment by attempting to cook Spaghetti Bolognaise on our Trangiers by the camp fire. When we had finished eating a meal (with the slight Metho after taste) and washed up, it was about 10 pm (the meal had only taken us three and a half hours to prepare). The way we were going, we were thinking about starting breakfast before going to bed!

The Next day (Friday) was the last day of lift that we had for the camp. there was a good wind blowing straight on to the nearby ridge, and it looked as if Rawsley Bluff (the southern tip of Wilpena Pound) was working too, if we could only get that far. The most promising sight was of the lenticular clouds over the nearby ridge, so everyone was ready to go up early and search for wave.

Fiona went up first in the Blanik, and climbed to 5000' agl from ridge and thermals, but alas the first three flights came back with no sign of wave. I went up next in the Twin Astir, and managed the longest and highest flight of any of us trainees.

After getting to 2500' AGL from the ridge, and the 4000' AGL from thermals off the ridge (and learning that the twin astir is great to fly, but a complete and utter pig to turn) we finally found a good thermal just off the ridge which took us up to 6000' (the Libelle and Boomerang got up to 5500') and so we headed over to Rawsley Bluff (approx 900 or so metres above sea level) at 70knts, and noting to my amazement that we barely lost any altitude after 5 minutes flying in a straight line (you couldn't do this in the Bergfalke!).

Over Rawsley Bluff we were provided with amazing views of Wilpena Pound, and the Elders Ranges, as well as 3knt thermals, but which died out at 6700'. Emilis, the instructor, believed that the wave was at about 8000' but we couldn't find anyway of getting up there.

We flew about halfway round the pound and then over to the Elders, before deciding that it was time to head back down, which I soon found was not something that the twin astir likes doing. It took us over half an hour to lose the 6000' feet that we had, and this was doing 80knts!, I'd never been in a high performance glider before, but I still kept thinking "Christ! this thing is so hard to turn!". We finally landed after just under two hours in the air. Claire Had had a good, half hour flight in JX. Katrina also went up in the Blanik for a half hour flight. Everyone was happy, and we spent the rest of the day acting as ground crew.

That Night it was one of the Balaklava club members birthday, and after we had again provided the evening's cooking entertainment, they brought out their \$1/ bottles of tawny port (this was marginally worse than rot-gut!).

That evening and night we were treated to a spectacular light show, there were lightning storms all around us, but we had clear sky overhead, so we had lighting flashing all around the horizon, and even better, these flashes were being lit up by the sunset, making the sky flash brilliant oranges, pinks, greens, reds and yellows. The lighting continued well into the night, with the storm hitting us very late that night.

On the third day of our Flinders Saga (Saturday), we woke up took one look outside, saw the cloud base at about 500' AGL and went back to sleep. The cloud Base started lifting

at about 11am so every one went out to DI the two remaining aircraft (only the Blanik and Charlie Yankee Hadn't been taken back to town). There was clearly no lift to be found today, with strong southerlies, blowing which would of given lift off of Rawsley Bluff, but with only two places to land within 25 Kms (the whole area is surrounded by little hills) it was just not safe to go for the bluff off of the launch. Not much flying was done this day, as the area was too dangerous to do any real training, and \$8 per launch is a little steep for just circuits, but we still all had about 2 short flights, the instructors (Mainly Greg Newbold, as he had joined us earlier that day) actually let myself and Fiona try landing on the short cross strips we were using for landing (we would land on the 250m long cross strips, roll onto the main strip and be launched again a few minutes later), but always needing the very strong wheel brake on the Blanik.

The cooking went well that night as we slowly waited for the metho stoves to boil water, we had our cooking system fairly well organised now, but I still wonder how we managed to cook anything at all with those Trangiers. The entertainment was not supplied by us that night, but by the BVGC instructors Jim, Merv and Ted who told jokes (most in the very poor taste common to instructors, sorry Redmond!).

Sunday was our last full days flying, and so naturally we were hoping for a good day, indeed it was a nice clear sunny day, with very slight wind, and thermals that died out by 10.30 am, enabling Claire to get up over the pound with a half hour long flight and leaving the rest of us with more circuits, which were nonetheless very interesting and exciting. Landing on such a short strip, with the aiming point on the very end of the strip, and coming in over fences at about 40ft was a very new experience for Fiona and myself to perform.

Jim Mullan, the BVGC CFI, Finally let me do the launch, probably the steepest I've ever done, and I think I had to perform the only too slow signal of the entire week!. The Four of us had found the Blanik a fantastic trainer aircraft, easy to launch, easy to land (if only I could of kept the tail down), and so manoeuvrable,

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Balaklava Competition, October Long Weekend

The trip started on Friday night when Cathy, Michael Conway, and myself travelled to Lochiel, ready for an early start on Saturday morning. Michael Texler, Kevin Zeitz and Peter Casidy arrived early Saturday. The weather was not looking too good with low cloud so we took our time derigging the aircraft and set off to Balaklava.

The weather was looking a bit better by the time we arrived so the aircraft were rigged. The competition was cancelled for the day and local flying was the order of the day. Kevin was converted to the Bergie and attained his 'A' certificate at the same

time. The Club managed 50 launches in around 6 hours, Its amazing the difference 2 winches and no cable brakes makes! Balaklava's new ASK 21 was kept busy all day doing mainly aerobatic flights. After dinner on Saturday Mike Hansey gave an informative talk on the Dew

point. TJ had a broken pip pin but we managed to steal on from another aircraft, so she was airworthy. Sunday was looking a bit better (not great just better), the cloud was breaking up and there was a 20kt southerly blowing. We DI'd the aircraft in anticipation. Simon flew up in his Motor Falke. Unfortunately there was nobody to fly the Bergie today as Stephen was sick and Michael was working. Tasks of 62km for sports class and 92km for the rest were set. I decided to let Cathy fly today as I wasn't sure of even getting away from the airfield. The organisers decided that the aircraft were taking too long to launch so they opened the start gate while half the fleet were still on the ground. Everybody eventually started and the outlanding reports started coming in. There were 17 starters and 1 finisher, a Balaklava Hornet that managed to get around the short task. Cathy did very well in TJ, managing 41km giving her second place in sports class and third place overall. Cathy ended up in a paddock so large that we had to

use Simons GPS to find the aircraft. Peter only managed a short flight in TX, which made for an easy retrieve. Simon's plank also fell out of the sky for a technical outlanding. Simon used his rubber band to retrieve Cathy from her paddock, which she was sharing with Bernard Eckie. Cathy had the thermal of the day to 4500'.

Monday was my turn to fly. Michael and Florian were flying the Bergie, Simon was in his Falke and Peter had TX. The forecast looked good, the wind was less than Sunday and the clouds were breaking up. Sunday's tasks were re-used so there was no

excuse for getting lost. Everybody had launched by about 12:45. I launched to the same height as the ASK 21 and TX who were circling in a thermal 200m away, so I joined them :-). There had already been an outlanding before the start gate had opened and

everybody was scratching about at 2000'. The day finally started to work and I heard Michael call up for a start, I could see him a LONG way below me crossing the start line (I was at 2600'). Five mins latter I saw the Bergie return to airfield and land for a re-light. I got fed up circling over the airfield and set off on task towards a nice looking cloud. All the glass aircraft were streaming past me as I arrived at the thermal, which was working well. Simon came to join me but left after a couple of turns. I followed a street out towards the first turn point and then into a big blue hole. I arrived at the turn point low and had to land next to the town. Nice looking paddock, or so I thought. A Balaklava Hornet followed me into the same paddock. After inspecting the paddock we realised that it contained a short crop as well as all the daisies that had lured me in. After some phone calls to the farmer we managed to drag the aircraft over to the fence and physically carried them over the fence and put them away. Michael and Florian had managed to get 8km further than me and had arranged an aerotow retrieve. Peter

had flown the longer task and was in a paddock a few km north of me, having managed 70km. We picked Peter up from the farmhouse on the way back to the airfield (does Cathy know everybody in SA?). We derigged the bergie and Peter, Michael, and Florian went to fetch TX (see separate article). Final results for the day, 17 entries, 16 starters, 4 finishers (two on each task). Peter finished 3rd on handicap, Michael 3rd in Sports (How did you get that handicap for the bergie?) and I was fourth in sports class, a LONG way behind the winners. Simon abandoned his task.

Dave George

(Continued from page 3)

that it really only required one finger on the stick.

That night was our last for the trip, We were forced to cook on hot coals, as we had run out of fuel, and couldn't be bothered driving the 30

Kms to Hawker for more. We actually cooked Very quickly that night, but all turned in early so that we could get some flying in the morning before leaving.

The Final day got under way in mid morning, and was a repeat of the day before, Katrina got the only non circuit flight, managing to get above the pound, but the thermals had died off, and she had landed within half an hour. we each got a circuit, with some patchy thermals, keeping the gliders aloft for about ten minutes. By one in the Afternoon, we had to pack up and leave, so after de-rigging Charlie, and the Blanik we were off, for the five hour trip home. We all agreed that it had been a fantastic Five days, even with three days of circuits, everyone had had at least 90 minutes flying time, the scenery had been spectacular to say the least, and Everyone had got along really well (except Emilis, who told us off because he had to help push his glider). We would like to thank Jim, Merv, Ted and Harry from BVGC, Baylee from Murray Bridge gliding Club, and Greg for organising our club's involvement in what was a fantastic trip.

Mark Tingay

"Cathy ended up in a paddock so large that we had to use Simons GPS to find the aircraft."

Cross Country Techniques

Part 5. Competition Flying

Competition flying is one area of our sport that only attracts a relatively small percentage of the total flying membership. Many club pilots have no aspirations toward competing in any event, and yet as an aid to improving one's cross-country efficiency, there is surely no better training to be found.

Flying competitively in the company of better pilots gives you a clear measure of your own performance, provides an insight into just what is possible, and gives us a wonderful chance to watch how the good guys do it.

Competitions are great fun. I think every pilot who wants to do any cross-country flying should enter at least one. Pilots are generally very supportive of first-timers, and are only too willing to give helpful advice.

Having said all that, I need to pass on some hints and warnings to help with your first comps, because as with your first try at a lot of things, lack of preparation and high expectations can see your ego blown right out the door. You may return totally demoralised to the point where you make no gain whatsoever. I am assuming a first-time comps entrant will have done maybe a couple of 300km flights, and perhaps a 500, and has flown in company with other gliders not to be scared stiff by a gaggle of six or eight.

The first and most important thing to do is to prepare yourself psychologically for the upcoming event. If you think you are in with a chance of showing up a few hot shots you are in for one hell of a surprise.

That guy you've floated around your home field with, and who has generally left you unimpressed with his ability to do anything useful, will most likely leave you so far behind you'll wonder whether you had your airbrakes out all day.

Treat the competition as a learning experience, expect to get outflown and be prepared to outland a few times, and the shock will be softened considerably. But watch other pilots, listen to them talking at the end of the day and be ready to change a few of your habits, and you will gain more in this one week's flying than you ever have before.

A lot of the same principles apply to comp flying as ordinary cross country flying. Be organised. Make a good list of all the things you'll need and remember, that if you are away from your home club, there are a lot of extra tools and gear you'll need than is usually provided. It's the same story, you need your mind on the job, not on something missing or borrowed that doesn't work properly.

You need to be reasonably fit. A full week's flying is tiring if the weather doesn't give you a rest day, so if you normally lead a pretty sedentary life, get yourself into shape.

And look after yourself during the week we all like to enjoy ourselves and some seem to handle late nights and booze better than others, but beware. Give your brain at least a sporting chance of keeping up the pace.

Another problem that can sneak up on you over an extended period of flying is dehydration. Drink heaps of water. Amber fluid is not an ideal means of rehydration.

When you go to the briefing listen carefully and don't be afraid to ask if you don't understand something. Make sure you clearly mark the turn points and the required feature to photograph and trust nothing to memory, write it all down. If you have to ask for details after you've launched people will laugh at you. If you're worried about finding a turn-point, ask a local pilot for obvious features and the size of nearby towns.

You soon get a feel for how good the weatherman is (poor

bugger, take pity on him) and get to know if he generally underestimates or overestimates the day.

Do a quick sum now and work out a possible duration for your set task, and thus a reasonable starting time. This will be revised in the air, but get some sort of idea before you launch.

So, what can you expect up in the air? Perhaps move yourself down the launch grid a little if your class is going first, so that there will be a few thermal markers around when you go up. You may well be a little nervous about what's ahead, so do your best to relax and let another glider find a thermal.

Remember there are no points won or lost before you start, so don't engage anyone in a thermalling duel and wear yourself out.

Feel what the day is like and take note of what's going on in the air, where is the lift under the cloud, and are there any wind shear levels in the thermals, and all those other things you've learned to check on before.

Keep a good lookout for gliders, as there will be more of them about than you're used to. Pre-start gaggles can get fairly hectic, so stay awake.

Days with well defined lift and clouds aren't too bad as everyone will be in the same core, but tricky blue days will have everyone wandering around in vague fashion at the top of the

thermals, concentrating on getting just a little higher than everyone else, and maybe not looking out as well as they should.

Revise your best start time if need be maybe the day is better or worse than forecast. Then comes the most difficult question, exactly when do you start? Most beginners will want to start too early, and so become good thermal markers for the late starters.

Generally speaking, if the day is easy (plenty of cumulus, thermals easy to work etc.), start close to your calculated start time, and the more difficult the day feels (no cumulus, strong inversion giving a narrow working height band), the more important it is to start with a group of others, ideally just behind them.

Being alone on a difficult day is infinitely slower than being in a gaggle. Often it means the difference between outlanding and staying up.

Once you do feel it's getting close to start time, get high near the start point and wait for a good chance to go. There's nothing more frustrating than being caught low when everyone leaves, hey wait for me.

In reality what often happens to the beginners is they start earlier than most, the fast buggers whistle past them halfway 'round, then they are on their own again.

If this happens, do your best to stick with the fast crowd when they catch you, and watch what they do. There is a rapid lesson to be learned in how not to waste time.

The rest of the flight is pretty normal. Use everything available to you, especially other gliders, because they will sure as eggs be using you.

Take care entering, using and leaving thermals, and if in lots of company, keep all changes in direction gentle and reasonably predictable. Most pilots are quite considerate, you will soon learn from flying and bar talk those who are not, and need to be kept at a distance in the air.

Next Month; Part 6 Changing Gears

"The first thing to do is to prepare yourself psychologically"

This Month on Field

Sat 28 September

No instructor and no flying

Sun 29 September

A few flights in the Puchatek and Bergfalke on a booming ridge, between the showers.

Sat 5 Sun 6 and Mon 7 October

No flying at Lochiel as several club members were away flying at the Balklava competition, the Stirling Ranges wave camp, and the Flinders Ranges.

Sat 12 October

We sat and watched the grass grow! In places the grass on the strip had grown longer than the crop. We tried to cut it by towing metal grids, various bits of wood, tyres, winch cable, anything we could think of, behind a car, but the grass defeated us. It also wrote

off Bradley and Andrew's front spoilers. So we fixed the fuel bowser, tidied the hanger, and looked at the hot water system.

Sun 13 October

We had Northerly winds so we could fly from the clubhouse end where the grass was a bit shorter. However we had a few problems, first we found the tail skid on the Puchatek was u/s and so it was grounded. It looked like it should have been a nice day, but it turned out to be very scratchy, Cathy had the longest flight at 55 mins in her Boomerang QZ. Meanwhile the students were demonstrating to Andrew Huggins, how not to fly circuits. Then the Bergfalke developed a flat tyre, which took a while to locate and fix. Once it was fixed we had one launch, and then the Sea breeze came in from the South East and we had to change ends. However we changed to the Bute end where the grass was very long, and after about 5m on its first

ground run the Bergfalke decided it had had enough and ground looped. So we packed up and went home.

Sat 19 October

We sat and watched the grass grow again. The tractor we had organised to cut the grass on the runways had broken down, so we cut the grass in front of the clubhouse, fixed the fire trailer, fixed the winch shed door, painted the newly repaired Puchatek tail skid, and then we watched the paint dry

Sun 20 October

The tractor arrived at 8am and John Dunstall slashed and slashed until he ran out of diesel. We had Northerlies again and so flew from the club house end. There were strong thermals, and also strong sink. Ask Peter Temple, he outlanded in his Boomerang having been at 3,200' over the microwave tower.

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 try the mobile number first.
- A lift is available from the Adelaide University footbridge at 7.15am, or from the Caltex Service station on Port Wakefield road, Bolivar at 7.30am
- Directions to the airfield are available from the contact person
- Remember to phone the contact person or you could be forgotten.

Uni Gliding

If undelivered please return to:
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c/o Sports Association
Adelaide University, SA 5005

AUSTRALIA 45c

