

Far Cumulus (Cu)

The Unofficial Journal of the Adelaide University Gliding Club

WHATS INSIDE

- The plans to install a **wind farm** on top of the Hummocks ridge have been delayed by the Snowtown Council pending an enquiry into the impact such a development would have. See the whole story on Page 2.
- More news from around the club. Plenty of conversions and cross countries have been happening of late. You need to be on the airfield to enjoy the free beers each conversion brings. See Page 3 for who has been doing what.
- The story of Scott Battersby flying the Arrow topless for a cross country to get the 'Come and Get it Trophy' is on page 4.
- What really happened to Redmond, David Conway and Anthony at Khancoban is on page 5.
- Want to know what is going to happen in the near future? See Page 8 for what is going to happen and when.
- The club will be holding its 25th anniversary in February 2001. The celebrations will include a huge dinner for past and present members as well as a flying weekend for past members (present members are always at the airfield anyway aren't they...). We are looking for volunteers to help organize these events. If you are interested in helping out in any way, give Cathy Conway or Anthony Smith a call.

STOP PRESS

Orientation Week 2001: Orientation Week is the last week in February and forms a large part of our recruiting efforts. Scott Lewis is arranging the clubs efforts for O' Week 2001. If you want to help in any of the activities centered around Orientation Week, please let Scott know.

Clubhouse Extension is Go! The Sports Association has given us an additional \$1500 to get the next stage of the clubhouse completed. Hopefully the frames will be erected sometime in Jan 01.

REDMOND RECEIVES AWARD!

Redmond Quinn has been awarded an Australian Sports Medal for his contribution to Australian gliding over the last 20 years. Redmond was Chief Flying Instructor of the gliding club from 1985 to 1998. He has also been a club representative to SAGA and GFA for more times than most people can remember. However one of his most recognised contributions is as an authority on airworthiness of wood and fabric aircraft structures as well as safety. Unfortunately Redmond had to send back his medal and accompanying certificate so that they could spell his name right.

Congratulations Redmond and keep up the good work.

THE FUTURE OF THE RIDGE: PART 2

Since last month the situation with the possible wind farm on the ridge has drastically improved. Due to voicing our concerns, the Snowtown Council has decided to delay the erection of the wind measuring tower north of the water tank, by making the tower a 'Category 3 Application'. This application requires the Council to seek input from all interested parties in the area and would give us the opportunity to formally voice our concerns. Fortunately, this appears to be no longer needed as Wind Prospect will now be placing their measuring tower near the existing telecommunications tower on the southern end of the ridge.



David Conway took Michael Vawser from Wind Prospect for a simulated ridge flight along the Hummocks Range in Simon Hackett's Motorfalke, to demonstrate how the wind turbines could interfere with our ridge soaring. Michael is a graduate in Electrical Engineering from Adelaide University and appears genuinely concerned to avoid any impact on our flying. He said that, if it is proven suitable, Wind Prospect may concentrate its efforts on the South Hummocks rather than the ridge which we fly along instead.

However, the farmers along the Hummocks may be a little disappointed due to the loss of a potentially lucrative income from the use of their land along the ridge by the wind farm.

More news in the next newsletter as it happens!

CHRISTMAS PARTY

Yes its time for the Gliding Club Christmas Party! It is from 6:00 pm onwards at Anthony's parents place on Friday 22 December:

26 Vincent Boulevard, Flagstaff Hill

(It's the big brown place opposite the intersection with Glenalvon Drive)

Bring your swimwear and a towel! (Especially if your name is Scott or if you are going out with anyone called Scott) Bring a sleeping bag and a pillow if you want to sleep the night.

RSVP to Anthony or Justine (ph: 8269 2687) by Sunday 17 December. \$10 per head (paid by 17 Dec) for all the chips, dips, salads and BBQ'd meat you can eat. Bring your own drinks and some party games (this last bit is important).

See you all there!

WHAT'S BEEN GOING ON!

Lots and lots of things have been happening within the club over the last month. Lots of people have achieved things in November. In another conversion frenzy on one day, **Mark Newton** was converted to the Club Libelle (already!), **Scott Battersby** and **David Hichens** were converted to the PIK-20D (I think they were just after lots of free beer again).

The high temperatures over the last few weekends has seen a frenzy of cross country flying. **Scott Lewis** finally did his Silver C, **Matt Fenn** and **Redmond Quinn** both did a 300 km cross country in MI and WVA respectively on the same day. **Matt Fenn** and **Scott Lewis** also tried to get their Gold Height but both missed out by a couple of hundred feet. **David Hichens** has also done a 300 km flight. **Scott Battersby** also did a Silver C distance but made it more of a challenge by flying the Arrow without the canopy. **Scott (my nose has frostbite) Battersby** landed at Balaklava on the way home to collect the SAGA 'Come and Get It Trophy'. See page 4 for the whole story. I wonder if they will send the ASH-25 over to get it back again soon? (Note: the Arrow without the canopy is lucky to get 25:1 glide while the ASH-25 gets 50:1). Both **Raj Bholanath** and **John Dunstall** attempted 300 km flights but the weather failed to live up to expectations. **Raj** returned to Lochiel after the first turn point. However, **John** outlanded shortly after reaching his first turn point.

At West Beach the Bergfalke is almost ready to return to Lochiel and the new winch has made significant progress with the return of **David (which adapter plate is this?) Hichens**.

In other news, **David Conway**, **Redmond Quinn**, and **Anthony Smith** ventured over to Khancoban near the Victoria / New South Wales border early in November. They attended an annual four day camp run by the Gliding Club of Victoria. Blessed with good weather for three out of the four days they enjoyed great flying over the highest hills Australia has to offer. They will be certain to be leading the AUGC invasion back there next year. See page 5 for all of the highlights.

SO YOU WANT TO HELP AT WEST BEACH?

West Beach is where we carry out the maintenance and repair on our gliders and equipment. There are usually volunteers working down there on Monday, Tuesday and Wednesday evenings. The **Bergfalke** is almost ready to return to the airfield. The **Bocian** is still at the back being slowly rebuilt. **Winch #3** has had the gearbox fitted to the front engine and now the transfer box needs to be located and fitted.

- So you want to help fix the gliders at West Beach, but can't get there?
- You can ring Anthony on 8269 2687, E-mail: Anthony.smith@adelaide.on.net. He can organise a lift for those who need it. If you are **truly desperate**, his work phone is: 8393 3319.
- A lift can be available from the Adelaide University footbridge at 7.30pm by arrangement.

SO YOU WANT TO GO FLYING THIS WEEKEND?

- You must ring the club contact person, Matt, on the Thursday before, between 8.00pm and 10:00 pm, on 0412 870 963, so that he can organise instructors and transport for those intending to fly.
- A lift to Lochiel is available from the Adelaide University footbridge at 7.15am, or from the Caltex Service station on Port Wakefield road, Bolivar at 7.45am
- **Remember to phone the contact person or you could be forgotten.....**

BALAKLAVA BASE, GOLF NOVEMBER FOXTROT, REQUESTING CLEARANCE TO LAND!

WHAT I DID: On Saturday November 25th I flew VH-GNF, our beloved Arrow, from Lochiel to Crystal Brook, then over to the Balaklava Gliding Club. I landed there, and enjoyed a launch from the Balaklava winch, then flew back home to Lochiel. This whole epic adventure was completed "open cockpit" as I had (deliberately!) left the canopy back at Lochiel.

WHAT I GOT FOR IT: The flight to Crystal Brook was to satisfy the "distance" part of my Silver C certificate. I completed the "height gain" and "duration" parts several years ago so it will be great to finally get the Silver C. Landing at Balaklava was done for the glory of our club : it won back the "Come and Get It" trophy which we lost to Balaklava's ASH 25 a while back. A fitting retaliation I think - canopy-less Arrow versus ASH 25!

IMPRESSIONS OF THE FLIGHT: Flying the Arrow without a canopy is fun! The higher parts of the flight (I got to 9300') had a magical quality - being completely exposed to the elements at that height gives such a complete sense of freedom. I am sure the other pilots I waved to were amused to see my arm and shoulder sticking out from the side of the aircraft!

TRICKY BITS: Thermalling took a little while to master.. staying coordinated without a yaw string (no canopy means no yaw string!) is a skill we don't get to practice often. You can tell if you get it totally sideways because one of your ears gets cold, but apart from that you really just have to "use the Force". I tried licking my finger and holding that up in front but sadly that didn't help!

I had two undie-soiling close passes from a friendly eagle. We were thermalling together around 8000' for a few turns when I lost sight of him, only to be terrified a few seconds later when he appeared about a metre above my head, heading in the same direction and just looking down at me. Full forward stick seemed the best option. I think that must have amused the eagle because a few moments later he was back having another go.

Map reading is pretty hard. Luckily I took two maps. The first one is somewhere around Crystal Brook. I opened it up and suddenly realised it had been whisked out of my hands.

It gets cold! Sunglasses and t-shirt weren't really the right choice. Climbing high is a bit chilly (you are flying quite slowly, after all) but it is not until you set off at 70-80 kts from the top of the thermal that you realize just how silly you really were!

The last "tricky bit" is using the radio. The wind whistling past the microphone completely drowns out your voice. I found the only way to make a reliable transmission was at the top of a nose-high stall. So it pays to very carefully plan what you are going to say!

BENEFITS OF CANOPY-LESS FLIGHT: You can drink the last drops out of a 1.5 litre water bottle... finally a solution to the problem of the canopy being in the way!

RECEPTION AT BALAKLAVA: rolled to a halt near their pie-cart, to looks of wonder and disbelief. Lots of head-shaking and "wow, without a canopy!" ensued. The boys were friendly once they had gotten over their initial shock and showed me around their club for a while. They even handed over the trophy without a fight! \$5 got me a launch... the first one was rather terrifying as I had to release at about 250' due to overspeed. So they gave me another one for free.

BRINGING IT HOME: A single climb to 7000' above Balaklava gave me enough height to cruise home at 70 kts.... It was with great relief that I passed over our ridge around 2000' and saw our familiar bumpy old paddock once more. The trophy and I received a most heart warming welcome.

A truly unforgettable flight. Thanks to everyone in the club for their contributions, not only to operations on the day, but also to those who help with maintenance and airworthiness, and administration of the club. Thank you!

Scott Battersby

KHANCOBAN: THE UNTOLD STORY

The first week in November every year, the Gliding Club of Victoria (GCV) hold a flying camp at a little town at the end of the Alpine Way called Khancoban. This year Redmond Quinn, David Conway and myself dragged over the PIK and the Conway Ventus to see what it was like.

The trip across was pleasantly uneventful. Despite plenty of searching, we were completely unable to find any scantily clad, young, female hitch-hikers wanting to go to Khancoban.

The town is in a picturesque valley with 3500' hills surrounding it, and it's around 30 km from Mount Kosciusko. The town is next to a shallow dam which controls the outflow from the Murray 2 hydro electric power station into the Murray River. The airfield is immediately below the dam wall which makes for some impressive beat-ups as you can look down onto the gliders approaching at low level. The town is also at the beginning of the Alpine Way. The Way has recently been completely sealed and there were an incredibly large number of motorcycle riding groups all trying out the new road. The hills were definitely alive to the sound of motorbikes.... They were everywhere.

The first morning was one of rigging the gliders and checking out the rest of the aircraft there. We soon decided that GCV really stood for the Gliding Club of Ventus owners. Flying started around midday with Cu's popping over the hills. Redmond was first in the PIK, followed by David C in the Ventus. Redmond landed a couple of hours later after he had made several unsuccessful attempts to make the jump from the hills behind Khancoban across to the Kosciusko Range. Whilst I was getting ready for my turn, David C successfully got across to the main range. After a 2,500' aero-tow, I valiantly left claw marks in the sky but came down to earth just half an hour later. I had taken off in a lull period where the thermals had stopped working from one source and started off a second source. I declined a relight after deciding that the second day was to be mine. David C did a final glide back from the Kosciusko Range 30 km away at close to VNE and decided to test the GCV attitude towards beat ups by doing a 500' pass down the runway at VNE. After he landed he was calmly told that the beat up would cost him 6 beers. David C was stunned and protested that he had done nothing wrong. He was even more stunned when he was casually informed that the beat up was way too high.

That afternoon we started the tradition of grabbing a few beers and finding a local creek to sit beside and to talk about the day. We ventured into Geehi at the base of Kosciusko. There is a camping ground next to a very small and narrow airstrip (which is usually covered in kangaroos). This is the only option to land if you are caught out near the main range. A daunting proposition considering it is surrounded by rough ground and tall trees.

The second day was similar to the first except cloud base climbed to 7,500'. I was first in the PIK and

David C in the Ventus. We ended up pair flying and working our way towards the main range. We got to the end of the Khancoban valley and were thermalling over the fire lookout station atop of the highest local hill. David C did the leap of faith to show that it could be done and reckoned that a good bail out height was 6,000' to get back across the hills. Cloud base was 7,000' so we didn't have a lot of height to spare. We both successfully made the jump across to the main range. This was pucker factor 10 flying. Despite the good conditions, the ground was awfully close and there was now a range of high hills between us and the Khancoban airfield. After finding that conditions on the face were soarable, David and I were able relax the pucker factor and take in the spectacular scenery.



David had his camera with him and was soon getting me to formate with him as he took photographs. It was a bit daunting, as I frequently had mountains capped in cloud on one wing and the Ventus waffling through the sky as David tried to line up the camera and fly with his left hand.

Above: The scenery was truly magnificent!

We were soon joined by several other aircraft. The cloud base slowly climbed higher until the top of Kosciusko could be seen. Unfortunately building pressure in my bladder intervened and recommended a departure back to the airfield was required. A comfortable run at 90 knots saw me return to the airfield with a couple of thousand feet to spare.

After another foray to find an idyllic locataion near some water for some beer, cheese and crackers we went to Lyrebird Lodge for a BBQ with many of the GCV crew. After the meal came the GCV videos made from previous trips to Khancoban. David was now in a serious dilemma. He was keen to make a good impression and display his skill in his new aircraft and had realised that there was nothing that he could do in the way of beat-ups that GCV people hadn't already done before short of actually crashing into the dam itself.

Day 3 was to be the bad day of the trip. The wind had changed to an easterly and brought with it near continuous drizzle. After much consulting and looking at maps, Redmond ventured forth to try and ridge soar one of the spurs of the nearest hill. After Redmond landed shortly afterwards, we gave up and went off to find another location for beers and crackers.

Day 4 was certainly an improvement on the previous day. There was still the easterly which was producing sink on this side of the Kosciusko Range, but the skies were clear and Cu's were soon forming. Redmond disappeared for a couple of hours and then returned to let me have a go, but not before attempting a dual beat up across the dam wall with David in the Ventus.

A large portion of the GCV people had already packed up and were heading home and I had the last launch prior to the tug towing GCV's IS-28 back to Benalla. The hills around the rim of the Khancoban valley were working well in the late afternoon. I soon identified 4 large thermals, each in its own corner around the valley. I did several lazy laps around the valley before becoming bored. There was no possibility of getting across to Kosciusko again due to the sink on the side of the range that I was on. Meanwhile David and Redmond had set up on the dam wall with assorted cameras. I did a high speed pass across the edge of the water pulled up and went around for a second pass and landing.

After derigging the PIK we retired to the backpackers lodge. We decided to yet again find some water and finish the last of the beers. We piled into Redmond's 4WD. Redmond reversed a little bit before feeling a slight bump. Redmond promptly exclaimed 'What was that!'. I looked down from the front passenger window and noticed that the 4WD was hard up against the curb and said so. As we pulled forward to do a U-turn, David quipped from the back that Redmond had knocked over a big black Harley and that there was an even bigger bloke in black leathers looking very angry standing at the door of the lodge. As we went around the U turn we looked back to see that Redmond had indeed knocked over a bike (it was red and it wasn't a Harley) that had been parked so close behind him, it hadn't been visible from the rear view mirror and hadn't protruded from either side of the 4WD so it couldn't be seen from the side mirrors either. Score update: Redmond: 1 Rest of the World: 0.

The next morning we were up early, hitched the trailers and headed for home. The road to Wodonga passes through rolling countryside with straight stretches on the plains with unexplained turns in the road on the crests of the hills. As we drove along Redmond and I joked about what he would get next with the 4WD. As we crested a hill on a curve we found a farmer astride his motorbike who had been moving sheep across the road. His sheep dog ran across the road to join the farmer on the left side of the road. 'We might collect a dog too!' Redmond joked as the dog safely made it across the road 10 meters ahead of us. Then the second sheepdog chased the first across the road, missed the 4WD but, sadly, disappeared into the side of the PIK trailer. The bike and now a bluey (sheepdog). Redmond: 2 rest of the World: 0. The farmer had just enough time to get the dog off the road before David (1 km or so behind us) came over the crest and around the corner.

A little while later a luckless bird flew across the road and became a puff of feathers on the grill of the 4WD. Redmond: 3 (bike, bluey and bird) Rest of the World: 0.

We reached Wodonga for a fuel stop. Redmond chose a truck stop on the way out of town, whilst David stopped in a service station near the center. As Redmond and I pulled out of the truck stop onto a side street, David pulled in looking for us. Redmond had stopped at the intersection. He feared that David hadn't seen us as we were behind the service stations LPG storage tank (this really should of scared me actually! Redmond in the vicinity of LPG!). He decided to reverse up a bit so that David could easily spot the trailer. Bump! We now got to meet the bimbo with the bullbar! She had pulled up close behind the trailer where she couldn't be seen in the mirrors. Fortunately she had a bullbar, so there was no damage to the car. The trailer had met the top bar of the bullbar which but a dent in the back door, almost dead center between the wingtips (the wingtips rest against the back door and could have been crushed), so no real damage there either. Redmond: 4 (bike, bluey, bird and bimbo with bull bar) Rest of the World: 0. We decided it was about time I had a go at driving the 4WD.

We managed to get back to Adelaide without further incident.

Conclusions: A good trip and well worth doing, although we were very lucky with the weather. Book accommodation at one of the cabins or lodges. The backpackers, while cheap, is very basic.

Good Points: Lazy late morning starts unless you think there may be wave around. No sea breeze, so thermals work till very late in the afternoon. It is probably best to share the driving and costs with another pilot and share the aircraft. There is plenty of scenery to go and see on the days when you are not flying. There is a lot of scenery to go and see on the days when you are flying.

Bad Points: You need to be a reasonably proficient cross country pilot with aerotow rating to fly there. You would be better taking a reasonable performance aircraft as the extra L/D makes some of the flying less of a pucker factor. Don't share a room with either Redmond or David as they tend to snore a bit. Don't drive with Redmond and especially don't park behind him unless you need the insurance money.

WHAT IS GOING TO HAPPEN SOON

Performance Week At Waikerie 10-15th Dec

This is a week of cross country coaching ranging from novice cross country pilots through to improving the performance of experienced pilots. MI is available to share if anybody is interested in taking it along. Contact Mandy Wilson or Andrew Wright for further details.

Club Strategic Planning, Wednesday 6 Dec 00

Come along to Greg Newbold's place, 38 Brandreth St, Tusmore, at 7:30 pm to help draft the strategic plan for the club.

Movie Night, Tuesday 19 Dec 00 *Chicken Run*:

The latest movie from Aardman Animations of 'Wallace and Grommit' fame. Norwood Cinemas, the session around or after 6:50 pm. Contact Anthony for details.

Christmas Party, Friday 22 Dec 00. Yes its time for the Gliding Club Christmas Party!

From 6:00 pm onwards at:

26 Vincent Boulevard, Flagstaff Hill

Bring your **swimwear** and a **towel!** Bring a sleeping bag and a pillow if you want to sleep the night.

RSVP to Anthony or Justine by Sunday 17 De-

ember. \$10 per head for all the chips, dips, salads and BBQ'd meat you can eat. Bring your own **drinks** and some **party games**.

Flying Extravaganza 26 Dec-1 Jan 00. A full week of fantastic flying at your favourite flying field. Simply the best time of the year to fly, especially if you want to do some cross country tasks or just lounge around at 10,000 feet. Stay for free in the clubhouse all week for a cheap flying holiday this Christmas. Call Matt now!

Sky Diving, Sometime in Feb 01. Matt is arranging a skydiving weekend. If you have ever wondered about how to use a parachute, this is your chance! Huge amounts of adrenaline fueled fun!! Call Matt for details.

25th Anniversary of AUGC Feb 01. The 25th anniversary celebrations will include a huge dinner for past and present members as well as a flying weekend for past members (present members are always at the airfield anyway aren't they...).

Horsham Week 3-10 Feb 01. This is a week of cross country flying ranging for novice cross country pilots through to improving the performance of experienced pilots. Take MI across to Horsham for a whole week of good flying.

Uni Gliding

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