

Uni Gliding

The Official Journal of the Adelaide University Gliding Club



A medley of photos from O'week. Claire is in every single one! Photo: David Conway

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STOP PRESS

Zelko Roskar, the pilot from Slovenia who hired WVA for the World Club Class Competition, has finally proposed to Jana and they are due to be married sometime soon.

QUOTE OF THE MONTH

“ You have to feel the balls!” Claire discussing juggling technique with Scott B .

THE LAST EDITORIAL FROM ME

Hi everyone,

Welcome to the first newsletter of autumn. It wasn't much of a summer, however the weather over the last month has been soarable to some degree. As this is probably my last newsletter for a while, I thought I would follow in Steve McGuiness's footsteps and put a gratuitous girlie picture into the newsletter (see the calendar on [Page 3](#)). The message is obvious. To prevent such blatant sexism from becoming rampant in the club you need to elect a new newsletter editor.

As a short advertisement for the position, being newsletter editor can be a lot of fun. You get to embarrass lots of your friends by publishing silly photos of them or perhaps any stupid things that they have inadvertently said.... and they can't do the same back to you. Mind you as soon as you stop being editor, there may be a flood of 'revenge' attacks and probably a vicious smear campaign or orchestrated character assassination on you by your former friends. (This is probably a good reason to stay as newsletter editor for as long as you possibly can... it really depends on how quickly you run out of friends). That being said, I am sure that no one will be trying this on me next month as I move on to other things around the club, especially since I have been very well behaved as newsletter editor and only reported true and accurate quotes from people and have only mentioned the 'light switch' story about David Conway once.

Anyway, lots of flying has been happening of late. Lots of people who joined up at O'week have been keen to go flying and the weather has been reasonable to us over the last month. Congratulations goes to **Steve McGuiness** for converting to the PIK and to **Dirk Seret** for being taken off daily checks. Both **Dirk** and **Matt Learmonth** nearly converted to other aircraft, but I am sure that this will end up in the next newsletter.

I hope you have enjoyed reading the newsletters as much as I have enjoyed creating them and I look forward to seeing you all at the AGM.

Anthony

Former Newsletter Editor

HOW TO HAVE A CLEAN CLUBHOUSE

The clubhouse was given an extensive cleaning out over the Christmas to New Year camp. We should try and keep it this way. There is now a good vacuum cleaner in the clubhouse. The clubhouse should be vacuumed and cleaned up at the end of each days flying. The rubbish bag should be taken from the clubhouse and deposited at an appropriate bin at Pt Wakefield or at home.

Build Your Very Own Powered Model Aircraft:

Using a razor blade, carefully split a match. Make sure that you leave some of the sulphur, as it will be the nose on your aircraft.

Build the frame by gluing match sticks together. You can build a bigger wing of lighter wood (and fit in even more engines).
Use your imagination!

Catch a couple of flies. Put them in a glass pot and put the pot in the freezer. In a couple of seconds the flies will be quite cold and motionless. Don't cool down your engines too much. -it will kill them. If you put them in the refrigerator instead, it will take longer.

While you're waiting for your engines to get cold and stiff, drop some contact glue on the places where you want to place your engines.

Take your flies from the refrigerator/freezer. Place them on the pre-fitted glue pools.

Breathe warm air on the flies. A miracle is happening! Your flies that were frozen a moment ago are now coming back to life again.

Start the plane. If you did things correctly, it will fly! Sit back and enjoy watching the happy flies playing with the plane! None of them will have experienced anything like this before!
ENJOY!

APRIL



OK, so it's not a glider in the background, although it is fibreglass and does have a reasonable high aspect ratio. However, I am sure that most people aren't really paying the aircraft that much attention.....

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
1 <i>Gawler Regatta</i> <i>Go gliding</i>	2	3 Annual General Meeting Union Cinema, Level 5 Union Bdg 7:30 pm	4	5	6 <i>Go gliding</i>	7 <i>Go gliding</i>
8	9	10	11	12	13 <i>Go gliding</i>	14 <i>Go gliding</i>
15	16	17	18	19	20 <i>Go gliding</i>	21 <i>Go gliding</i>
22	23	24	25 Anzac Day <i>Go gliding</i>	26 Take a day off <i>Go gliding</i>	27 <i>Go gliding</i>	28 <i>Go gliding</i>
29	30	1	2	3	4 <i>Go gliding</i>	5 <i>Go gliding</i>

FINAL WORDS FROM THE PRESIDENT

This is my final report before the Annual General Meeting and I'd like to thank you all for a safe and enjoyable year of flying.

Looking back over the year, we've enjoyed some lovely flying in thermals and on the ridge. We've been to a camp at the Flinders Ranges and managed not to drown in the most rain they've seen in at the Flinders in years. We've proven that the "Bongo Drum with wings" should not be dismissed lightly by clubs owning brand new fibreglass two-seaters while competing at the Gawler Easter regatta.

This summer season is over now but we have seen a great increase in interest in cross-country flying and had club pilots and aircraft flying at Waikerie, Gawler, Temora (a small town in NSW with a huge gliding airfield) and Horsham.

Problems with availability of two seaters due to the Bergfalke 30 yearly inspection and the Puchatek's accident decreased the number of flying hours we might otherwise have achieved. We were very fortunate and grateful to the Whyalla Gliding Club for the hire of their Twin Astir to us.

Work continued with the club's strategic development plan – an ongoing document which allows us to understand where the club's future requirements for facilities and aircraft, and take advantage of opportunities.

We were fortunate to be awarded an "Active Club" grant to allow the completion of the bunkhouse, which will hopefully be complete this year. Many thanks to Greg Newbold for preparing the Grant application.

Some new initiatives were introduced this year are proving very popular. The first is the flat up front fee to solo. Our aim in introducing this was to give people more incentive to continue with their flying training. We offered 10 positions for this and I believe all 10 are taken.

Secondly, we've been able to become a work experience provider for engineering students. Instead of having to apply to external companies, they can apply to us and gain work experience by working in the club's workshop under supervision.

Finally I'd like to announce that the South Australian Gliding Association has granted us two more youth scholarships. SAGA will pay the GFA fees and the club is to waive membership for students under 18 years. Flying fees are still to be paid by the student. Applicants must write a short piece on why they would like to learn to fly and forward it to the club committee along with their contact details by the end of April.

Cath

CLUB PRAYER

To be recited at the start of the AGM...

Our leader who art in the back seat,
Cathy be thy name
As thy pupils come,
Thy will be done,
On ridge as in thermals.
Forgive us our cable breaks,
As we forgive those
Who break the cable before us.
And lead us not into sink,
But deliver us into lift.
For thine is the sky,
The power and the glory
Forever and ever.

Amen

CLUB POSITIONS

With the Annual General Meeting and the elections for club positions just around the corner, it is a good time to list the club positions and what role they play in the club. As every club member is supposed to attend the AGM, I am sure that there will be lots of people keen to volunteer to help run the club.

EXECUTIVE COMMITTEE: The executive committee deals with both the day to day running and long term management of the club. Executive committee meetings are typically held on the third Wednesday of the month at one of the exec members places.

President: Leads the executive committee and provides guidance and direction for the club.

Treasurer: This person is responsible for the management of the club's finances and has a non-executive assistant to assist with the workload of maintaining up to date financial accounts. The club's accounts are kept on an Access database which was written by Dennis Medlow. The Treasurer will need to have a reasonably capable PC and an internet connection.

Secretary: As the title suggests, this person keeps minutes of the executive meetings, organises the various meetings that the club holds, collects the mail from the pigeon hole at uni and keeps the paperwork of the club organised.

Social Convenor: Arranges the club's social activities from movie nights through to the club annual dinner. It is not essential to be a party animal, but it helps!

Fifth Member: Typically the most junior member of the committee, the fifth member manages a couple of minor projects throughout the year and learns how the committee works. For some reason the fifth members always seem to disappear interstate shortly after being elected.

NON EXECUTIVE COMMITTEE: There are a lot of positions in the club that perform important jobs but do not have the authority of a position on the executive committee and so do not have to turn up to the executive meetings. These are:

Assistant Treasurer: Assists the treasurer by entering flight sheets into the accounts database after each weekend and banks the money etc.

Newsletter Editor: Tries to put out an informative newsletter each month. The key thing is to 'edit' and get others to submit articles and photos.

Web Page Manager: Maintains and updates the AUGC web site.

Club House Officer: Ensures that there is plenty to eat and drink in the clubhouse each weekend. (You don't have to do it all yourself, you can delegate others to assist).

Contact Person: Coordinates the flying activities for each weekend. Gets to carry the club mobile phone around. Also acts as the first point of contact for anyone interested in joining the club.

CHIEF FLYING INSTRUCTORS REPORT

Operations

Since the last AGM, the club has had an accident involving the Puchatek VH-KRO, which resulted in significant damage but fortunately no injuries, however this could have been very different. The aircraft was out of action for 9 months which cost the club significantly in terms of cash and lost opportunity. As a consequence of that accident flying operations were suspended and a safety seminar was held which was well attended. The point of the seminar was that nearly all accidents can be avoided if the pilot adopts a conservative attitude and behaves accordingly. Early decisions to avoid situations with a high accident potential are vital.

In addition another wheels-up landing in the Pik demonstrates the importance of doing checks properly, thoroughly, every time.

The field will be cropped this year which always makes operations more difficult. There will be more news on this subject as the crop grows!

The ridge season is upon us and I would remind everyone to be sensible when flying the ridge, particularly at low level. Keep an eye out for the eagles and other gliders. Also make sure those canopies are washed daily – it can make a big difference at the end of the day! As always, a good effective lookout is of paramount importance – please ensure you maintain an effective lookout.

Operations in High Winds

I would ask everyone to be overly paranoid about operating in high wind conditions; canceling the day, while disappointing, is preferable to losing a glider because it has blown over. If you are operating in high winds, ensure that the appropriate procedures are happening to ensure the aircraft's safety – the duty instructor will brief everyone accordingly.

Briefings

We have been trying to get into the habit of having daily briefings and de-briefings. While it doesn't always happen, with all the new people on field from O-week it should be encouraged.

Instructor Training

Raj Bholonat will hopefully be upgraded to Level 2 later this year.

Scott Battersby is in the process of Level 1 instructor training.

Trent O'Connor, Mark Newton, David Hichens and Derek Spencer obtained Air Experience Instructor ratings.

Several Level 1 instructor candidates will be ready for training later this year.

Independent Operations

A number of Level 1 Independent Operators ratings have been issued to members.

A lot of great weather and great flying is wasted midweek, and on weekends when Level 2 instructors are not available. The instructor's panel will be encouraging pilots to obtain their independent operations ratings so they can take advantage of those perfect ridge days, which typically occur on Wednesdays.

Winch Driver Training

The new system appears to be working well. Any comments would be welcome.

The Winch

Despite constant reminders that the club policy is that there shall always be two people on the winch unless completely unavoidable, I still see people who should know better taking off by themselves when there are a number of people around the pie cart who could have gone with them.

The idea of the second person is that if one person is injured, the second can apply first aid and radio for help.

The winch is a potentially very dangerous machine, which could cause life-threatening injuries. PLEASE ENSURE THAT TWO PEOPLE ARE ON THE WINCH UNLESS COMPLETELY UN-AVOIDABLE.

The major risk is that someone has their arms amongst the cable and drums sorting out a tangle and someone at the other end hooks the cable on their car and tows it back to the launch point.

A limb could easily be lost.

For this reason, it is imperative that clear communication is maintained between the winch, the launch point and any cars towing back cables. If in doubt, don't do anything. I wouldn't stick my arms amongst the cable or drums unless there was no chance of someone pulling the cable back – make sure you don't either!

DRIVER PROTECTION

The polycarbonate has been replaced recently and the driver protection cage will require some rework soon where one of the arms has deformed it.

Operations Manual

Unfortunately not much has happened with this, hopefully we can progress it this year.

Finally, I would like to thank all the instructors for their efforts this past year, and wish everyone safe and enjoyable flying.

David Conway

**Chief Flying Instructor
Adelaide University Gliding Club Inc.**

FLYING FASTER CROSS COUNTRIES

After spending a couple of weeks flying at Temora with pilots who do know how to fly fast, I appreciate more how easy is it to significantly reduce your cross country speed by doing the wrong thing.

Why fly faster? The faster you fly, the more time you spend in the best part of the day, so your average speed increases. It's a Catch 22 that works in your favour. Also, the faster you fly, the less likely you will get caught out at the end of the day when the thermals stop. So you will get back more often!

It's also a challenge to strive to improve your performance, and cross country speed is an easy measure of that – and it's more fun, I think, to do a task at 100 kph than 60!

How to fly faster? Well the obvious answer is not to stop. Early cross country pilots all make the same mistake of taking every thermal they find, slowing down at every sign of lift – when they don't need to. It is much more efficient to fly a height band of say 8000' to 3000' than 8000' to 6000'. Why? Because each time you stop to thermal you waste precious time getting it centred.

Also in the glide between 8000' down to 3000', you might pass through 5, 7 or 9 knot thermals. If you take every one you might average 7; if you ignore the 5's and 7's you need only take the 9 knotters!

McReady theory indicates that achieved cross country speed is only a function of the average climb rate; nothing is more important to increasing your cross country speed than achieving the best possible climb rate.

So some of the rules to flying faster are:

1. **DO NOT** take every thermal, only the best; work an extended height band, down to as low as you are game, but certainly no lower than the height you can get good climbs from (i.e. if the thermals down low are broken and don't get their act together until 3000', then there isn't any point getting caught below that height).
2. **ONLY** take the strongest thermals; if the last three have been 9 knots, and the next one is only seven, give it away after a couple of turns and press on for a 9 knotter. (Unless you are getting low or its getting late in the day – you have to be less fussy then). If the thermal turns out to be a dud, don't waste time - press on.
3. When you pull up into a thermal, if you have got it right then by the time you have turned 45 degrees the audio vario should be screaming and you should have felt the solid lift in the seat of your pants indicating you are pulling up right into the core. If you don't get this indication, roll back on to track and press on. This allows you to sample many of the thermals without wasting time turning. Every turn you do wastes 20 seconds.
4. When thermalling, your only consideration should be to maximise the climb rate; **DO NOT** look at maps, attempt to navigate, have a leak, eat lunch, drink or whatever; focus on centring the thermal and getting the average as high as you can. (Apart from looking out for other gliders of course). All these other things are best done in the cruise.
5. **DO NOT** hang on in thermal all the way to the top, or cloud base; if it's been 7 knots to 7000', but

has now dropped off to 5knots, press on – there will be seven knotters ahead.

6. Average speeds can be improved significantly by utilising streets, and avoiding extended areas of sink. Try to find the best part of the sky. If you find yourself in an extended area of sink, turn 45 degrees and see if you can fly out of it.

7. A glider left to its own devices will happily fly around every thermal – as the wing nearer the thermal is lifted and turns the glider away. Fly a direct course to where you are going – and if a wing is lifted turn in that direction. That will increase your chances of finding a thermal and keep you out of the sink between thermals.

8. When leaving a thermal, don't just level out and head off on track and then accelerate to your inter-thermal speed; you will blow a few hundred feet accelerating from 45 knots to 80 knots; instead when you have decided to leave, pick up the speed in the last turn, this way you will leave the thermal at the required speed and not have lost any height in the process.

9. Generally follow the speed director, remembering that it is better to fly slightly slower than faster. But don't chase it all the time – that is inefficient. Some pilots advocate a block speed between thermals (determined by the average climb rate), and only fly faster or slower if there is significant sink or areas of lift. Do not slow down unless you think there is a thermal.

10. The speed to fly (ring) setting on the speed director is the flight average rate of climb, i.e. the average climb rate when you are not in cruise mode. So this includes slowing down, centering the thermals, and leaving them. Typically, the flight average climb rate is about half the best reading on the averager. So if you are getting 8 knots on the averager, set the ring to 4 knots.

11. In cruise, the speed ring should indicate the average of all the climbs AHEAD of you. If you are getting low, or it's getting late in the day, you should wind it back to reflect the expected conditions ahead.

12. When flying a leg into wind, you must minimise the time spent thermalling on that leg – use streeting if possible, fly a little slower so you need take less thermals, and arrive at the turnpoint as low as you dare, then find a thermal and the wind will give you free ride on the downwind leg while you are climbing.

13. For the final glide, the higher you are the faster you can run home; obviously there is an optimal balance between continuing the climb for a higher speed home versus less time spent climbing and a slower run home. Generally the speed to fly ring should be set to the actual strength (not half) of the thermal you are in, and you take it until you have final glide at that ring setting from that height. If the day is still going and you still expect good thermals ahead, particularly if there is Q, you can fly more efficiently than McCready predicts and you could leave a couple of thousand feet below glide and try and pick it up on the way home just by pulling up in the thermals. Of course, if you are not gaining on the glide slope then you may have to stop to thermal, but if you don't you will save valuable time.

14. DON'T OUT LAND – an out landing screws your average speed. You need to aggressively follow the above tips to achieve decent speeds, but at the same time be prepared to be more conservative if you get low. There is no point steadfastly continuing on at an inter-thermal speed of 80-90 knots all the way down to circuit height and then outland. As you get lower, wind back the speed ring accordingly. This allows you to cover more ground and increase the likelihood of finding a thermal.

David Conway

FLINDERS RANGES CAMP

The club's annual pilgrimage to the Flinders Ranges is being organised again and will be on Saturday 8 June through to Monday 10 June (and possibly the rest of the week if there is enough demand). This is traditionally an instructors get away weekend. Whilst all club members are welcome to attend the camp, it is not a training camp. Whilst the area is very scenic, it is terribly unforgiving and not suitable for training operations. The club does take the Bergfalke, as well as a number of single seaters along, however ZM is primarily for introducing single seat pilots, who haven't flown there before, to the hazards of the area. We will be using a tow plane for launches, so prospective single seat pilots will need to have an aerotow endorsement.

That all being said, there may be opportunity for a 'scenic' flight in the Bergfalke after the site familiarization flights have been conducted. There are plenty of other things to do whilst not flying: trail riding, bush walking, scenic drives to the gorges and much more as well as bon fires in the evening.

Cathy has pre-booked a number of cabins for our use at Rawnsley Station. There are also caravans and camping sites available. Contact Cathy and she will allocate cabins to people on a first in, first served basis. Once you have been allocated a cabin, it is up to you to finalise the booking details with Rawnsley Station staff.

FOR SALE

One or two 1/4 shares (ie there are up to four owners) in ES60 Boomerang VH-GQZ (affectionately called QueeZy). Includes trailer, parachute, towing gear, tinted canopy, spare canopy, canopy cover, Borgelt B21,24,25 vario and final glide system and a Microair radio.

For further details contact Cathy Conway (details below).



CONTACT LIST (THIS WILL CHANGE SHORTLY)

President:	Cathy Conway	8443 7535	conway@agile.com.au
Treasurer:	Dennis Medlow	8337 3265	dmedlow@adelaide.on.net
Secretary:	Derek Spencer	8322 6626	derek.spencer.geac.com.au
Social Convener:	David Hichens	8342 2956	dhichens@baea.com.au
Fifth Member:	Scott Lewis	8377 0893	lewistraining@ozemail.com.au
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Newsletter Editor:	Anthony Smith	8269 2687	anthony.smith@adelaide.on.net

STAY IN TOUCH

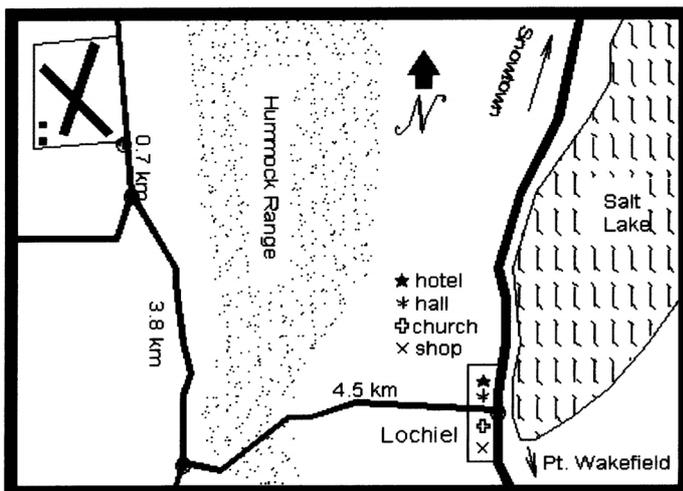
The club has an e-mail group address, augc-people@lists.internode.on.net, that is used to either discuss or arrange things within the club. If you want to stay in touch with the club, send a blank e-mail to augc-people-request@lists.internode.on.net and it will send an automatic reply with instructions on how to join the group list. You can still send an e-mail to the list even if you have not subscribed to it.

You can also get the latest newsletter and up to date news on what is going on at the club's web page: <http://www.augc.aus-soaring.on.net/>

If your e-mail address is on the membership database, Dennis the club's highly esteemed Treasurer can send you your account updates over the internet, as well as receipts for payments. Send an e-mail to: dmedlow@adelaide.on.net

SO YOU WANT TO FLY THIS WEEKEND?

LOCHIEL AIRFIELD



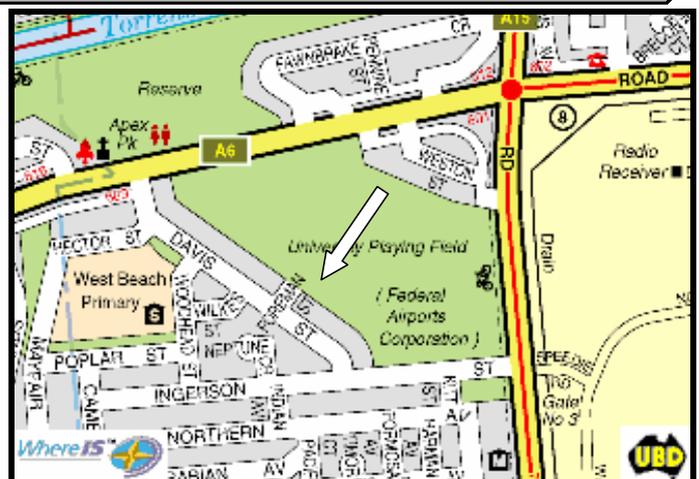
You want to go flying on the weekend? You must ring the club contact person, Mark, on the Thursday before, between 8.00pm and 10:00 pm, on 0412 870 963, (or by e-mail before) so that he can organise instructors and transport for those intending to fly.

You can either drive up yourself by following the map at left, or Scott can arrange a lift to Lochiel either from the Adelaide University footbridge (meet at 7.15am to leave at 7:30 am), or from the Caltex Service station on Port Wakefield road, Bolivar (meet at 7.45am to leave at 8:00 am)

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 entrance is at the end of Foreman St, West Beach.

So you want to help fix the gliders at West Beach, but can't get there? A lift can be available from the Adelaide University footbridge at 7.30pm by arrangement. Ring Anthony on (wk) 8393 3319, (hm) 8269 2687 or E-mail: Anthony.smith@adelaide.on.net.



WHAT IS GOING TO HAPPEN SOON

Wednesday 3 April, Annual General Meeting:

Yep, its club election time again. Time to elect a new executive committee and other ancillary positions for the year (*even a new newsletter editor!*). All members should attend (or have a note from their mum). 7:30 pm Union Cinema, Level 5, Union Building.

Saturday 6 April, Claire's 21st Birthday

Party: Contact Claire for the details.

Saturday 8 June - Monday 10 June and beyond, Flinders ranges Camp: A long weekend of scenic soaring at the Flinders ranges. Contact Cathy if you are interested in attending.

More events coming soon as soon as we work out who the next social convenor is... come along to the AGM and find out!

Uni Gliding

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