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Uni Gliding

November 2002

The Official Journal of the Adelaide University Gliding Club



Redmond and David entertain the distant masses, Lochiel, October 2002 (Photo: D Medlow)

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Bergfalke Form-2 next week

We want all hands on deck at West Beach to make it as quick as possible

QUOTE OF THE MONTH

*"What are you smirking at?" - Sonia Fennell to Mark N,
following her conversion to the L13A Blanik*

Club News

By popular demand, I've decided to increase the publication frequency of Uni Gliding. Last time I pointed out that it was a Quarterly journal, now it's bimonthly. I hope you all approve of the improvement in service this represents; Feel free to demonstrate your approval with money, nubile sexual partners, etc.

A lot has been happening around the club since the beginning of October when the last newsletter came out. There's also plenty happening around the place for you to get involved in, so if you don't see your name mentioned in these pages perhaps we can work something out if you do something newsworthy in time for the next newsletter.

For starters: The BBQ which **Dave Hichens** organized for Early October was a roaring success (the fire roared for a while anyway, so I suppose that qualifies). The club made some money, everyone had a great time, and we managed to dispose of those forklift pallets which Internode didn't need anymore.

We've also had an annual dinner, also organized by **Dave**—Much fun was had by all, more on that later.

The club now has three and a half new Level-1 instructors. **Scott Battersby**, **Derek Spencer**, **Dave Hichens** (he's the half, he'll finish his course later) and **yours truly** spent five fabulous fun-filled days at Balaklava last month learning valuable survival skills, so that we'd be able to defend ourselves against the throng of trainees who will henceforth be attempting to kill us. Some of you have already had the opportunity to risk our life and limb, and I'd like to take a brief moment to thank you for your cunning, which is always useful for keeping us on our toes. I'm sure that there'll be many more surprises on the way from the current crop of trainees, future club members, and the odd occasional checkflight. I'd also like to take a second to ask the instructors panel for patience, now that they've been flooded by a pile of larval-stage instructors who think every bit of mundane routine is suddenly new and interesting. We'll calm down soon, I promise.

Also on the operations front, there are congratulations due for some of our pilots for achievements they've attained over the last month or so. **Dirk Seret** and **Adam Stott** both successfully completed their outlanding checks, paving the way for their C Certificates. Adam has already tried his hand at flying passengers around, and I'm sure there'll be plenty more of that this Summer. **Paul Schaper** flew his first solo flight on Nov 16, and will surely be flying his pants off to attain an A certificate in upcoming weekends. And **Sonia Fennell** resoled and converted to the L13A Blanik on the same weekend.

While he hasn't been flying, **Dirk** has also been very handy around the clubhouse. The extension cladding was completed in early October, and since then he's put in a tremendous amount of time and energy towards getting the Gyprock interior, insulation and ceiling completed. The extension looks amazing now, with more progress every weekend. The target is to have the bunks moved in before the Christmas flying season starts, and it looks like it's well on-track to meet that schedule.

The clubhouse extension is also creating new opportuni-

ties. The club is currently negotiating to host a Rogaining event early next year, and there's talk of getting some hot-air balloon people over one weekend near Easter to, shall we say, swap flights (just remember your rules of the air: Balloons have right of way). These are things we probably wouldn't be able to do without the bunkhouse, and they really serve to highlight the niche it'll fill in the club.

As usual, we also have airworthiness news. The replacement parts for the Puchatek have arrived, and will be installed in early December; and the Club Libelle GMI is back from Form-2. That's the good news. The bad news is that the Bergfalke is about to go *in* to Form-2, so we'll lose it for a weekend or two. If you're a pre-solo pilot who relies on the Bergfalke for flying, right now would be an excellent time to land a hand at West Beach to get it flying again.

We've also had the Pik in the workshop having some work



Photographic proof that David Conway isn't the only person to lose wheels near Lochiel. Photo by David Conway.

done on its wings—BIG thanks to **David Conway** and **Redmond Quinn** for doing most of that work. **Dave Hichens** has taken the opportunity to give it a complete electrical refit as well, so it'll almost be a different aircraft when it's on the line in Waikerie next week.

Oh, I mentioned Waikerie, didn't I? **Dirk** is attending their Basic Cross Country course, and **Dave** is flying in SAGA Performance Week, both during the first week of November. I'm a bit jealous, having had a great time at the Basic Cross Country course last year — I guess I'd better hurry up and book the Pik for next year, eh?

Finally, some special congratulations are in order. It hasn't been mentioned much around the club, but our esteemed President, **Catherine Conway**, has been chosen for the Australian team in the New Zealand Club Class National Championships in Omarama in January next year. Godspeed, Catherine, and remember: Andrew Denton used to say, "It doesn't matter whether we win, as long as we beat New Zealand."

- mark

December 2002

too late for November's calendar :-)



Catherine and Dirk ready themselves for his outlanding checks

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
2	3	4	5	6	7 Go Gliding!	8 Go Gliding!
9	10	11	12	13	14 Go Gliding!	15 Go Gliding!
16	17	18	19	20 AUGC Christmas Party	21 Go Gliding!	22 Go Gliding!
23	24	25 Christmas Day	26 Go Gliding! Christmas Flying Camp at Lochiel	27 Go Gliding! Christmas Flying Camp at Lochiel	28 Go Gliding! Christmas Flying Camp at Lochiel	29 Go Gliding! Christmas Flying Camp at Lochiel
30 Go Gliding! Christmas Flying Camp at Lochiel	31 Go Gliding! Christmas Flying Camp at Lochiel					1 Go Gliding!

From The Treasurer

A few brief words from the Treasurer,

It is the end of the club's financial year at the moment, so I have been pretty busy. As a result this blurb from the Treasurer will follow the same tried and true last minute typings as always.

We have done pretty well this year, all things considered. As can be seen from the attached graph, lots of flying has been happening despite lack of aircraft and some pretty average weather. It is interesting to note the increase in the two seat flying rate last month, despite having the Puchatek out of the air. *[we've had more instructors, and have kept multiple two-seaters running every weekend—Ed]*

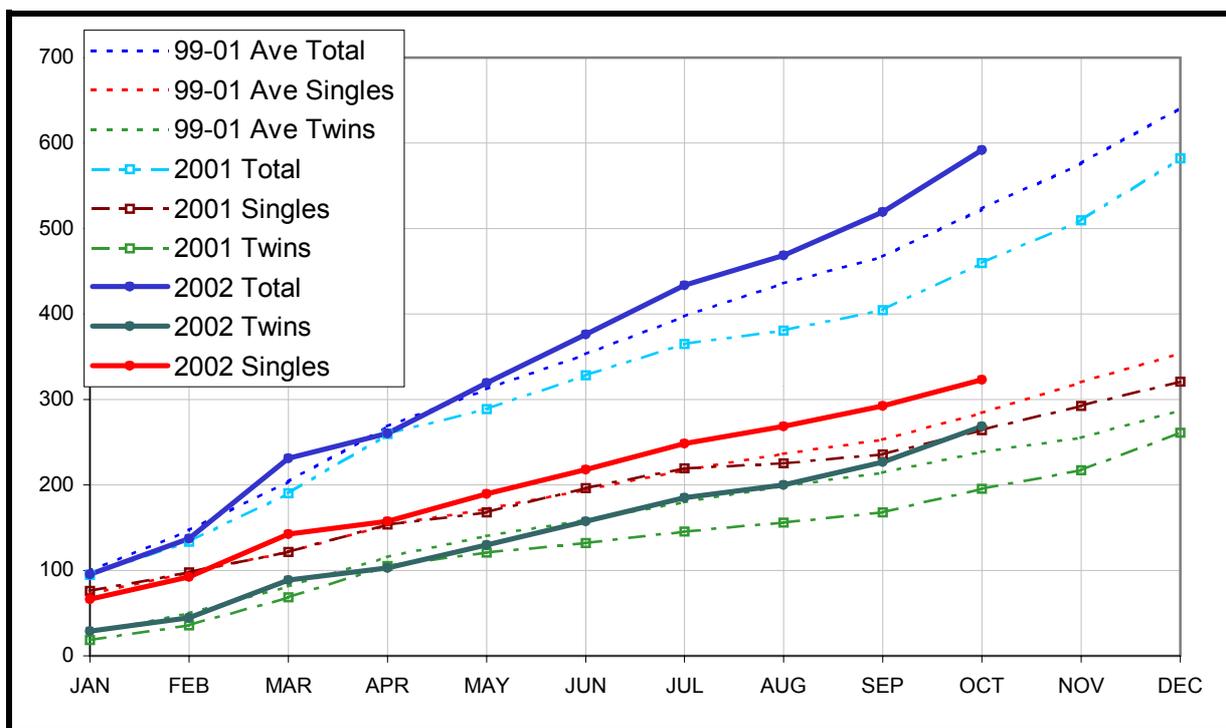
Late last year, the club executive committee started a club saving plan. Basically 30% of the flying revenue from the club aircraft would be put aside for the purpose of either purchasing new aircraft or replacing older aircraft. The idea was, **the more flying that we do, the more we need extra aircraft and the sooner we can afford it.** So far the idea has been working well, with the club raising just

over \$5,000 in just over 12 months. \$2,230 of this fund was used to pay off the remainder of the PIK loan, so there is \$2,770 in the fund at the moment. Presently on the wish list is a self launching two seat aircraft and an additional single seat aircraft. So if you want to see the club grow and improve, do more flying.

The usual treasurers gripe continues. In Feb/Mar next year, the club will need to pay the first instalment of its insurance bill for 2003. This will be in the order of \$4,500. On top of all this, the Sports Association would like the club to start making repayments on the 'investment loan' of \$45,000 too.

At present, the club cannot cover the insurance installment without dipping into the aircraft replacement funds, so we will need to do lots of flying over summer (and of course pay for it). At present the club is owed \$800 by current members, over half of this amount is owed by 6 just people, so *please* pay up if you owe the club money.

Anthony
Treasurer



Underwater Gliding

The membership of our club has always seemed to overlap a bit with the membership of the SCUBA club. Perhaps this explains why.

Air is a fluid. The principles for "gliding" through water aren't very different from the principles for "gliding" through air. The US Navy and the University of Washington are both investigating the possibilities of "autonomous underwater vehicles" (UAVs) for research into sea life and climate.

Unlike our gliders, the UAVs don't look for thermals to extend their endurance at sea—but they don't need to, be-

cause they're neutrally buoyant. To control their speed and direction, an onboard computer moves ballast (its battery bank) inside the fuselage to change its centre of gravity, which alters its pitch, which causes water to flow over its "wings" at different angles of attack.



There's more information for the curious at <http://abcnews.go.com/sections/scitech/CuttingEdge/cuttingedge021011.html>

Of Blaniks and Free Drinks

Mark Newton

Sonia Fennell resently resoloed. Of course, this raised the spectre of free drinks, and Peter C and I tried it on to see how far we'd get.

"Don't be stupid, it wasn't my first solo!" said Sonia. And that was that.

Later, Peter C had an idea: "Hey, Sonia? Was that a Blanik conversion?"

Spotting the opportunity, I assisted: "If it isn't signed in your log book then technically it was a conversion. You'll have to buy the drinks!"

Sonia started to scramble furiously through her logbook. She knew she'd flown a Blanik solo in the Barossa before, but she couldn't see it signed out. Minutes later, a triumphant yelp confirmed the presence of documentary evidence of her earlier conversion to the type.

I disappeared into the bathroom to get changed.

A few minutes later, as I'm walking back into the main living area in the clubhouse, I have an idea. "Sonia?" I asked, "When you flew the Blanik in the Barossa, was that an L13 or an L13A?"

She squinted, then went back to her logbook to find out. It's an L13, of course. It had to be -- The L13A was a figment of my imagination.

"Emilis' Blanik is an L13A," I said, straightfaced. "If you don't believe me, go out to the hangar and check the placards." This was a bluff: Nobody seriously expected Sonia to run out to the hangar -- Which was a shame, because it meant she was buying the drinks.

Peter helped out with the deception by offering to sign out the L13A Blanik conversion in her logbook, but only if she ponied up the drinks. Sonia reluctantly agreed... and Peter dutifully signed her out on a type which doesn't actually exist as she drew up a list of who had taken what out of the fridge. And those logbook entries can't be erased, you know: Some day she's going to front up in front of a complete stranger at another gliding club, and they're going to say, "L13A?! What the



hell is that?" and she'll have to tell this story. Just think of it as a gift that keeps on giving.

Later, as we're driving home, Sonia expressed regret at a bunny-hop on landing her solo flight. Cementing the deception further, I said, "Well, yeah, the L13A is a bit skittish in ground-effect compared to the L13 because of a slight difference to the wing's angle of incidence," and Peter C continued the conversation by talking about the differences between H201 and H201B Libelles. By this time Sonia was firmly convinced that there really was a glider called an L13A Blanik -- to the point where she's now equipped to talk authoritatively about the differences in handling between it and the "standard" Blanik. And that explains why I spent most of Sunday evening smirking.

Hope she doesn't read this.

One useful thing which came out of the exercise: Occasionally people deride the ol' Blanik, claiming that its poor performance and high maintenance requirements make it a fairly useless glider. I'd like to disagree with those people, though: I'm pretty sure that most people, upon reading this article, will finally be able settle the argument about what a Blanik is good for.

"Bottoms up!"

2002 AUGC Annual Dinner

Mark Newton

A good time was had by all.

Dave Hichens admirably satisfied the requirements of his role as social convener by getting the thing organized. It was held at the Buckingham Arms with about 50 attendees, which was a magnificent turn-out.

Everyone bought food. **Redmond** bought wine for everyone. Life was as it should be.

The climax of the night was, as always, the award ceremony. The standard awards were handed out, along with some, uh, "special" mentions.

The *Harley Award for The Most Meritorious Cross Country Flight* was presented to **Dave Hichens**, in recognition of his flight to Crystal Brook and back on a circuit day in May (yes, a Winter circuit day). I was on-field on that day, and I remember Dave circling away in the only thermal anyone had seen all day, with Catherine radioing up to tell him he was "dangling the Dunlop" — Then we lost sight of him and didn't find him again for three hours as he hopped from paddock to paddock, staying aloft by getting into the thermals above burn-off fires in the soon-to-be-ploughed paddocks. It was an excellent performance, and truly deserving of the Harley award.

The *Duncan Award for Most Improved Pilot* was presented to **Adam Stott**. After a three month hiatus, Adam returned to us this autumn and almost immediately went solo. Since then he's flown his pants off, gaining his C certificate and 5-hour flight in the process. Once exams are over he'll almost certainly be heading off on cross-countries, and if he keeps it up I'm sure we'll see his name next to the Harley Award in due course.

The *Viagra "Can't Keep It Up" Award* was presented *in-absentia* to **Matt Leamouth**. Matt took at least four attempts to get his Silver Distance last summer, including one memorable afternoon when the sky was exploding, when, at 9000 ft over Snowtown, he decided that he didn't like the angle back to the airfield and decided to turn home. Normally an achieved distance of 0km on a declared distance of 50km wouldn't qualify for the "Can't Keep It Up" award, but zero kilometers on a 10,000ft day after achieving final-glide to your turnpoint deserves special mention, and special mention is exactly what this award is for. It's also worth mentioning that Matt still has absolutely no idea that he's won this award. I'm sure he'll be mortified. Ha-ha.

The *Winch Engineers Award* was presented *in-absentia* to **Scott Lewis**. Scott was responsible for fitting the Holley Carburetor to the winch, a single modification which increased its performance way beyond anyone's expectations. Before the new carby, the winch was incapable of launching a Twin Astir without a "too slow" signal; After the mod, we're able to launch just about anything with enough speed to overstress it. And that's good, isn't it? Huh? Hmm. Anyway, good work, Scott.

The *Wildlife Award* could only go to **Raj Bholanath**. Raj's expertise in first locating, then destroying wildlife with his car defies superlatives. In two consecutive Flinders trips he's been sporting a dent in his car; In the most recent trip he actually managed to hit two kangaroos, a rabbit and a par-

tridge in a pear tree, which qualified him for a new High Score. Just remember, no matter how much he blames the Commodore for falling apart at the slightest impact, we all know what has actually *caused* the impact, don't we?

The *Wheels Up* award, usually presented to that member who has done the most to advance the state of the art in "spectacularly stupid", was not awarded this year. Progress on the "spectacularly stupid" front seems to have stuttered a bit, but I'm sure we'll have plenty of nominees next year.

There were some "special" awards given at this dinner to celebrate various "notable" aspects of the club.

The first one was given to **David Conway**. We briefly considered presenting him with the *Wheels Up*, but that would have implied that we'd have been able to find the wheel. And we couldn't, because he lost it.

For those who don't know, David brought GMI's trailer back to Lochiel at the end of September. Prior to departure from West Beach, the trailer had four wheels. Upon arriving at Lochiel, a quick count, confirmed by lots of recounts by the befuddled David, delivered a grand total of *three* wheels. One of them had detached itself from the trailer in transit between West Beach and Lochiel; To this day nobody has any idea where it ended up. I have visions of it crashing at 100 km/h through someone's lounge window and embedding itself in their TV, but in truth it really could be anywhere.

Well, anywhere except on MI's trailer. It isn't there, no siree!

In recognition of this remarkable achievement, David was presented with a Matchbox car with a four-wheeled scale-model glider trailer, built by Ian Linke. Oh, hang on — Make that a *three*-wheeled glider trailer. You really need to keep a close eye on the slippery li'l suckers, don't you?

That wasn't the last award given to David, though. He and Redmond have put in a fantastic effort on the clubhouse extension, and that effort was officially recognized during the presentation. **David** and **Redmond** were presented with "Bob the Builder" hats and a selection of power tools (the best kind!).

The club also took the opportunity to recognize other efforts put in by club members.

I received office supplies for publishing the newsletter (perhaps some of them should have been pilfered to make up for the months when the newsletter has gone missing, though :-).

Ian Linke, Dirk Seret, Dave Hichens, Derek Spencer and **me** were also presented with some chocolates for our contribution to the running of the West Beach airworthiness workshop. So there you go — Not only can you keep the club flying by helping out at West Beach, but you also get chocolate. Is that a winning idea or what?

The award ceremony, and the records which are kept about who has received what, is an important part of the club's history and folklore. Congratulations to the recipients, and thanks to the attendees for making it a great night.

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 message 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:

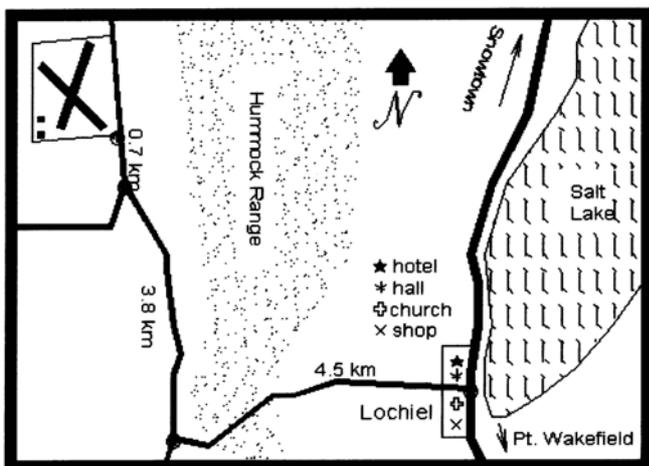
<http://www.augc.aus-soaring.on.net/>

If your e-mail address is on the membership database, Anthony 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:

anthony.smith@internode.on.net

Want to fly this weekend?

LOCHIEL AIRFIELD



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.

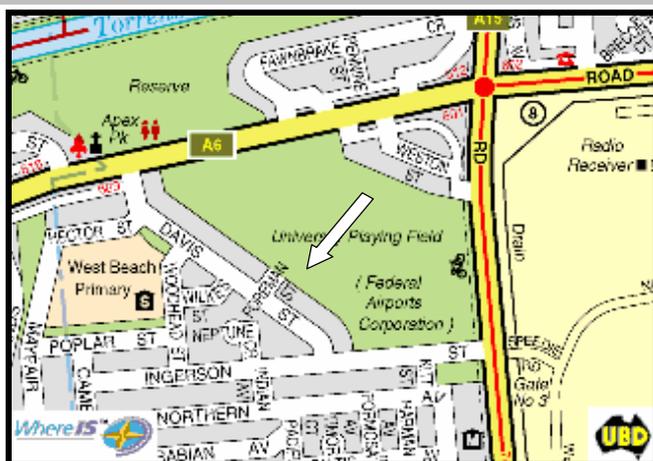
You can either drive up yourself by following the map at left, or Mark can arrange a lift to Lochiel either from the Adelaide University footbridge (meet at 7.15am to leave at 7:30 am), or from the Caltex Service station on Port Wakefield road, Bolivar (meet at 7.45am to leave at 8:00 am)

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.



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Upcoming Events

Mon 2 Dec—Fri 6 Dec: Cross Country Course and SAGA Performance Week at Waikerie. If you have a free day during the week, pop up to Waikerie and say “Hi” to Dirk and Dave H. I’m sure they’ll have lots of war stories to tell...

Fri 29 Nov: Party at Peter Cassidy’s place. He’s organized it on a Friday night specifically so that it won’t conflict with weekend flying operations. RSVP at <http://www.petercassidy.com/event>

Fri 20 Dec: Club Christmas Party at Anthony’s Parents’ house at Flagstaff Hill. Watch the augc-people mailing list for further details.

Thu 26 Dec—Sun 5 Jan: Christmas Holiday flying at Lochiel. As usual, we expect to be able to fly on most days during this period, either with instructors or independent ops.

Uni Gliding

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