



*KRO Soaring at sunset. (Photo D. Medlow)*



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### Thought For The Month

"I will study and get ready, and maybe my chance will come."  
Abraham Lincoln.

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## Editorial

The Editor

Howdy,

Welcome to the O-Week edition of Uni Gliding!

If you are a new member, just thinking about joining or are looking to come up and try gliding I'd like to welcome you to a sport that is both exhilarating, challenging and rewarding. We aim to provide all Uni students with access to sports aviation in a way that is both safe and exciting. The Club aims to have a balanced program of on and off field activities that enable members to participate in a variety of events.

If you are interested in flying as a possible career, you will receive no better grounding than in gliding. It is common knowledge that glider pilots make excellent power plane pilots. Not only will you receive invaluable experience, but you can also save money as the hours you accumulate gliding count towards your Private Pilots Licence (PPL) and your Commercial Pilots Licence (CPL). Yours truly has a PPL obtained after learning to fly gliders and the previous editor (whose words in

this paragraph I have unashamably copied) has a CPL.

In other news it was also fun and exhilarating to help dig out the remaining hanger footings a few weekends ago - I trust that the wombats have not yet filled them up before Redmond can arrange to insert a few cubic metres of concrete in them (hmmmmmm, concrete.....).

Until next month...

Mr. Ed.



*Daddy, can I PLEASE have the keys to the Motor Glider?*



## News You Can Use

### Cross Country Results

Congrats to Mark Tyler for a 300+ Km cross country in February.

Also to Derek Spencer for a similar effort in the Boomerang [see it does still fly : Ed].

### New Contact Person Wanted

Unfortunately Gabriel is unable to continue with the role of Club Contact person. This role is important as it is often the first contact that potential members and AEFs have with the Club, and it can significantly contribute to the smooth running of flying days by ensuring that we have an appropriate number of experienced and non-experienced people on field.

If you are able to help out by taking on this role please contact the AUGC President or Secretary as soon as possible.

The Club thanks Gabriel for his time and enthusiasm in the role.

### Annual General Meeting

Yes its that time of year again. Time to plot and scheme as to who YOU will nominate for Club positions (in the hope of diverting attention away from yourself).

The AGM will be held in April at a venue in the Adelaide University at a time and date to be advised.



# What Is Gliding?

Gliding is the art of flying an aircraft without using an engine. A glider is simply an aeroplane that doesn't rely on an engine to stay aloft; it has all the same generic controls and instruments as a powered aircraft. Contrary to popular belief, engines do not make aeroplanes fly: Wings do! For wings to 'work' they must be moving forwards relative to the air. Engines are used in powered aircraft to supply this forward thrust in a steady, convenient form. Gliders use gravity; they are always gliding downwards through the air, but they glide at shallow angle typically equivalent to 30 metres forward for only 1 metre down through their efficient design. A light aircraft such as a single-engine Cessna with its engine off will glide around 8 metres forward for every 1 metre down. Still controllable, but nowhere near as efficient as a glider.

## How Does A Glider Stay Airbourne?

The air is rarely still. It moves laterally as wind and it also moves vertically due to density differences. The 'magic' starts when the glider is in air that is rising faster than the glider is descending. The glider will then be carried up by circling in the rising air, in exactly the same way as eagles and other soaring birds. When the glider leaves the rising air it will resume its slow descent. Utilising this rising air is called 'soaring'. Provided there is enough rising air around, a glider can stay up indefinitely.

Of course air currents are invisible and can't be seen rising directly. There are theories and instruments available to help the pilot find rising air, but it is here where gliding passes into the nether world between science and art. The challenge of using rising air to the best advantage is akin to a sailor using the winds and currents of the ocean, and this challenge is what keeps most enthusiasts coming back.

Rising air (also called 'lift' by glider pilots) can be found in the form of bubbles of hot air called 'thermals'. These bubbles can extend very high into the atmosphere during summer. A thermal is formed from a 'trigger point' on the ground, such as a quarry, shed roof or a clump of trees. Rising air can also be found where the wind blows over a ridge or range of hills. The air is forced up over the face of the hill, which provides continuous,

predictable rising air called 'ridge lift'. Unfortunately this lift is limited to near the hill and doesn't go very high unless the wind is strong and it is a big hill. The Adelaide Uni Gliding Club (AUGC) had an advantage at its airfield near Lochiel as it was adjacent to the Hummocks range which is ideal for ridge lift. Prevailing westerly winds necessary to generate lift on the airfield side of the north-south range were common, particularly in the winter. At Stonefield, which has been our home since December 2004, members of the AUGC have utilised 'wave lift' rather than ridge lift. Prevailing westerly winds over distant ranges can set up standing waves in the air that extend to our airfield. Alternate lines of ascending and descending air are present, much like the ripples that form in the wake of an obstacle in the middle of a flowing river. Wave lift is generally found (or lost) at relatively high altitudes.

## How Does A Glider Take Off?



There are a number of ways to get a glider airborne. The most well known method is to simply tow the glider behind a powered aeroplane (called a 'tug'). This process is called 'aero-towing' and has the advantage that the glider can be towed to any height or position in the sky. The downside is the cost. Maintenance, fuel costs etc. associated with tugs make aero-towing an expensive launching method, one that would not suit the modest budgets of most students. The Adelaide Uni Gliding Club uses a cheaper method known as 'winch launching'. Many people would argue that this is much more fun and, more importantly, inherently safer. A large engine (V8 in our case) mounted on the back of a stationary truck

is used to wind steel cable onto a drum at high speed. The glider is attached to the other end of the cable and is pulled into the air like a kite. An average launch takes the glider to 1400 feet above ground, although heights in excess of 2000 feet can be gained with a significant headwind. At the top of the launch the cable is either released by the pilot or by the glider automatically.

### How Safe Is Gliding?

Gliding is a very safe sport. Like driving a car, it is only as safe as you make it. Yes, there are risks just like in any other activity, but the risks are fully understood and catered for; procedures are put in place and religiously followed to make sure that the risks are minimised. Our selfpreservation instincts are just as strong as yours! Before a glider

is permitted to fly on any particular day, it must be carefully inspected by a qualified inspector.

Furthermore, the gliders are put through a thorough inspection every year where the gliders are disassembled and checked.

All of the Club's instructors are experienced pilots that have undergone rigorous training and testing that is supervised by the Gliding Federation of Australia. You learn to fly at your own pace and the more advanced aspects of flying are only introduced as you are ready for them. The Club's aim is to produce safety conscious and competent pilots. Someone who flies regularly (about once per fortnight) can expect to go solo after around 10 hours of flying. There are no minimum time requirements; once your instructor is satisfied that you have reached the required standard, you are given the opportunity to go it alone!



## President's Message

Derek Spencer

I would like to take this opportunity to welcome all new members to the Adelaide University Gliding Club (AUGC). Gliding is an exciting and challenging sport and at the same time elegant and peaceful. You may like to spend your time floating around the sky with wedge tailed eagles, or racing cross-country over hundreds of kilometres or simply admiring the view of this amazing country from thousands of feet in the air. There're even aerobatics for those who really like to get the adrenaline pumping. Whatever the goal or challenge, the gliding club can help you achieve it.

One of the aims of the Gliding Club is to make flying affordable for students. The aircraft hire rates are excellent, the launch costs are low as we use a winch rather than a tow plane and we offer pre-solo training and bulk flying packages to give you better value for money. Next time you are at the airfield, ask us about these deals and how they might benefit you.

The Club also aims to create a fun, social atmosphere; and not only at the airfield. BBQ's will be a regular occurrence at our maintenance shed at West Beach on Monday evenings. It's easy to get there, the food and drinks are cheap and it's a great opportunity to catch up with others, swap stories and have fun. If you are interested in how the Club maintains the fleet, I encourage you to ask

questions and help out at West Beach. We can teach you skills such as wood-working, welding and fibre glassing. If that's not for you, just come down and enjoy the food, drink and company of others.

The Club will hold social events once a month. They may feature, for example, dinner and a movie, ten pin bowling or go-carting (which is a favourite of mine). Our social convenor, Claire, will make announcements each month via our mailing list, which you can join by following the instructions on the last page of this newsletter. When you hear from Claire, put your name down and join in the fun.

This year we will be doing something that the Club hasn't done before. We will be running a Treasure Hunt. The concept is simple. You get a puzzle. Solving the puzzle gets you to the next stage. Be warned, the puzzles won't be simple, but there will be prizes at the end. Announcements about the Treasure Hunt will be made by Claire so stay tuned.

Thanks and safe flying,

**Derek Spencer**  
**AUGC President**



# Chief Flying Instructor's Comments

Dennis Medlow



*The Chase Range at the Flinders Ranges taken from the air in QZ. (Photo D. Medlow)*

Welcome to the AUGC

## Learning to Fly

At AUGC we use a competency based approach to flight training. This means that we ensure that students are competent in the area under instruction before proceeding to more advanced topics. The topics covered by instruction are contained in the Student Training Logbook, one of each is issued to all new students at AUGC. This book helps you and your instructor know exactly where you have progressed to in the training sequence. Therefore it is very important that you bring it along each time you come to fly.

It is also important to become involved in the activities at the airfield when you are not flying. Our operation is a team effort and everyone can do their bit to help out. If you feel yourself getting bored please let us know!

## Safety at AUGC

When you come to fly with us at Stonefield your safety, and that of others on the field, is of the highest priority. You can expect that the instructor or other senior member will provide you with a briefing on where you can go (or not go) on the airfield, however if you are unsure at any time please ask someone.

As we are an operating airfield we will ask you to observe a few commonsense rules:

1. Do not enter or cross a runway on foot or in a vehicle without having made a good lookout for aircraft arriving from either direction.
2. Never walk in front of an aircraft with its wings level (it may be about to take off)
3. Never go near or touch the propellor of the motorglider (Motorfalke).
4. Never approach the winch when it is laying out

or winding in cables.

Your instructor will brief you on safety issues associated with your flight (harnesses, use of flight controls etc.) before takeoff and will explain how the flight will be conducted,

## Instructors

All AUGC instructors are trained using the national Gliding Federation syllabus and have regular checks to ensure their proficiency remains current. Instructors meet regularly to discuss operations and pilot progress in the Club Instructor Meetings. Our instructors are the backbone of flight training for AUGC and many have extensive experience in all types of gliders. Some also hold private pilot licenses. Your instructor is a volunteer with the Club and often will be giving up his or her own flying time to assist others in learning to fly, therefore please try to help him/her as much as possible with other tasks around the field.

## Keep Your Cool

Gliding takes place on an airfield with relatively small amounts of shelter and access to water. Please ensure you have sunscreen, a hat (broad brimmed preferred, baseball caps not) and a container for drinking water. My experience over the (many) years has been that pilots that are dehydrated or overheating do not enjoy their flights as much as those that are more comfortable to start with.

I look forward to meeting you on the airfield. Have fun and safe flying!

Dennis Medlow  
AUGC CFI



# Flying Calendar



*Khancoban NSW with Tumut Pondage and Airstrip*

*Photo: D. Medlow*

## March

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
						1 GO GLIDING!
2	3	4	5	6	7 GO GLIDING!	8 GO GLIDING!
9 PUBLIC HOL GO GLIDING!	10	11	12	13	14 GO GLIDING!	15 GO GLIDING!
16	17	18	19	20	21 GO GLIDING!	22 GO GLIDING!
23	24	25	26	27	28 GO GLIDING!	29 GO GLIDING!
30	31					



### Help Wanted!

The Club is still looking for someone willing to offer their services as Winch Officer, Contact person and Newsletter Editor. (Not all in one person but if you can do that even better!)  
Please contact the Secretary if you are interested.



## From the AUGC Vault



*OK a relatively recent photo this month. Can anyone identify: (a) the location (1 point), (b) the aircraft (50 points), (c) the bystanders (2000 points) [the last being quite hard due to the fact you can't actually see his/her face]?*

## Stay In Touch

The Club has an email group address, [augc-people@lists.internode.on.net](mailto: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, subscribe to the mailing list by filling out the online form at: <http://lists.internode.on.net/mailman/listinfo/augc-people>.

You can still send an email to the list even if you have not subscribed to it. There is also an 'augc-announce' list for official club announcements, courtesy of our friends at Internode. If you are an AUGC member and have provided your email address then you will already be on this list. If you want to join this list or want to change your subscription, go to: <http://lists.internode.on.net/mailman/listinfo/augc-announce>.

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.on.net>. If your email address is on the membership database the Club's Assistant Treasurer can send you your account updates over the internet. Send an email to: [accounts@augc.on.net](mailto:accounts@augc.on.net).

## Fly This Weekend!



Want to go flying on the weekend? You must ring the club contact person, Gabe, on the Thursday before between 8.00pm and 10:00pm on 0412 870 963, (or send an email: [contact@augc.on.net](mailto:contact@augc.on.net)) so that he can organise instructors and transport for those intending to fly. Members can book via the online booking system at: <http://booking.augc.on.net>.

You can either drive up yourself by following the map at left, or Gabe can arrange a lift to Stonefield either from the Adelaide University footbridge (meet at 7.15am to leave at 7:30am), or from the Caltex Service station on the corner of Montague Road and Main North Road (meet at 7.45am to leave at 8:00 am).

## 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 and Tuesday 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 arranged from the Adelaide University footbridge at 7.30pm via [augc-people@lists.internode.on.net](mailto:augc-people@lists.internode.on.net).



## Club Contacts

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