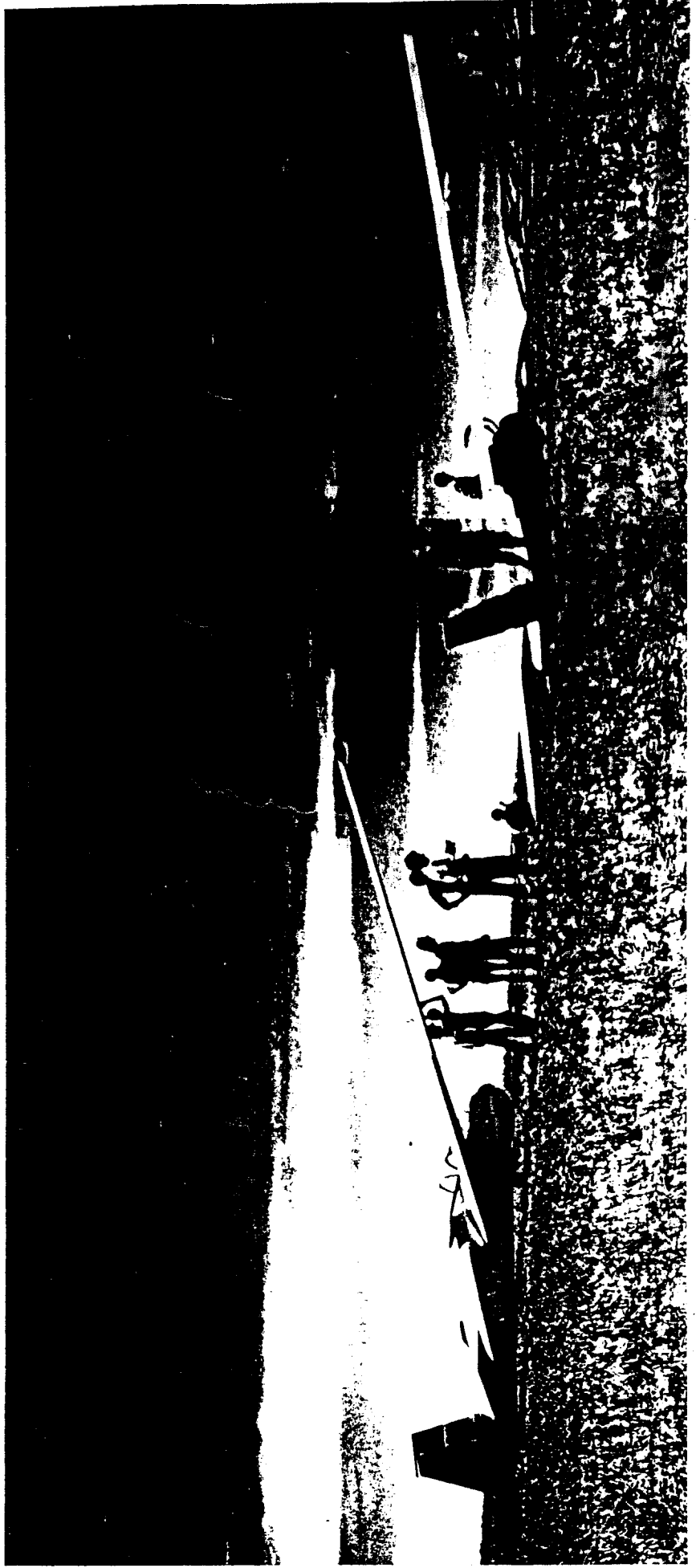


UNIVERSITY GLIDING March 1987

PUBLICATION OF THE ADELAIDE UNIVERSITY GLIDING CLUB

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Volume 12, Number 1.

'Surely, man's age-old dream of flying has found its purest and most beautiful expression in soaring. Nature opens up to the soaring pilot a world that would have been unreachable only a few years ago - a world of mighty forces, gentle or wild, majestic and mysterious. The pilot enters this realm, flies in it, makes use of its dynamics, and tries to explore and fathom its mysteries. The burden of everyday life is left on the ground and becomes inconsequential compared to the freedom that the wings of a sailplane can provide.

The better we understand nature, the more adroitly we can make use of her powers to fly higher, farther and faster. The characteristics and performance of our sailplane set the bounds of our possibilities; we "feel" some things almost instinctively, while others must be laboriously learned and practiced. Our bodies are called upon to function under stresses for which they were not designed; our minds must constantly assimilate new situations, weigh new factors, and make decisions.

There are probably few other sports in which success requires not only good physical condition, but also correct recognition of natural processes - a fact which makes soaring a very special sport indeed.

'A soaring enthusiast is someone who is thrilled by the beauty of flight and exhilarated by his ability to float high in the sky, free as a bird, making use of the natural energy of the atmosphere. Man dreamed of doing this for thousands of years, but now we have the technology and understanding needed to turn dream into reality.

Gone are the days of the pioneers with their audacious experiments and daredevil test flights, but the knowledge they gained now enables us to fly in safety.

Sailplanes are now so highly developed that they are as reliable as any other means of transport or piece of sporting equipment. What is more, the wealth of knowledge associated with modern soaring is today so extensive that no fundamental questions remain unanswered.'

Reprinted from 'Flying Sailplanes'
and 'Cross-Country Soaring',
by Helmut Reichmann.

Editorial

Rejoice, all ye readers of Uni Gliding, for the Dark Ages have ended! I, your long deposed editor, have displaced the pretender (the inglorious Paul), and after a dreadful two year absence, sit once again on the Editorial Throne, wielding my powerful typewriter in whatsoever cause appears best to me at the time.

At this time of year, many new members join our ranks. Welcome. A large proportion of you new members will have joined the club knowing very little about gliding. For this reason, this first issue of Uni Gliding for 1987 contains a lot of introductory information about gliders, gliding, and the Adelaide University Gliding Club. Future editions will (I hope) be issued monthly, and contain relevant information about gliding and the activities of the club.

I would like to point out to new members, and to remind older members, that this newsletter is a club newsletter, not an "Andrew McGrath" newsletter. Anybody, from the most inexperienced passenger to the Chief Flying Instructor, who has something to say is most welcome to contribute. Any articles, stories, cartoons, photographs, drawings, poems or the like may be left for me in the gliding club's pigeon hole in the Sports Association office, near the Jerry Portus room in the Lady Symon Building.

Hoping you all have a good year,

Andrew

Coming Events

March G.M. - The March general meeting will be held at 7.30 p.m. on Wednesday, the 11th (the week after O-Week) in the Jerry Portus Room. This will be a 'Get-to-know-you' night for the benefit of new members. Bring a bottle, and meet the stars of the A.U.G.C.

Annual General Meeting - The general meeting in April will be the A.G.M., where the 1987 executive is elected. Because of the special nature of this meeting, it will probably be held in the cinema, on level 5 of the Union building (near the bar) rather than in the Portus Room. Here is your chance to make your power bid!

Adelaide Airport Maintenance Facility Tour - The date for this interesting visit has yet to be made definite, but it will probably be in about the middle of the term. Stay tuned for more details.

Australia again on top!

The America's Cup may have left our shores, but while the mass media was swamped with sailing boats cruising up and down off Perth, nearly thirty countries with something like a hundred gliders were competing in the World Gliding Championships, held in Australia for the first time since 1974, at Benalla, in Victoria.

Totally unnoticed by the media in his own country, an Australian, Ingo Renner, took out the Open Class title, defeating twenty eight other countries including U.S.A., Canada, Great Britain, China and West Germany. This was Ingo's fourth world title, the last three consecutively.

Surely an event of this type deserves more coverage than it received? A 'Racecam' on a few gliders, combined with the technology that was used in the coverage of the sailboat race could turn a race of nearly fifty gliders into an impressive spectacle indeed.

General Meetings

Every month throughout the year, the A.U.G.C. holds a general meeting. These meetings are divided into three parts; first is the business section, where members can catch up on club news and activities, and can ask questions and put points of view about the running of the club. The other two sections are a short supper (or coffee break) and an entertainment or educational section. This may consist of showing a film or videotape, having a lecture on some aspect of gliding (e.g. 'aerodynamics', or 'landing').

These meetings are usually held in the Jerry Portus Room; this is located on the ground floor of the Lady Simon Building, above the women's toilets, and behind the Sports Association Office. Incidentally, it is in the Jerry Portus Room that the club has its notice board, and its pigeon hole, where any correspondence is delivered. The meetings are normally held on the first Wednesday of each month, at 7.30 p.m., however the March General Meeting will be held on the Wednesday after O-Week, the 11th, to cater for members joining late in O-Week.

These meetings can normally be expected to run until about 10 p.m., but anybody is welcome to arrive late and/or leave early.

Executive Meetings

The real power in the club is wielded by an executive committee of five members. This committee meets every month to discuss and plan in detail the day to day running of the club. These meetings are normally held on the third Wednesday of each month, at 7.30 p.m., at some member's house, as decided at the previous exec meeting. Any interested person is welcome to attend these meetings, and can find out the venue by contacting any member of the executive, or a club contact person.

General News

Clubhouse - In recent times, a massive effort (and several hundred dollars) has seen the bathroom in the clubhouse made operational. The shower is complete and works well. Further work in the bathroom will take place over the next two or so months, consisting of completing the tiling, adding architraves and latches to the doors, and completion of the plastering and painting.

The kitchen has also advanced; a freezer has been purchased from members' donations, so thank you to all those who contributed. The overhead cupboards given to us by Steven Were have been installed above the sink.

Tee Hangar - Last year, the club received a grant to assist with the building of a tee hangar to house the Phoebus. Designed by Redmond, this hangar is now nearing completion in the farmer's hay yard (we did get his permission to put it there!). This structure now awaits only some flashing, doors, and internal fittings, and will enable us to leave the Phoebus rigged each week. The Arrow will also fit into the hangar.

West Beach Inspection Centre - Part of last year's grant was also to assist in the construction of a shed on the university playing fields at West Beach. This shed is to primarily be used for doing the annual major inspections of the club's gliders. In the past, the club has lost flying because of delays in getting an inspection done, simply because there was nowhere suitable to perform the inspection. The main structure of the shed is now complete, a 6 by 10 metre working area, and indeed the Bergfalke's last annual inspection was performed in the shed at Christmas time.

The shed now awaits electrical installation, a concrete surround, and painting.

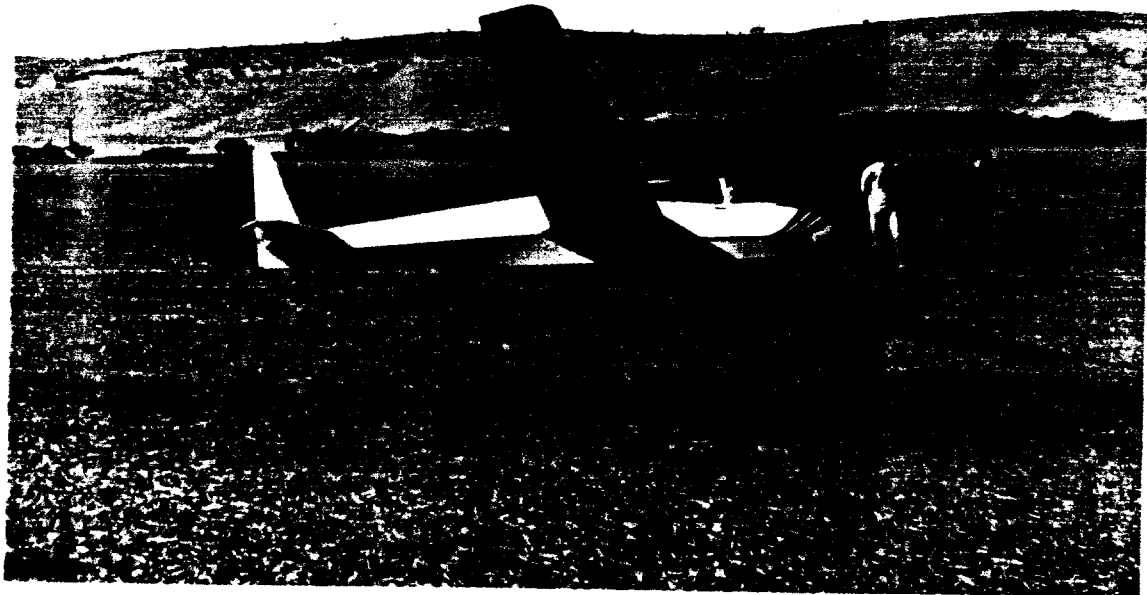
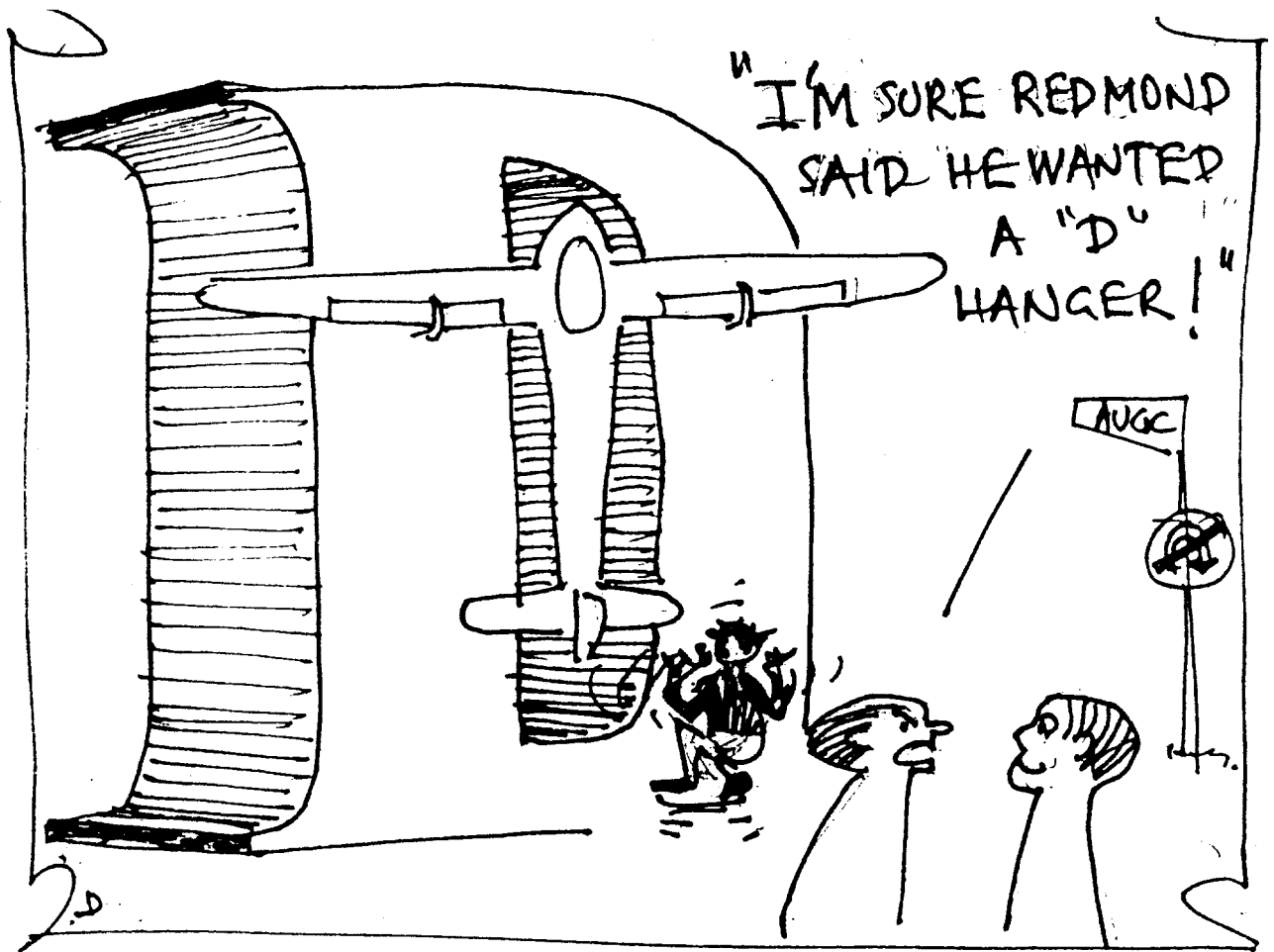
New Winch - For a long time now, the club has been constructing a second winch, built on the back of a Toyota 'Dyna' light truck. This project has generally been considered 'low priority', and so has taken second place to other projects,

like the tee hangar. The new winch has recently been moved from the main hangar at Lochiel to Kadina, where the Frosts are continuing the work, currently building the drums. The Ford 351 engine, the transmission and the diff housing are already mounted on the truck.

Sunraysia Minicomps - In early December, six club members journeyed with the Bergfalke and the Phoebus to sunny Mildura to compete in the Sunraysia Minicomps. The trip over was to have been simplified by flying the Bergfalke most, if not all, of the way. Unfortunately, the twelve kilometres achieved (?!) by Redmond and David (T.) did not help all that much. The first contest day gave practice at derigging gliders in thunderstorms, and pretty much set the mood for the duration of the comps. Out of the whole week (this was the week that Adelaide blew away, remember), only a few days were flyable. However, the Bergfalke and the Phoebus did make a few notable flights. These included Martyn Roberts' five hour epic of misnavigation, Steven Were's rounding of turnpoints in the wrong order, and Andrew and David's outlanding - the only outlanding (of any aircraft) for the whole competition.

ES-59 Arrow - Late last year, the club bought back the old Arrow, GNF. This is a very pleasant-to-fly aircraft, ideal for early solo conversions. Many club pilots have already converted to this single seater, and all who fly it are delighted with its handling. Unfortunately, soon after it began flying, the tailplane received a bump in the hangar (from the winch, actually), and although there was no obvious damage, the aircraft was sent to Harry Schneider. Harry actually built this aircraft, some twenty four years ago, and this time he simply reglued the tailplane mounting block. The Arrow was returned to service in time for the Australia Day regatta.

A.U.G.C. Regatta - Over the Australia Day long weekend in January, five aircraft from other clubs came to visit us at Lochiel to compete in a friendly competition. Unfortunately, the weather was too poor to permit any contest tasks, but everybody had a good time, with ridge soaring on the Monday.



Important Club Phone Numbers:

Andrew McGrath	:	(Club Contact, Newsletter)	:	356 2466
Redmond Quinn	:	(Chief Flying Instructor)	:	344 5331
Mark Raftery	:	(Treasurer)	:	293 6276
Stephen Were	:	(Secretary)	:	44 1540

A.U.G.C. COMPETITION REPORT

Over the Australia Day long weekend, January 24-26, the A.U.G.C. held a regatta at Lochiel. Although invitations were sent to all gliding clubs in the state, aircraft from only two other clubs graced us with their presence; the Adelaide Hills Soaring Group, and the Whyalla & District Gliding Club. Perhaps everybody else had heard what the weather was going to be like...

Friday afternoon, the first A.U.G.C. members arrived to finish cleaning up the clubhouse, and to welcome any early arrivals. The contingent from Whyalla appeared in time to visit the local pub for a meal, with three aircraft in tow; IS28, Single Astir, and Ron Dunn's Duster. The weather did not look as if it was going to be particularly pleasant overnight, so the gliders were left in their trailers in the shelter of the hangar. Friday night also provided the opportunity to commission the new shower in the clubhouse, made usable only the previous weekend. Late that night, contest director David Conway (known for the duration of the contest as C.D., pronounced 'seedy') rolled into the airfield with the club's new deep freeze in tow, with some highly improbable story of how he had braved death to avoid more serious damage to the freezer in a vain attempt to excuse the damage caused to the freezer door when it flew open in transit.

The first morning of the competition saw the arrival of the Adelaide Hills Soaring Group's Boomerang and Longwing Kookaburra. So, with our own four gliders, there were now nine aircraft on field; quite a spectacular achievement for Lochiel airfield. Of course, with everything right ready for a promising contest, something had to go wrong, so the weather forecast was terrible. A 'provisional' task, of about 100 kilometers was set, in case the weather got better, and then many people went flying; Saturday saw twenty four circuits flown, with only a small amount of soaring possible, when the ridge worked for a short time. That night, some fairly solid rain set in, so the barbeque was cooked under the eaves of the clubhouse, and eaten inside. After dinner, entertainment

was provided by some films about aviation, including Dawn Flight, filled with spectacular glider aerobatics and formation flying. Thanks to Michelle (from the A.H.S.G.) for assistance with the complexities of a 16 mm projector.

The rain overnight led to impressively bad weather for the next morning, and incidentally put the telephone out of action; not the ideal thing to happen during a competition. In fact, the whole immediate area lost phone communications, so if anybody outlanded, the chances were that no phone call could be made from the nearest phone anyway! Luckily the weather was too bad to even contemplate setting a task. The Whyalla people decided to make the best of it, and drove to Murray Bridge airfield to attend the air show that was there. Everybody else went flying circuits when the rain stopped and the cloud-base lifted. Come evening, and another barbeque was enjoyed by all in the clubhouse. Later on, three more films and a floor show entertained the frustrated pilots.

So dawned the last day. The telephone was still not working (though Telecom, via the phone box in Bute, assured us that it would be fixed 'sometime'). Another journey to the phone box found the weather forecast unpromising for cross country conditions, but with probable ridge soaring. Indeed, the ridge did work, and eight aircraft were soon cruising back and forth. Barry, from the A.H.S.G., was lucky enough to achieve his first five hour flight for his Silver C badge in the Boomerang - congratulations. In the middle of the afternoon, at last, some more good news - the telephone began to work again.

Although everybody was somewhat disappointed by the weather, at least some ridge soaring gave most people some interesting flying. At the end of the weekend, everybody went home having enjoyed themselves in spite of the weather; a regatta is fun even if there is no competition.

Perhaps next year we may have more luck, but this year we found that not even the weather can stop a collection of glider pilots from having a good time.

A. U. G. C.
The past twelve months.

1986 was a year of expansion for the Adelaide University Gliding Club.

At the start of the year, for the first time in some two years, the club had three aircraft flying; the Bergfalke, the Phoebus, and the long awaited Bocian. However, the club did have certain major problems. Part of the reason for the Bocian's long absence was that there had been difficulty finding anywhere to work on the aircraft (the Bocian was withdrawn from service at the end of 1983 to have new fabric put on, new control cables throughout, etc., and it was not until after Christmas of 1985 that the work was completed). This posed a problem not only with major refits, like the Bocian exercise, but every time work was due on any aircraft, like annual inspections, and so on; a glider takes up quite a large area. The proposed solution was to build a shed specifically for such work, in a readily accessible location. Negotiations with the Sports Association, the University Union, and the Department of Aviation resulted in permission to erect such a shed on the playing fields at West Beach. A shed kit was purchased, and a veritable army of club members put it up immediately after exams at the end of November. The floor slab was poured a couple of weeks later. The shed is now awaiting the final touches; a concrete surround, electrics, a little more flashing, and a coat of paint.

Another problem facing the club at the beginning of 1986 was that of hangaring. In 1985, the club had only been operating the Phoebus and the Bergfalke; these two aircraft fit quite comfortably in the hangar. However, with the resurrection of the Bocian, there was no longer enough hangar space, and it was necessary to derig the Phoebus and put it in its trailer every week. The solution to this one was obvious; the club needed another hangar. Negotiations with the farmer gained us permission to build the hangar in the Eastern end of his already oversized hay yard. Our resident C.F.I. and mechanical engineer, Redmond Quinn, set to and designed a hangar for

the Phoebus. The hangar designed is of a type known as a 'tee hangar', because of its shape - the glider's fuselage goes back along the stem of the 'T', with the wings across the top. This hangar has been taking shape at the end of the runway for a while now, and is currently completely clad, awaiting some more flashing and doors across the front.

Both of the previously described problems were not directly of a flying nature. However, ever since the club purchased the Phoebus high performance single seater, at the end of 1984, the club had suffered from a deficiency in its training fleet. The Phoebus is not a particularly difficult aircraft to fly, but nonetheless it has dramatically different handling qualities from either of the two seaters. Because of this, pilots were having to become very proficient at flying the two seaters before they could be allowed to fly the Phoebus. What the club really needed was another single seater aircraft. This aircraft would have to be very easy to fly, so that a relatively inexperienced pilot could fly it confidently and safely. Such an aircraft would accustom pilots to the major differences between the heavy two seaters and a light single seater, and would ease the transition to single seaters. Unfortunately, such gliders do not come on the market very often. Cost immediately ruled out a new aircraft, and any single seaters readily available on the second hand market are not really ideal for the purpose, and cost something like \$15,000. So, the club was prepared to wait for a glider that fitted the bill. About half way through the year, it came to light that an aircraft that was suitable was lying idle, and might possibly be bought at the right price. This aircraft, an ES-59 Arrow, registered VH-GNF, was actually the first glider the club had ever owned. The Arrow was an ideal aircraft for early solo conversions, and had been sold by the club back in about 1979. Now, the new owner was not using it any more; indeed it had not been flown for some two years. The owner, living a very long way from his club, and raising a young family, no longer had enough time to use the aircraft. The Arrow is a fairly low performance glider, built in 1963 and made of wood, so the price would be right. A long series of negotiations with the University Union resulted (after some months) in

a loan of \$5,200 from the Union to buy the glider (it is the club's policy to buy all of its aircraft itself, without grants from the Union). More negotiations with the owner, and the aircraft was ours. The Arrow began flying at Lochiel again in December. (The Arrow does not cause the same hangaring problem as the Phoebus because it is considerably smaller, so that, with very careful juggling, it can fit into the hangar with both two seaters, or easily into the tee hangar if the Phoebus is not in it).

For about five or six years now, the club has been constructing a clubhouse on the airfield. The work on the clubhouse progresses as money becomes available to pay for it. At the beginning of 1986, the outer shell of the building was virtually complete. Still, however, there was no running water, no sewerage, and no phone or electricity in the clubhouse. A huge effort to prepare for the O-Week influx of members saw telephone and electricity run across from the hangar, water brought from a mains line some 200 metres from the clubhouse to a tank on top of the sandhill, and down to the clubhouse. A septic tank was dug and built, some internal walls erected, and a toilet and kitchen sink made operational. Money then ran out for a while, and it is only just recently that finances permitted another huge effort, this time to make a shower operational for the regatta in January. The bathroom in the clubhouse is now actually looking like a bathroom! With the addition of a second fridge and a deep freeze bought from members donations, the club house is now quite habitable.

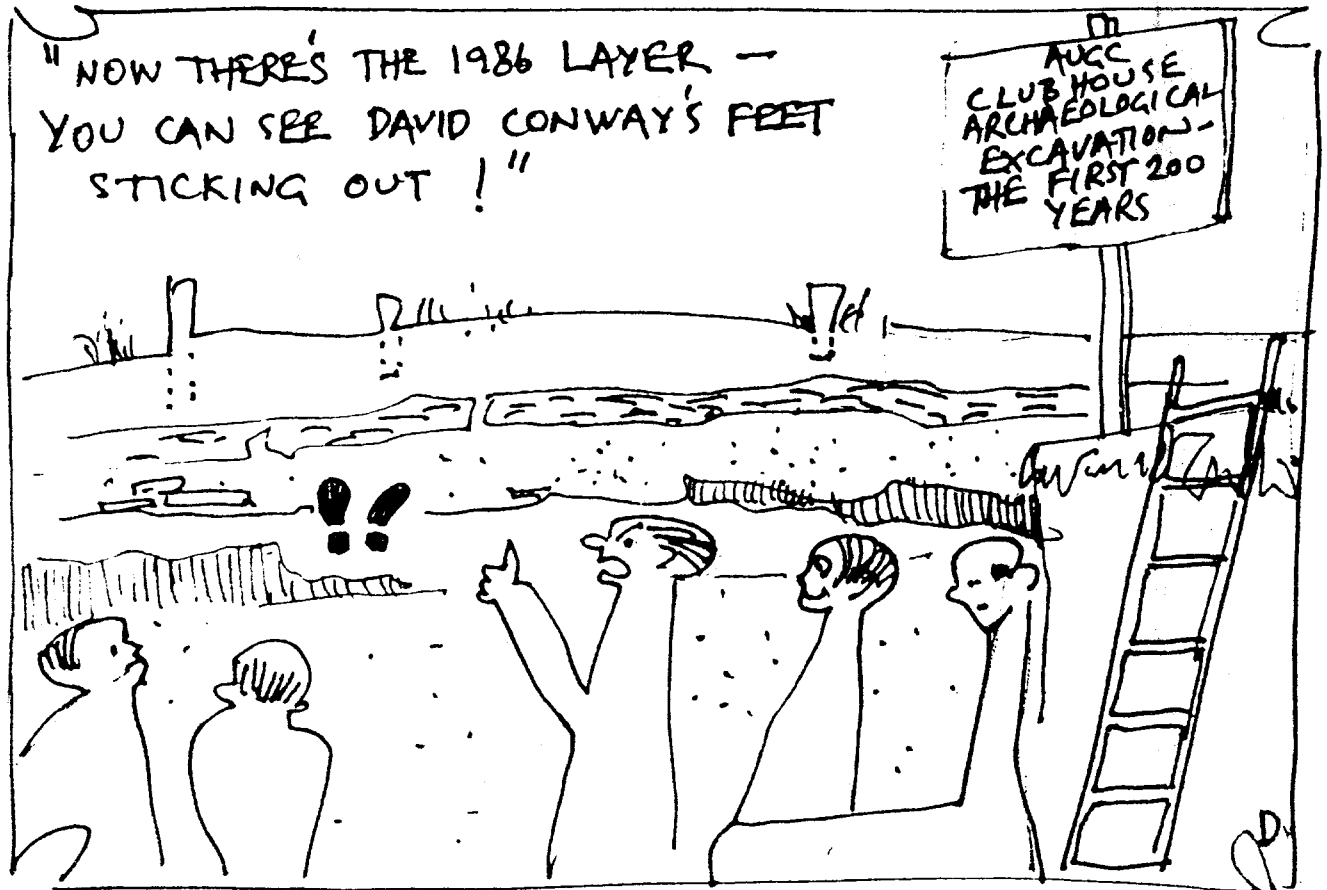
An article of this type would hardly be complete without some mention of the winch. The winch is what tirelessly pulls gliders into the air and enables us to fly. And in 1986, the winch did indeed influence us a great deal. Over the past years of operating the winch, experience has shown us that we could expect the winch to blow up a transmission every eighteen months or so. An eighteen month session expired in the middle of the year, and true to form, the automatic gearbox blew up. However, this time, we discovered to our horror that replacement gearboxes for the old Chrysler 273 were becoming virtually unobtainable, and very expensive. In fact, we found

that for little more than double the cost of a replacement gearbox, a whole new engine could be bought, a Chrysler 318, with gearbox; a bigger engine, with readily available, cheaper transmissions, that are actually stronger than the old type. It seemed like a good idea at the time...

The winch was duly re-engined with the bigger donk. "Terrific!", we thought, as the immensely powerful engine tangled all its control cables in the tailshaft on the first launch, tearing them all out, (including plucking the speedo cable out of the back of the speedo), showering the whole winch with oil from a flailing oil pressure line. At length, the engine was made to work (after a new distributor, serviced carby, etc., etc.). Then the transmission blew up. "Oh well", we think, "it must have been a dud gearbox.". A new one is obtained on warrantee. Then the rear oil seal blew. The engine was stripped, the crankshaft removed (and, incidentally, the heads, the pistons, the oil pump, in fact everything), and the engine was fixed. Then the gearbox blew up. A succession of gearboxes later (they seemed to last about two weeks), and after much consultation with automatic transmission specialists, the tailshaft was cut in halves, one end rotated 90°, and welded back together. The engine was then shifted 100 mm to the left and the problem was solved. The out of line engine, combined with the out phase tailshaft, had been simply shaking the insides of the gearbox to pieces. The new, improved, stronger gearbox was more susceptible to this type of stress than the old type. So, after much pain, a simple solution was found. The winch has been running happily ever since.

This article has become rather longer than I intended, and still it does not cover anything like everything that went on in the club in the past twelve months. I haven't mentioned the barbeques, the club dinners, the outings to films, the other clubs that came to visit us at Lochiel. And of course I haven't spoken of the real reason we come flying; to fly. I don't want to give the impression that all our time is spent fixing winches and attending Union Board meetings trying to help them see reason, we don't. But it is work of this type

that goes hand in hand with the flying, to make the flying possible. In many ways, working hard to help the club enhances the flying experience, making it even more worthwhile.



A. U. G. C.
The next twelve months.

This article describes some of the aims of the A.U.G.C. for 1987. As well as doing lots and lots of flying, it is hoped that this year can be a year of consolidation for the club. No new major projects are envisaged, but endeavours will be made to clear up most of the major projects currently running.

The West Beach Shed has only relatively minor work outstanding, but it is hoped that this can be completely finished by about halfway through first term. The biggest single job remaining on this project is to build a concrete surround to the shed.

The tee hangar is already virtually finished. By O-Week, when most of you will be reading this, the hangar should be awaiting only doors and internal fittings. At this stage, the Phoebus will be able to be left in the structure. It is expected that the doors will be ready for the building before the weather begins to turn wet, or we will have to again resort to keeping the aircraft in its trailer.

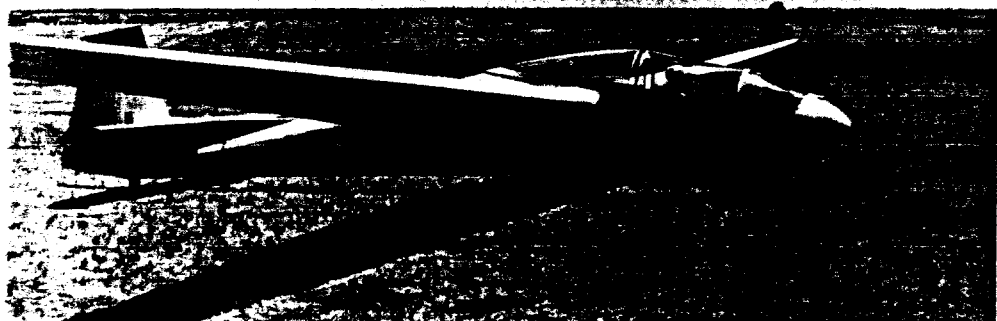
The clubhouse bathroom is also not quite complete; the tiling, grouting, painting and so on are being done bit by bit. It is difficult to put a completion date on this work because of the way it is done on an opportunity basis, but the amount of work involved is not that great.

The next major work due in the clubhouse is the installation of a ceiling. This has been costed at something like \$700, and involves considerable work, so this may have to wait for some months for funds and labour to become available. This improvement should make a massive difference to the clubhouse, not only in its looks, but also in use. A sealed clubhouse will not fill up with dust, insects and so on when not in use, and it will also be possible to heat the place up in winter.

Also this year we hope to make significant progress on the new winch. At the moment, this winch consists of a Ford 351 engine, automatic transmission and diff housing mounted on a subframe constructed on the back of a Toyota Dyna, with construction of the drums, and of the drum select mechanism, in progress.

Other things planned for 1987 include the purchase of some VHF radios for both the aircraft and a base set, flying training camps for the uni holidays, as many as possible club outings (to restaraunts, films, etc.), some visits from other gliding clubs, numerous barbeques, purchase of an airconditioner and a microwave oven, preparation for a competition in January, the list goes ever on. And if, by some miracle, we somehow empty that list, then there are 'optional extras', projects that would be 'nice'. Like a hangar extension, to make it easier to fit in both twin seaters and the Arrow, a winch shed to store the two winches and associated equipment away from the aircraft, improvements to the Phoebus trailer and the 'Blue House' two seater trailer, a fireplace for the clubhouse, cupboards and beds for the clubhouse, and some sort of verandah area for the clubhouse, so so much mud doesn't get trodden in in wet weather. So you can see that we will be kept well busy for the year. But it's still probably less than we achieved last year, so this list, when supplemented by the normal aircraft and winch maintainance, is probably quite realistic.

Remember that we're in this business to have fun.



A Word From The President.....

Happy New Year !! 1987 is upon us - a year I hope will see the end of several of the Club's long-running projects, a flock of intrepid new trainees and several more qualified instructors and CofA people- a year of consolidation during which the Club can look back on a very productive year and look forward to many hours of enjoyable flying, many more social events, camps and visits to other clubs, as well as more visits to our own.

Generally my report has tended to mention mainly club project status and the occasional plea to new members. From all accounts, this newsletter is a literary compendium of news, items etc etc, so this report is going to talk about the club itself- what it offers to its members.

Many people have never experienced the absence of terra-firma beneath their feet (or at least something fairly solidly attached to it) and to the prospect is daunting or even terrifying.

But to myself and many others, the sky holds untold mystery and fascination. Some people fly for a living, flying anything from Cessna 182 to F-18's to space shuttles. For the rest of us flying is a sport- be it balloons, hang gliders, ultralights or (wait for it) GLIDERS !! or to the correct term, 'sailplanes'. Each appeals to different people. In balloons the sense of not going where you are going and having little control over anyway; In hang gliders, the sense of being suspended thousands of feet in air by string and canvas; In ultra-lights the sense of imminent impact with ground. (This is probably a somewhat biased view !)

A glider (or sailplane) is a safe, reliable aircraft. Maintained by qualified personnel to very strict standards, combined with expert instruction of pilots ensure that gliding is one of the safest sports about. You are at considerably higher risk on the road or in a footy game than you are in a glider!

A glider is designed to take advantage of the natural processes of the atmosphere, using the energy from the sun (as all 'weather' is solar powered), to carry it aloft.

A common form of lift are 'Thermals'- warm updraughts of air bubble off warm areas of the ground carry gliders to many thousands of feet, from the pilot can glide across the countryside in search of more thermals.

In this manner, a glider may travel 'cross country' many hundreds of kilometers achieving average speeds as high as 140kmh, which is the object of competitive gliding.

After that very brief introduction to gliding, a few words about our club. The airfield is situated at Lochiel, a small town 130kms north of Adelaide. The airfield is leased from a local farmer, and facilities at Lochiel include a large hangar, a smaller hangar and clubhouse. The clubhouse, although not complete, offers cooking facilities, fridges, shower and bathroom etc, the basic luxuries of life. Frozen food, snacks and drinks are available.

We generally fly both days of the weekend and public holidays. Camps are organised over uni holidays, and accommodation is available in the near vicinity of shearers' quarters. The weekend's flying is organised the Thursday night before when everyone rings a nominated contact person. We meet at Bolivar Golden E petrol station at 7.30, or elsewhere by arrangement, where we pool cars and drive to Lochiel. Arriving at about 9.15, we wheel out the gliders, inspect them and then start flying. We fly until dark or until everyone has had enough whichever comes first! The gliders are put away, and then we may have a BEU or a meal at the local pub before trekking back to Adelaide.

During your training, the amount of flying you get varies with the number of people on field and the weather. A keen trainee, flying once a week could expect to go solo in about three months or so. Between ten and fifteen hours flying is normally required- obviously the more often you come up the faster you will learn!

Other club activities include film nights, BBQ's, dinners etc, as well as the monthly club meetings, held on the first Wednesday of each month in the Jerry Portus rooms at uni at 7.30.

If you are interested, come and give it a go. Learning to fly may seem a bit daunting at first, but you soon master your new environment and your machine. When proficient, you will take your first solo flight. Then, after some more practice, you will take a single seater glider up. Each flight may be a first- your longest flight, or your highest altitude, or your longest cross country flight, or a successful competition flight.

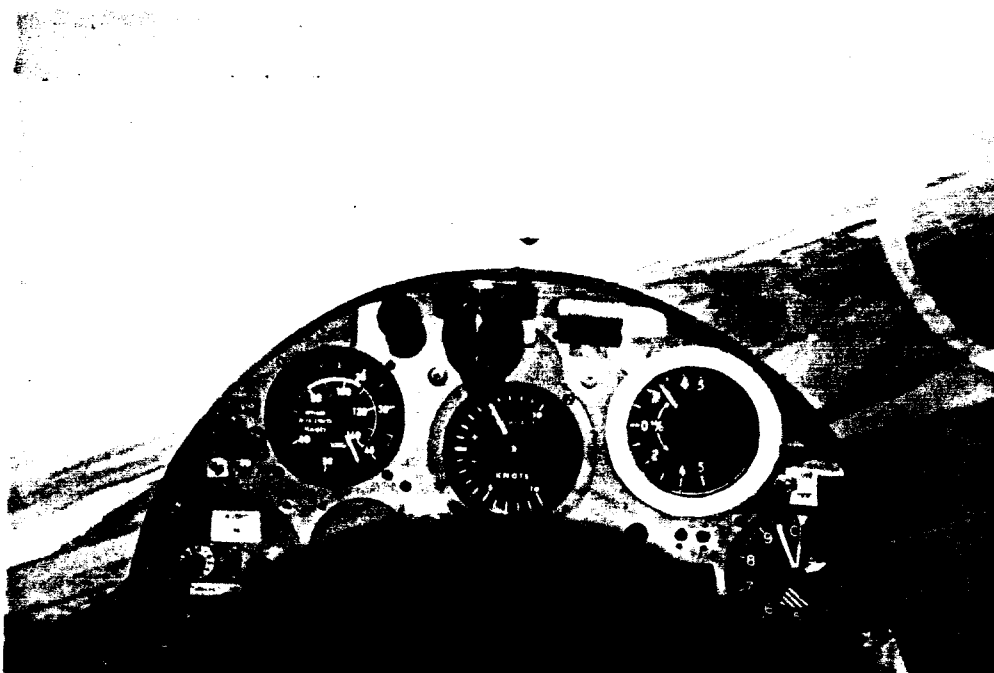
Flying is a continual learning process. Each day is different, with slightly different weather conditions to confront and take advantage of. There is always the challenge of honing your skills, or simply to sit back and relax while looking down upon the world!

Quite simply, flying is fun !!

Looking forward to seeing you soon,



DAVID CONWAY
PRESIDENT.
AUGC.



View from the Phoebe's cockpit:
2000 feet over the Auckland

So you want to come gliding?

It's the middle of the week and it looks like you might be able to spare a day or two to go gliding. Just how does one go about arranging this?

On Thursday nights, a nominated club member, the official contact person, stays home between eight and ten to receive phone calls. If you ring up the contact person at this time, he will be able to tell you whether or not there is flying planned for the coming weekend, and will enter your name on a roster. This system facilitates the planning required to ensure that there are neither too few nor too many people to fly at Lochiel on any one day.

So having gotten your name on the roster (either by ringing up the contact person, or by getting it put down at a club meeting or other club event), then you can just roll up at Bolivar, at 7.30 on the morning planned. (The meeting place at Bolivar is the Golden Fleece Service Station, on the left, attached to a caravan park, just past the Bolivar Gardens Hotel.)

If you can't make it to Bolivar, then you can arrange with the contact person to be picked up from somewhere else; the University footbridge at 7 o'clock, for example.

When choosing what to bring and what to wear, remember that gliding at Lochiel involves spending a large part of the day in the middle of a wheat paddock. If it's going to be hot, then it'll be really hot. If it's going to be cold, it'll be really cold. So in warm weather, a hat, sunglasses, sunburn cream, etc. are essential, and in all weather, be prepared for dust, mud, rain and insects. Actually, it's not really always that bad - and there is the clubhouse, where some food and drinks are available, and a shower may be had to clean up if desired; a hot day at the airfield can leave a person feeling somewhat grubby.

At the moment, the contact person is: