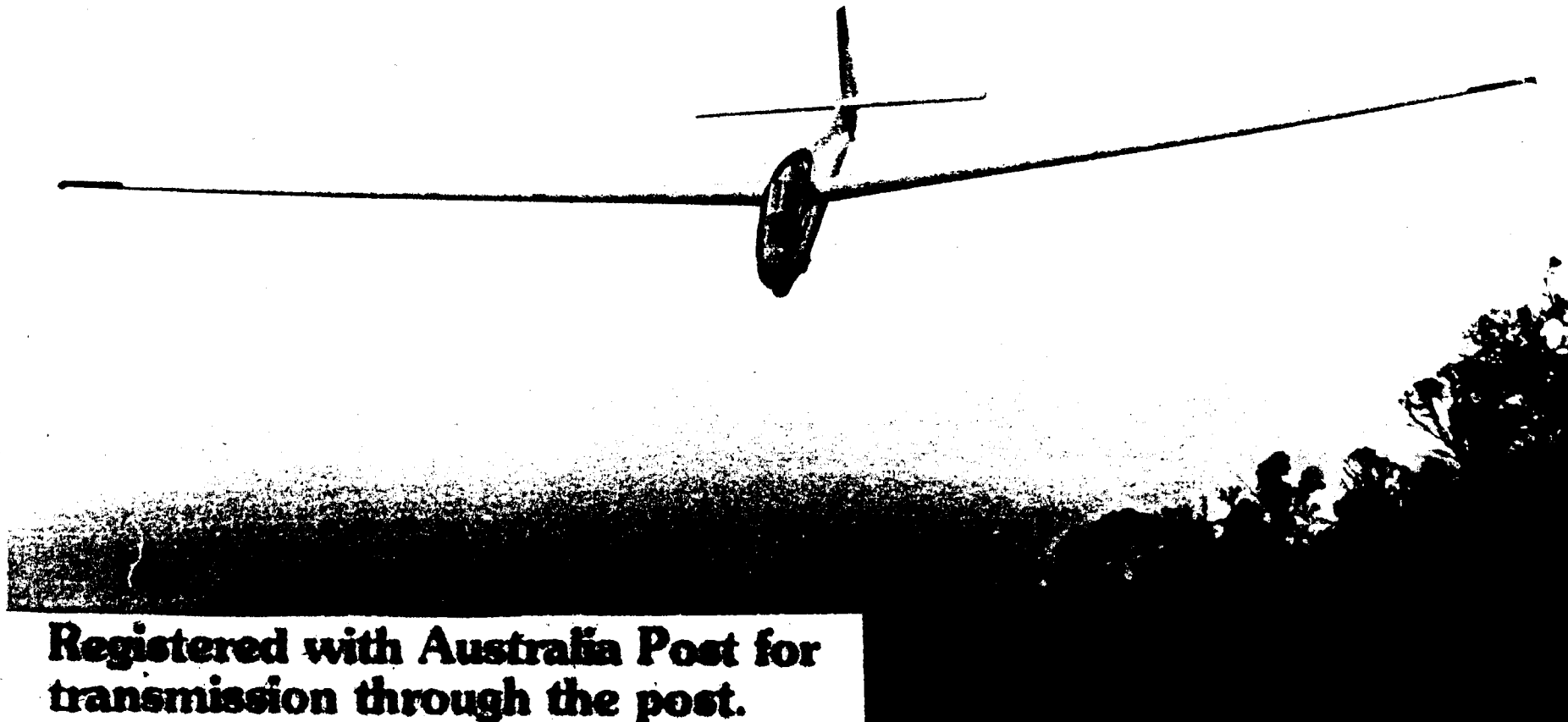


Uni Gliding

Official Journal Of The Adelaide University Gliding Club.



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VOLUME 12, NUMBER 2.

Editorial.

Another month flies by and here we are again with another issue of Uni Gliding. In this issue I hope I am setting the format for all newsletters this year, with the incorporation of a section about the flying during the last month, some general club news, and some interesting reader-contributed articles. It is a long time since Uni Gliding stood alongside other publications like "Time", "National Geographic", "The Bulletin" and "The Phantom", but once again it takes its place.

I see that lots of our newer members are beginning to get involved in the club already; I encourage all to actively begin training as soon as possible. A good way to get involved in the club is to join the club executive; that may seem premature to many of the new people, but coming along to executive meetings can really help keep you in touch with the club, and there are a couple of positions on the executive that do not really need any experience. Come along to the A.G.M. anyway, and see what goes on.

By the way, this is the first Uni Gliding in this reduced size format. Last month, some copies were printed in this half size as an experiment in saving a little money; apparently successful, so from now on this is the way it will be done.

I would finally like to thank those who helped by contributing to this newsletter, and ask anybody else to write something for the newsletter. How about an article on "First Impressions" from somebody after their first day flying?

Bye for now,

Andrew

General News.

A.G.M. - * THE ANNUAL GENERAL MEETING OF THE A.U.G.C. WILL BE *
* HELD AT 7:30 p.m. IN THE JERRY PORTUS ROOM ON *
* WEDNESDAY THE 1st OF APRIL. Tea, coffee, orange *
* juice and biscuits for afters. *

Murray Bridge Regatta - Immediately prior to O-Week, David Conway, Andrew Wright, Cathy Hehir and Andrew McGrath took the Bergfalke and the Phoebus to the Murray Bridge regatta. The first day was cancelled due to poor weather, and on day 2 (Sunday), the Phoebus and the Bergfalke took first and second places. For a full report, see the article later on in the newsletter.

Visit to Adelaide Hills Soaring Group - On the Saturday of the Murray Bridge regatta, with competition cancelled because of bad weather, a sudden impulse inspired a visit to the nearby Ferries-Macdonald airstrip of the A.H.S.G.. All five members that went were pleasantly surprised at the extent of the hospitality offered. Emilis and Heather were the only people there when we arrived, enjoying a day of rest, but they started up operations just for us. It is hoped that any A.U.G.C. members staying at Lochiel would be equally generous in the reverse situation.

O-Week - The O-Week membership drive has been particularly successful this year; we now have about 120 members; about 25 of the new members have already come flying, and many of these have had as much as an hour or even more of flying on their first day at Lochiel. It is hoped that this large increase in membership translates to a corresponding increase in active members.

Flying Over Easter - There will be a flying camp at Lochiel over the Easter break. You can learn more in several consecutive days than in the same time spread over a month or more. Come up for the whole time or as much of it as you want. Contact Andrew McGrath ASAP on 356 2466 for details.

A.H.S.G. Vintage Regatta - The Adelaide Hills Soaring Group is holding a vintage glider meet over Easter at the A.H.S.G. airfield. Anybody interested in going (taking the Arrow?) should contact an exec. member.

SOARING

Oh, Many a gleaming land have I seen
And round a summer thermal I've been
As sunward I've climbed
Leaving swirling green far behind.

Up on high
Dwelt upon things; that could have been
But never were.
With silent, lifting mind.

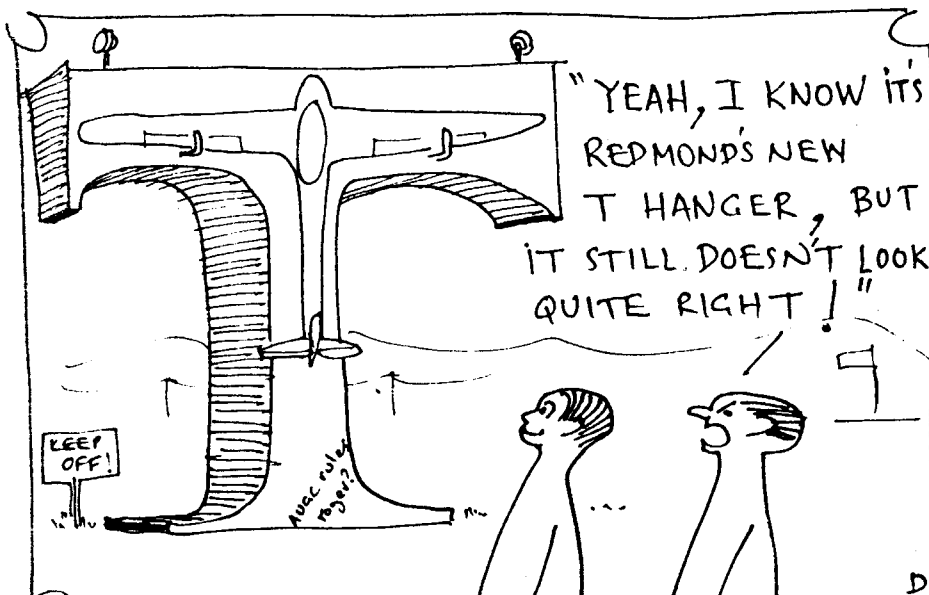
In the high blue stillness
Immersed in the vivid air
I gaze down; the endless grazing lands
Of this, my Australian land.

Admiring, from afar
The beauty of the wild green earth
And in the shimmering squares
The persistence of Man.

Here, at the world's quiet limit
Slowly sequestering from the noise
and smog.
Of this, my age.

Turning, turning into the whitened eye
At the centre of the sky.
Seeing, with the hottest fire of sight
Smiling, as I lay shining, shining
Burning in the sun.

Martin Howells.



AIRCRAFT OF THE A. U. G. C.

This is the first in a series of four articles about the four gliders owned by the club. This article is about the aircraft that the A.U.G.C. has possessed for the longest time, the SZD-9bis Bocian 1E training sailplane, registered VH-KYW.

Built by SZD in Poland in 1977, the Bocian was the first two-seater owned by the club, and was bought new from an importer in Victoria. It served the club faithfully, without major pause until late in 1983. As manufactured, the Bocian is an all wooden aircraft, covered with fabric only on part of the wings and on the control surfaces. By the early 1980's, the weather was beginning to attack the plywood of the wings through the paint. In November 1983, the aircraft was withdrawn from service for a major refit. The wings were stripped back to bare wood and resurfaced with fabric all over. The control cables were replaced, and much other maintenance performed. Due partly to the lack of qualified personnel, and the lack of a suitable working area, the Bocian did not fly again until the last couple of days of 1985. Since then, the Bocian has continued to introduce many people to the joys of soaring.

Structure -

Wing - tapered, two-section two-spar cantilever monoplane. Wing sections NACA 43018A and NACA 43012A. Covered with plywood down to rear spar, the rear part fabric covered.

Airbrakes - plate-type, provided with strips pressed down to the wing surface. Operation by pushrods and steel cables.

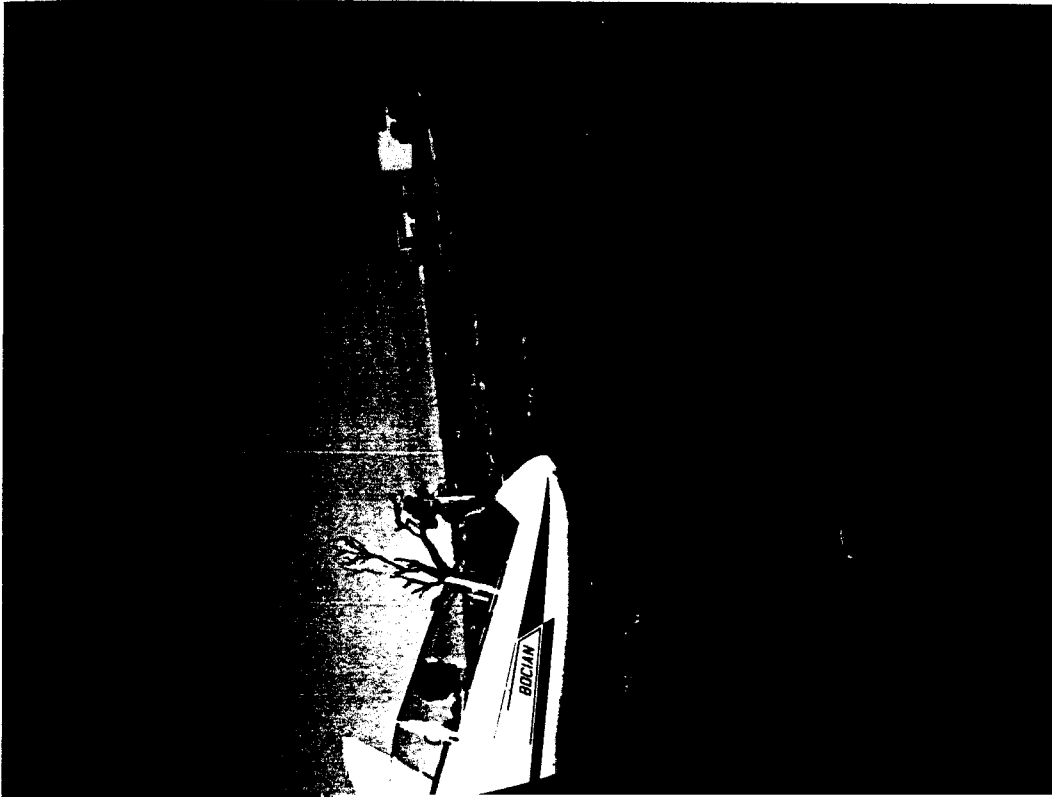
Fuselage - plywood covered semi-monocoque structure of oval cross-section. Towing hooks are located in the fuselage at the nose and near the centre of gravity just in front of the main wheel.

Cockpit - tandem seating arrangement; the canopy in two parts; sideways opening forward part, backwards sliding rear part. Rudder pedals in the front cabin are adjustable on the ground. During flight, it is possible to reach the spacious baggage compartments, situated in the nose part of the wing, from the rear seat.

Instruments - There is only one instrument panel, situated in the front cabin, but it is visible from the rear seat. The panel consists of an airspeed indicator, altimeter, diaphragm compensated total energy variometer of ± 5 m/s range, variometer of ± 5 m/s range, electric turn indicator and compass. The static and total pressure sources are located in the fuselage front part. The sailplane was originally fitted with navigation lights for night flying.

Undercarriage - a main wheel with front and rear skids. The main wheel is fitted with a shock absorber and a shoe brake which is operated by the full deflection of the airbrake lever.

Tail Unit - wooden structure with control surfaces fabric covered. The elevator is provided with a trimming tab.



Specifications and Performance -

Wing Span	17.8m
Length	8.2m
Height	1.2m
Wing Area	20.0m ²
Wing Aspect Ratio	16.2
Max. Permissible Speed	112 kt (207 km/h)
Max. Rough Air Speed	84 kt (155 km/h)
Best L/D at 43 kt	26
Min. Sink at 38 kt	1.6kt
Empty Weight	342 kg
All-up Weight	540 kg
Permissible Load Factor	+6/-3
Ultimate Load Factor	+10.5/-5.25

Handling -

Entry to the cockpit is facilitated by footsteps cut into the fuselage. These footsteps are covered by hinged panels which keep the fuselage streamlined. Once seated in the cockpit, all controls are easy to hand but far enough apart to avoid confusion. There is plenty of room to wear slimpack or backpack parachutes, although 6'2" pilots in the back seat just fit in.

Pilots using the front canopy must remember to close and open it using the knobs on the left hand side, not the red knobs on the right which is the emergency canopy jettison.

Instruments are of a standard type. From the back seat, the ASI can be seen past the left side of the front pilot's head and the altimeter past his/her right. This causes no problems in practice.

The airbrakes are operated by an 18" lever by the pilot's left leg. The final travel of this lever operates the wheel brake, so you shouldn't land with full airbrake and wheel brake.

shearers' quarters. The workload flying is covered by the...

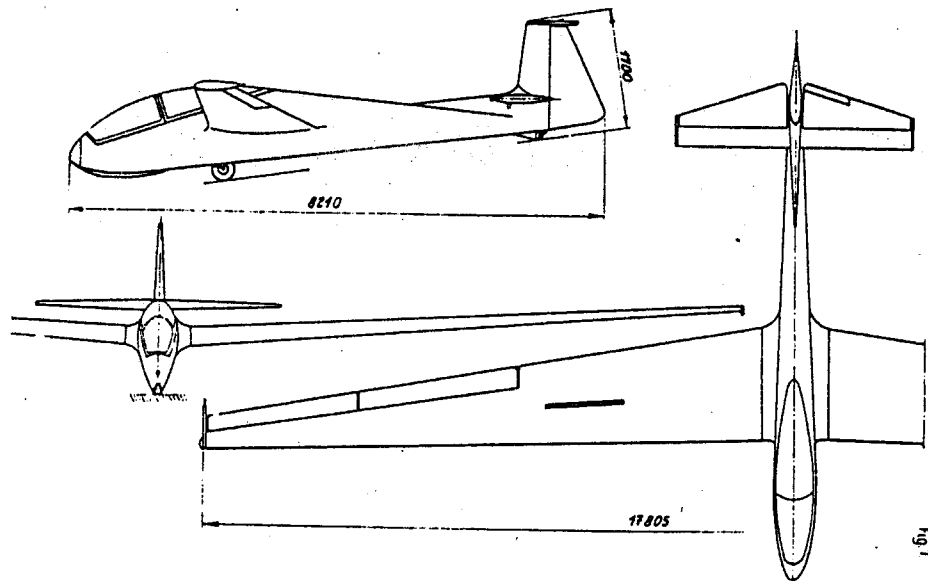


fig 1

Satellite perspective view showing main assemblies

- | | | |
|----------------------------|---------------------|---------------------|
| 1 - fuselage | 6 - rear skid | 11 - air brake |
| 2 - undercarriage | 7 - rudder | 12 - wing tip plate |
| 3 - cockpit canopy /front/ | 8 - wing | 13 - stabilizer |
| 4 - cockpit canopy /rear/ | 9 - aileron, inner | 14 - elevator |
| 5 - front skid | 10 - aileron, outer | 15 - trimming tab |

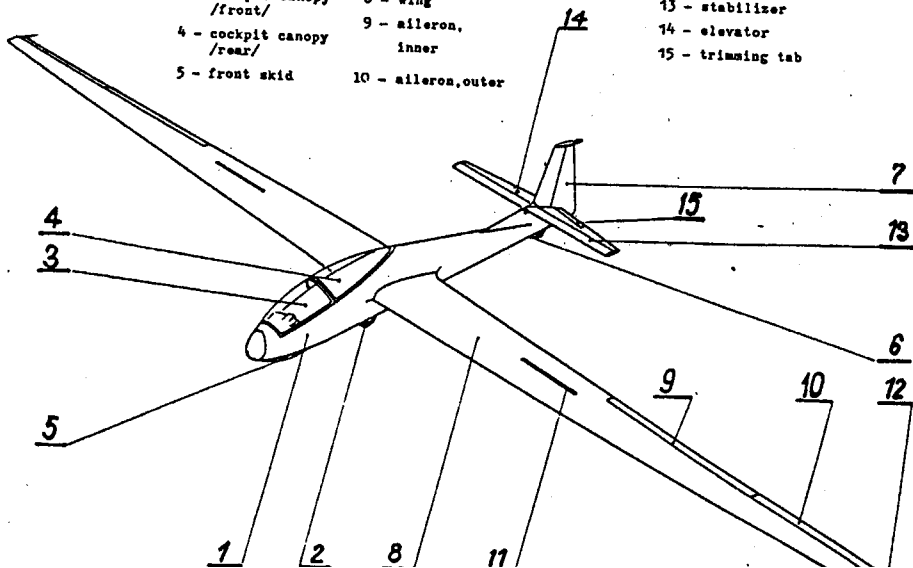


fig 2

Murray Bridge Regatta - 28 February/1 March

Catherine Hehir

Two aircraft from the Adelaide University fleet attended this weekend, namely the Phoebus and the Bergfalke, along with David Conway, Andrew McGrath, Andrew Wright, David Teagle and myself.

The week before was spent grovelling to Dennis Medlow to borrow his CB and parachute, and to Mark Raftery to tow the Bergfalke to Murray Bridge (we got home at 2am that night!)

Due to the marriage of a school friend, I didn't arrive at Murray Bridge until late Saturday afternoon but due to poor weather, only local soaring had been possible and no tasks had been set.

As nothing seemed to be happening around the airfield, we decided to go and visit Emilis, the founder of AUGC at the Adelaide Hills Soaring Club. After sitting around talking for a while and seeing the completely self powered solar clubhouse, Emilis suggested we go flying which we did in the longwing Kookaburra, until nightfall.

Finally, after a tour of a local racing stables, (belonging to the people I bought Dan the wonder horse from), we arrived back at the caravan park complete with Coke and Pizza.

When we woke up the next morning, the first thing anyone did (besides the pillow fights) was peer out the window at the sky, wondering if it was worth crawling out of bed. It was pretty overcast but not actually raining so we went down to the airfield.

Rigging of the Bergfalke was slowed down by the presence of Chris Spirou practicing in his Pitt Special, it's very hard to get things done when you've got your face pointing skyward watching the most amazing aerobatic manoeuvres.

Finally, after washing aircraft, sorting out camera's and film, water bottles, and attending briefing, it was time to head out and line up on the strip.

The task for Sports Class which included both the Bergfalke and the Phoebus was to Cambrai and back which was a round trip of 92 kms. There were about 6 or 7 gliders in Sports Class and about the same number in Racing Class, but their task was a bit longer than ours.

Murray Bridge was my first experience of aerotow. It was certainly a lot slower than the winch and after hearing all sorts of stories about what can happen, I was certainly relieved when we finally released from the Piper.

We thermalled for about 40 mins until Andrew Wright informed us over the CB that the start gate was open and about 15 mins later we were away. The trip to Cambrai was downwind and there was lift to 3900 feet, following the back of the Adelaide Hills. When we arrived at Cambrai at 2000 feet, we saw that the Phoebus was no longer as far ahead of us as at the start (a fact that is denied by David but true!). We were all set to follow the Phoebus home but a large patch of sink just out of Cambrai caused us to outland in a large stubble paddock after competing 50 kms of the task.

We were fortunate in that as we were securing the Bergfalke, the farmer's wife drove up and took us back to the house where we were able to ring the airfield. As having a glider land in their paddock was an uncommon occurrence, we were asked if we minded the grandchildren coming down from Cambrai and having a look.

While we were derigging the Bergfalke, it was most gratifying to see a couple of glider trailers drive past, especially the Blanik trailer as that implied we had at least gone a bit further than another glider in the same class.

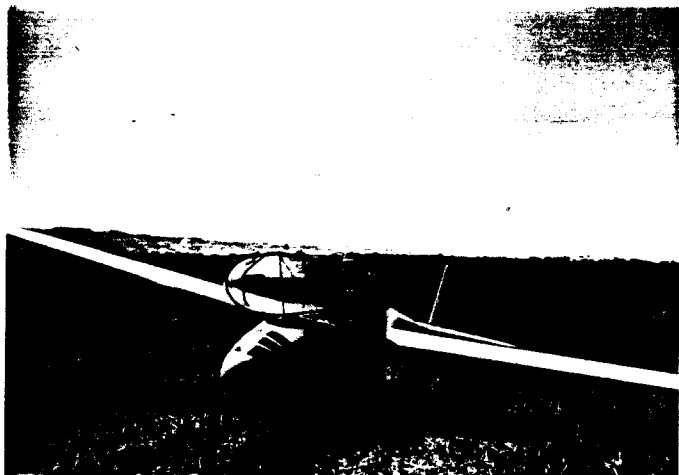
Andrew Wright was very privileged in that he was allowed to drive the Commodore to come and pick us up, but it was a little worrying to have the low fuel light on for 30 kms and the petrol gauge on empty.

When we arrived back at the airfield, the only other trailer left was the Phoebus. As David also had to rely on Andrew for a retrieve, we thought we would definitely have a message as it appeared that everyone had outlanded. But the Phoebus was neatly tied down, the only glider on field, and David was sitting in the clubhouse looking very smug.

When turn point photos were developed (by Andrew McGrath, no it wasn't rigged!) David's win was confirmed and the Bergfalke was second! I'm not sure what the results in racing Class were but David was the only one in either class to make it back to the airfield.

After a very enjoyable weekend, we hooked on the Phoebus trailer (the Bergfalke was picked up a couple of days later), put 4 litres of AVGAS in the Commodore to get us into Murray Bridge from the airfield, and headed for home.

I had a wonderful time. Due to my inexperience, I didn't do very much of the flying, but I certainly learnt a lot and it was certainly an experience to be flying out of sight of the airfield and have a set course to try to follow.



Zulu Mike Outlanded south of

!!!!!! PRESIDENT'S REPORT !!!!!

Another newsletter, another editor hounding me, another report to at the very last minute! Will it never end? YES !! Because, hopefully, this will be my last Presidents Report. That time of year has come again, the time for aspiring young meglomaniacs to vie for that Holy Grail of Gliding, the

*** Adelaide University Gliding Club Executive Committee ***

(chorus, as multitudes of harp-bearing angels look down upon the Exec.

Yes, it's Annual General Meeting time again, so be there! (details elsewhere in this illustrious newsletter). I have to keep saying nice things about the editor or he keeps picking up my spelling mistakes and things!

So, who will be a good secretary and take everything down down and never miss a full stop? Who will embezzel the clubs funds and move to Brazil? Who will organise the clubs social events and give everybody AIDS? Who will everybody look to in times of despair, abuse when the winch stops, harass when the weather is poor, humiliate with perverse stories of perversion, and just about anything else you can think of when the new Exec comes to power?

Well it won't be me!! Seriously, however, the exec's responsibilities are to the club both present and future and are not to be taken lightly. The executive meetings are not a closed forum, and generally any major decisions are a result of discussions between all the club members. You don't need to be on the exec to be involved with the general running of the club, and anyone who is interested is encouraged to attend these meetings. After all, the executive is the servant of the club and should always have the best interests of the club in mind.

On to other things:

This Easter there will be a flying camp at our airfield, which are always good fun and a good opportunity to rapidly advance your flying skill before exams get to close. We will be camping in the clubhouse and the shequartars so bring air-mattress's etc if you come along. We have BBQ's or go to the local pub for tea in the evenings. If you are interested, give Andrew a call and let him know how many days you want to come up for.

For those of you who haven't made it to Lochiel yet, don't forget your first day's flying is free. So, give Andrew a call and organise a day of gliding- its great fun. Don't forget, however, the days flying is entirely dependent on the weather and the number of people. Some days you get lots of flying, others you don't. When I first started flying, the first few times I went to Lochiel I got only two or three circuits each day. Unimpressed, I didn't make it up again for about a year, when I got a flight to 6500 feet and flew for over an hour. I've loved gliding ever since, and on the not-so-good days I think back to those days when a turbo-thermal took me to 10000' in 15 minutes, or flying in dead calm air on the ridge watching the sun set, scraping back to an airfield at best-glide speed to do a straight-in landing from about thirty kilometers out to win a competition, and look forward to similar days in the future. The best flights I've had have been spontaneous- they just happened and they were great.

So, be patient- It's certainly worth it.

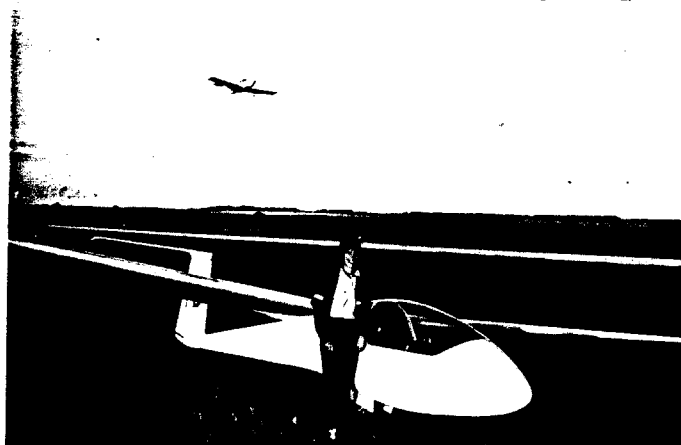
D. Murray

CONGRATULATIONS TO:

Nick Spencer, David Frost and Mark McCullam for converting to the Arrow.

David Teagle for converting to the Phoebus.

please excuse spelling etc as I am in a hurry!

Flying over the past month.

Date: Sat, 28/2 and Sun, 1/3

Murray Bridge Regatta. See report elsewhere in newsletter.

Date: Sat, 7/3

Present on Field: Redmond Quinn, Dennis Medlow, Mark Raftery, Andrew McGrath, David Conway, Martyn Roberts, David Teagle, Martin Howells, Tom Melville, Barry Lenny, Paul Van der loo, Cathy Hehir, Sally Brock, Tricia Brock, David Pickavance, Bernard Kierns, Hugh Boyd, Clyde Muirden, Julian Worrall.

First Launch: 10:40 Last Landing: 18:58

No. of Flights: 31 Total Flying Time: 21 hrs., 33 mins.

Longest Flight: 1 hr. 29 mins., Tom Melville, Arrow.

Notes: Spectacular day! 19 people on field, four aircraft flying. Good ridge soaring all day, plus some thermal activity. BBQ at end of day.

Date: Sun, 8/3

Present on Field: Dennis Medlow, Andrew McGrath, Steven Were, David Conway, Andrew Woolley, Dennis Parsons, Grant Rule, Anthony Smith, David Frost, Cathy Hehir, David Teagle, Simon Hackett, Paul Clarke, Martyn Roberts.

First Launch: 09:46 Last Landing: 18:10

No. of Flights: 38 Total Flying Time: 9 hrs., 52 mins.

Longest Flight: 1 hr. 46 mins., Andrew McGrath, Phoebus.

Notes: Reasonable weather, circuits plus some thermal soaring to 3,500'. Congratulations in order for David Frost (conversion to Arrow - first single seater) and David Teagle (conversion to Phoebus). BBQ after flying.

Date: 14/3

Present on Field: Tim Parish, Andrew McGrath, Steven Were, David Conway, Barry Lenny, Mary-Anne Clifford, A. Ford, Chris Stevenson, Paul Boundy, Peter Cassidy, David Teagle, Martin Howells, Alois Vlach, Mark McCallum.

First Flight: 10:24 Last Landing: 19:17

No. of Flights: 36 Total Flying Time: 9 hrs., 2 mins.

Longest Flight: 2 hrs. 7 mins., Steven Were, Arrow

Notes: Almost entirely circuits for the two seaters. Ran out of petrol for winch. Relatively dismal flying day, though pleasant enough weather. BBQ after flying.

Date: Sun, 15/3

Present on Field: Dennis Medlow, Mark Raftery, Dick Temple, Andrew McGrath, Steven Were, Barry Lenny, Simon Polling, Anthony Polling, Tony Polling, Phil Trueman, Nick Spencer, Julian Robertson, J. Allen, Cathy Hehir, Paul Clarke, Martyn Roberts.

First Flight: 10:19 Last Landing: 18:18

No. of Flights: 28 Total Flying Time: 13 hrs., 25 mins.

Longest Flight: 4 hrs. 16 mins., Dick Temple, Phoebus

Notes: Some good thermal soaring flights to about 3,000'. Congratulations in order for Dick Temple for achieving Silver C distance (AUGC - Rhyne - Brinkworth - AUGC, about 150 km). Martyn spent most of the day working on the bathroom. BBQ after flying.

Date: Sat, 21/3

Present on Field: Redmond Quinn, Steven Were, Andrew Wright, Peter Cassidy, Simon Hackett, Cathy Hehir, Andrew Hehir, Tom Melville, Peter Wallis, Martin White, Micheal Texler, Dominic Brooks, Mark McCallum, Martin Howells, Paul Van der loo.

First Launch: 11:01 Last Landing: 19:00

No. of Flights: 35 Total Flying Time: 7 hrs., 23 mins.

Longest Flight: 1 hr. 25 mins., Dominic Brooks & Steven Were, Bocian.

Notes: Some good thermal soaring flights; Three flights in excess of an hour.

Date: Sun, 22/3

Present on Field: Mark Raftery, Dennis Medlow, Steven Were, Cathy Hehir, Paul Clarke, Nick Spencer, John Kress.

First Launch: 11:05 Last Landing: 17:22

No. of Flights: 28 Total Flying Time: 2 hrs., 42 mins.

Longest Flight: 9 mins., John Kress & Dennis Medlow, Bocian.

Notes: Circuits only. Only Bocian and Arrow flown, Phoebus had blown tyre in hangar.

From the C.F.I.

This month I have two items which have attracted my attention. One is associated with the launch and the other with keeping eyes open.

Two pilots in a row recently demonstrated their temporary Australian status to me by attempting to pull into full climb before attaining adequate airspeed. Low and Slow is unhealthy at any time, but low and slow and steep with cable attached is certainly terminal. I trust we won't see any more of these displays.

We had an incident the other day of a car being driven onto the strip while the Bocian was on final. Both crew in the aircraft spotted the problem immediately and resolved the potential conflict. Turns out driver of the car was new to the game and didn't twig till he had a wing looming in the rear vision. Moral of the above story for both new and old hands is to keep eyes open and brain in gear, both on the ground and in the air.

For those now starting to advance through training, don't forget to take along your Pilot Training Logbook ("Blue Book") and present it to your instructor each time you fly. This makes it much easier for the instructor to work out where you are and to save unnecessary repetition.

Redmond Quinn,
Chief Flying Instructor.



EASTER FLYING TRAINING CAMP.

The A.U.G.C. will be holding a flying training camp over the Easter break, with flying from the Friday through to Monday. Four days of flying in a row can advance a pupil a great deal through the training syllabus as well as being great fun.

Accommodation in the clubhouse will be at \$1 per night to help cover power and hot water, but think of the time and money saved in transport.

BBQ's will be held at nights for dinner, and there will be ~~drunken orsies~~ discussions about various aspects of flying as well as the usual joke telling sessions and the wheeling out of all the traditional gliding anecdotes.

You don't even have to come for the whole four days, if you can't afford the time, but this is a flight training and fun exercise not to be missed.

Book early with Andrew McGrath (356 2466).

