

# Uni Gliding

A publication of the Adelaide University Gliding Club

---

May 198

Vol. 12, No.



## Editorial.

And so May dawns upon us, with all its threat of exams and Swotvac. First term draws to a close, and we all realize just how quickly time passes. The summer soaring season (or what there was of it this time round) has just about finished and the winter ridge season has begun. Progress in the club has been nothing short of spectacular, with three first solos (Cathy Hehir, Paul Van der loo and Peter Cassidy) and several conversions to report this month!

The response to my plea for newsletter material has been quite good - just have a read through this issue. Thanks to those who contributed. But please don't just sit back and rest now; there are quite a lot of newsletters still to go this year, so keep these pens scratching.

I've had more pleased comments about the small sized newsletter than complaints (particularly from the treasurer), so this will continue to be the size of Uni Gliding.

Andrew Wright, this month, is helping put this edition together - there's quite a lot of work involved. Anybody else who wants to lend a hand with this can contact me; I will gladly accept all offers of help.

Back in June,

*Andrew*

## General News

3

Easter Camp - The flying training camp that was held over the Easter break has been hailed as a great success. It was very well attended, with between twelve and nineteen people present each day. Although some of the weather was only suitable for circuit flying, this is the sort of flying that many of the trainees present were looking for. There was also some excellent soaring weather; the Sunday yielded heights of up to 5,400', (the Arrow flew to Kulpara and back) and the ridge worked for most of the day. Several cross countries were declared on Saturday, although the weather did not quite live up to this, and only one cross country was actually embarked upon, and Paul Clarke flew the Arrow some twelve kilometers before landing to the North of the airfield.

Flying Fees - Some confusion has been prevalent regarding flying fees, particularly for visitors. The actual fees are as follows;

Members :	two seaters	: 12c per minute
	single seaters:	15c per minute
	launches	: \$1.75

Visitors:	All aircraft	: 20c per minute
	launches	: \$2.00

Bocian - The ever-faithful Bocian has been pulled out of service for its annual inspection. The aircraft is presently at the West Beach Shed, and work will be taking place over the next few weeks, on general maintainance and minor repairs. Anybody wanting to help (even moral support) can contact an executive member; most of the work will be taking place in the evenings.

Clubhouse - Finishing-off type of work has been progressing in the bathroom of the clubhouse. Painting, more tiling and grouting and so on have brought the area to a nearly complete stage, with only a few trimmings remaining.

A microwave oven fund has been commenced. Last year, a freezer was purchased with money donated to a freezer fund, where people simply put \$10 or so (how ever much they could afford) into the 'freezer box'. A 'microwave box' is now on the fridge in the clubhouse.

## F I R S T I M P R E S S I O N S

It all started with a desk on the Barr Smith Lawns during Orientation Week. I was the typical interested type looking around for an association desk for a Gliding Club. I found the glider; easy. But finding the desk was a little harder. But eventually I did; to be greeted by an ever smiling Andrew McGrath and David Teagle. Expressing my eagerness to join the Adelaide University Gliding Club, David showed me the cockpit of the glider sitting on the Barr Smith Lawns. "Well how much does it cost to join?", I asked. Waiting for some wallet burning amount, I was surprised to hear "five dollars a year." I returned the next day with cash in hand, and I joined the A.U.G.C.

After reading countless times through the handout, "Information For New Members" and "Uni Gliding" (March 87 edition) I plucked up the courage to ring Andrew McGrath to put my name on the weekend flying list. Now the ball was in my court. I felt as though I was crazy getting up at 6 o'clock on a Saturday morning, when most other people were sleeping in. I arrived at the Golden Fleece at Bolivar and was totally alone! Aha! A.U.G.C. was an O-Week joke! Who else would meet at a Golden Fleece early on a Saturday morning? Then suddenly... Everyone appeared!

So some people piled into my car, and other people into other people's cars. So off we drove to Lochiel. Driving up the dirt track from Lochiel to the airfield, I heard horror stories about this dirt track (that I was driving on!) that had a habit of eating cars. Arriving at the airfield, I thought it was great that so much work had been done on the clubhouse and hangars. Obviously this lot are proud of their club!

During D.I. Redmond gave us, Raw Prawns, the Glider Anatomy Lesson. The cable Winch Truck roared into life, like something out of Mad Max, and people's cars were used to tow gliders to the end of the strip. Us new lot were given the run down on ground handling and launch procedure by Redmond. It was all new stuff. All the phraseology seemed foreign, at first, but as the day passed it was familiar.

So up went the first glider flight of the day. The glider just seemed to climb vertically off the ground. Gulp! What was holding it there? 'Round it went for a circuit. I was surprised at how whistly gliders are with their airbrakes out, as they approach to land. Then one of the new members went up for his first flight. I bade him farewell and told him that he was a nice guy. After his flight he was grinning from ear to ear. So is this what gliding does to people?

I learnt about C.A.R.D. checks and winch procedure during the morning. Then it was my turn to go up for a first flight...

Stephen Were helped me harness up. Then he harnessed up in the back seat (we were in the Bocian.) He started waving the control stick around, flapped the rudder and commented about the weather. I thought he was trying to exchange idle chit chat. The canopy was closed and suddenly I thought, "well this is it. What do you think you are doing?!" An outside hand went through our C.A.R.D. check. Then it all began with "take up slack ..... ALL OUT!"

The ground dropped away, like we were in some glass elevator. The wind rumbled outside. We levelled off and I felt my stomach drop as the cable was released with a 'Clunk!' So this is flying! It is unreal. Stephen pointed out features on the landscape, such as the lake, the ridge and the airfield. The six minute flight lasted an eternity. Landing seemed a worry, but it wasn't as bad as I thought. After my first flight I could now realize what draws people to pursue Gliding as a recreation. The feeling of floating on nothing, yet whilst feeling secure in a harness. The ability to move fully in three dimensions. Not to have the sound of any engine in the craft. Gliding is GREAT!

I became more and more familiar with the routine during the day (not to say that I was any master of it yet.) Watching trainees recovering from stalls, spins, broken cables. Watching trainees practice landings, launches and circuit flying. I was at a loss at first, of how this is all supposed to be learnt. One day I hope to learn all this too.

After two more flights, in which I learnt a little bit more about the secrets of gliding, the day had come to a close. Watching hangar runs was exciting. Packing the gliders into the hangar was like some sort of Rubik's Puzzle. Back in the clubhouse I procured my logbooks and was proud to fill in my first flight (it has to start somewhere.) Redmond gave me a run down on DO's & DON'T's of the day whilst people were getting training schedules signed. Eventually it was time to go home.

My parents couldn't shut me up when I arrived home. They said I hadn't looked happier in years. Non-gliding friends were amazed by my first day adventures. I felt on top of the world. So I made a deal with myself that I would start training to glide. I think I'm most definitely hooked on GLIDING!

Michael Texler.



From the C.F.I.

Recently a number of poorly (stupidly?) executed hangar flights have attracted my attention. Needless to say, hangar flight practices will be on the agenda at the next instructors' meeting.

In the meantime, exhibit some common sense and leave "Top Gun" in the picture theatre.

We are entering the season of low cloud and muddy paddocks. Take care not to launch into cloud. If the winch operator sees a glider heading into cloud, power should be cut. Take care if the paddock is muddy. Particular care should be taken with motor vehicles. Slide a car into a glider and you will be the victim of the first Lochiel airfield homicide.

When the paddock is wet don't drive the winch off the strips. If you do, it will probably take a tractor to unbog it. Speaking of mud, make sure it gets cleaned out of aircraft wheel wells at the end of the day's flying.

It is good to see some of our new pilots advancing rapidly through their training. Keep the effort up and I'm sure you will gain much satisfaction.

Redmond Quinn  
Chief Flying Instructor



A.U.G.C. Flight Training Syllabus.

Airfield safety  
Ground Handling of gliders  
First flight - familiarization  
Stability  
Elevator & trim  
Ailerons  
Rudder } Primary effects  
Secondary control effects  
Flying straight & level  
Turns  
Introduction to launch  
Introduction to circuit  
The stall  
Incipient spins  
Full launch  
Full circuit  
Approach & landing  
Launch failures  
Spinning  
Emergency procedures  
Solo  
Crosswind landings  
Steep turns  
Conversion to single seater  
Sideslipping  
Advanced soaring  
Basic aerobatics - wingover  
- loop  
Flying in difficult conditions  
Outlandings  
Cross country techniques  
Competition flying

## ADELAIDE UNIVERSITY GLIDING CLUB

Committee meeting held at Andrew McGrath's residence on the 15th April 1987.

Meeting opened at 8:20pm.

Present: Paul Clarke, David Teagle, Andrew McGrath, David Conway, Catherine Hehir, Stephen Were.

Apologies: Mark Raftery.

### 1. Minutes of the previous meeting:

*Resolution 1: That the minutes of the previous meeting be accepted as a true and correct record.*

*proposed: C. Hehir*

*seconded: A. McGrath  
carried.*

### 2. Business arising from the minutes:

2.1. There was a discussion on the cost of VHF radios.

New panel mounted VHF radios are too expensive for the club.

Hand held units with a range of 50 miles are available for \$400US.

More prices and information will be obtained over the next month.

Second hand units are a possibility but that is very dependent on their condition and should be treated with some suspicion.

It was reported that the Phœbus radio needs a new battery.

A suggestion was made that we put working CB radios in all aircraft for club use and buy some VHF radios to be used for competition, using the existing Phœbus radio as a base set.

*Resolution 2: That A. McGrath collect all existing CB's owned by the club and evaluate the possibility of repairing them, and replace those that need it.*

*proposed: S. Were*

*seconded: C. Hehir  
carried.*

*Resolution 3: That we investigate the possibility of purchasing two hand held VHF radios from the US.*

*proposed: S. Were*

*seconded: A. McGrath  
carried.*

### 3. Reports:

#### 3.1 Treasurer's Report:

The treasurer was not present at the meeting.

#### 3.2 Secretary's Report:

The secretary has nothing to report.

#### 3.3 President's Report:

Congratulations to Paul van Der Loo for his first solo, also to Tom Melville on his conversion to the Phœbus and Andrew Wright on his conversion to the Arrow.

The club has been operating well this year with many people having a good time flying. The weather has been very kind lately with many days of westerlies.

There have been several new members who have made very good progress in their flying training. Now that winter is approaching it is not a sign to stop flying. In fact winter is an excellent time to learn to fly, before the really good thermals of spring and summer arrive. So if you want to fly give Andrew a call (356 2466) between 8 & 10pm on Thursdays and he will let you know the best days to fly.

#### 3.4 Winch Officer's Report:

There are some minor repairs to be made to the winch which will probably be done over Easter. Three spare tyres have been bought.

### 4. Clubhouse:

Bathroom - Finish tiling and painting.

Ceiling - cost of finishing ceiling using gyprock - \$900. compared to \$1400 for wood panelling.

*Resolution 4: That the ceiling be finished using gyprock.*

*proposed: S. Were*

*seconded: D. Conway  
carried*

### 5. Other Business:

With winter approaching, the T hanger should be given top

priority.

There was a discussion on changing the arrangement of aircraft in the main hanger for increased safety.

The president would like to see more people going cross country.

We have been told to get the concreting around the West Beach shed done as soon as possible.

Lights and power in the shed need to be ready for the Bocian C of A shortly after Easter.

The Bocian will come back to Adelaide the weekend after Easter for the following:

C of A.

Repairs to mudguard.

Repairs to rudder.

Easter Training:

BBQ's have been organised for 3 nights.

Instructors have been arranged.

A lot of interest has been expressed in the weekend.

#### 6. Next Meetings:

Next General Meeting: 6<sup>th</sup> May in the Jerry Portus Room  
Seminar on Basic Aerodynamics

Next Exec Meeting: 20<sup>th</sup> May at C. Hehir's residence.

The President closed the meeting at 10:20pm.

Signed as a true and correct record: \_\_\_\_\_  
date: \_\_\_\_\_



## First Solo

Catherine Hehir

The flights leading up to it were fairly hectic and filled with shouts about speed from the back seat and cables parting company with gliders at some indeterminate moment well before the top of launch.

I climbed into the Bergy as usual and listened to Guy telling me what he wanted me to do on that flight, as he usually did. The first hint of anything different was when the back seat harness was done up, but I could still see Guy standing outside.

"...But I think you can do this one on your own."

Feeling rather nervous, I finished my checks and waited for the cable. Looking to my right, what I was about to do was reinforced by the grinning faces of people at the launch point.

As the cable started to move, I decided I'd better do this right as there was no-one back there to get me out of trouble.

Apart from a too fast signal at the beginning of the launch, Stephen gave me a very nice launch with the speed remaining almost constant, to about 1600 feet.

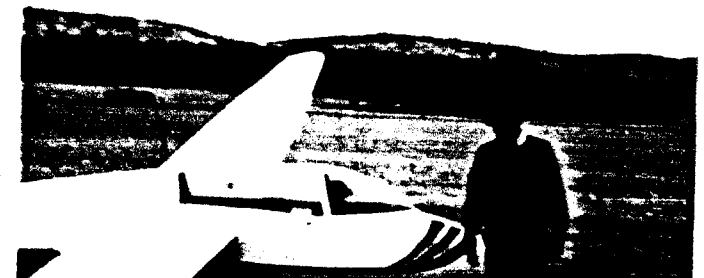
I released the cable, sorted out my speed etc and thought "Wow".

My next thought was along the lines of, "What am I going to do with all this height?". The sensible thing to do would have been to do a few turns so I didn't. I flew out a little way then turned onto circuit. As there was a reasonable amount of wind, I still had 1400 feet at the cross-strips so out came the airbrakes. Base leg was still a bit high so I used some airbrake there too.

Onto final. Looking ok, needs a little under half airbrake, round out... Down. Keep it straight on the strip and roll to a halt. I made it.

The difficult bit was climbing out, I was feeling sort of like nothing was real. I felt even less real after a half a glass of champagne in the clubhouse afterwards.

I guess now is a good opportunity to thank all those instructors who had to put up with me terrifying them, especially Guy. And a word to all those training, don't give up, if it can happen to me, think how much more chance you've got.



Several weeks ago, Jenni Sleight, Cathy Hehir, David Teagle, Mark Raftery, Andrew McGrath and myself summoned up the courage and the money to go parachuting, or 'Skydiving' as the purists call it. This is somewhat akin to the difference between gliding and soaring, I gather. In fact, the time spent between leaping out of the aircraft and opening the parachute appears to be the main attraction, ie 'free-falling'. The actual parachuting itself appears to be a matter of convenience only, allowing the skydiver to experience 'free-fall' more than once. Some of the more experienced jumpers certainly put on an impressive display for us the day we were there.

However, this time we were the plebs, and training began. The course consists of two evenings at Magill CAE. On Tuesday and Thursday evening, we saw some slides, were given some lectures, spent some time jumping sideways, shouting 'one thousand .. two thousand .. etc' and fell over a lot.

The following Saturday morning, a somewhat bruised, weary and apprehensive crew arrived at the airfield in Stathalbyn at about 8am, after driving through some of the most impressive fog I've ever seen. This soon cleared to reveal an ideal day for first our brick impressions.

After several plane loads of intrepid jumpers survived, Jenni, Andrew, David and myself clambered into our gear. We were squeezed into the tiny aircraft, a Cessna 185, our static lines secured and checked, and taxied down the runway. I had been elected to jump first, and as I sat hunched beside the spot where the door used to be, the ground began to rush by and eventually drop away as the heavily loaded Cessna clambered into the sky.

After 5 minutes or so of intense discomfort, the prospect of actually getting out and stretching my legs seemed almost appealing. (Well, almost..) The jump master waved me forward as we approached the 'DZ'. (NOTE: This is a technical abbreviation of Danger Zone, or Death Zone or some such thing.) My cramped legs seemed to move of their own accord, as I crawled forward, tentatively put my left leg on the step, my left hand on the strut, and heaved myself out into the 70Knt slipstream, grasping the strut with my other hand and my right leg dangling 2700 feet above the ground. Realising my only remaining option at this point was downwards, I looked at the jump master, the signal that I was ready to go. "GO!" he shouted, barely audible above the wind noise. The next few seconds are beyond my recollection- I vaguely recall stepping sideways, and by the time I realised that I should be counting out loud, all was quiet and I was dangling beneath a perfectly healthy canopy.

As my senses returned, I went through the procedures we had been taught, and floated downwards. Approaching the ground, I adopted the crash position, and uneventfully impacted the ground. With much relief I gathered the 'chute together and watched the rest of the crew leap out one by one. Obviously encouraged by our survival and smiling faces, Mark and Cathy and a couple of others bravely went up in the next load. They also survived!

Our excuse for the above were twofold- primarily, I think, so we would be familiar with the procedure should we ever need to use our slimpacks from a glider, and secondly 'because it was there'. It was certainly an impressive experience, although I think you would require many jumps and many \$\$ to fully appreciate it.



## AIRCRAFT OF THE A.U.G.C.

### BERGFALKE IV VH-GZM

The Bergfalke IV is a two-seat high performance sailplane manufactured in West Germany by Scheibe, and is a development of the Bergfalke III. "Bergfalke" means literally "Mountain Falcon". The main difference between the III and the IV is the wing; the later model takes advantage of the laminar flow Wortmann airfoil sections to achieve higher performance. The prototype Bergfalke IV was built in 1969, and the first produced were really hybrid, made up of Bergfalke IV wings on a Bergfalke III fuselage. This was simply to use up a stock of the old fuselages. The A.U.G.C. Bergfalke, registered VH-GZM, and put together in 1971, was one such, and so probably doesn't live up to the full 34:1 claimed for a fully-fledged Bergfalke IV.

Zulu Mike was bought new from an importer at Parafield by the Forbes Soaring Club (N.S.W.) in early 1972. Forbes flew her for nearly three years before selling her to the Beverley Soaring Society, near Perth. The Bergie faithfully served the B.S.S. until, in late 1981, the A.U.G.C. bought her at a bargain price.

The Bergfalke has proven to be an excellent aircraft from the A.U.G.C.'s point of view. It flies well, and is generally a good trainer with character. Zulu Mike is a very easy to maintain aircraft, with all the control circuits very accessible. One maintainance problem did rear its head in 1983; the main skid that supports the main wheel was broken in a heavy landing, and, over a period of twelve months or so, the club was plagued by a series of skid breakages until a suitably reinforced version was found to be satisfactory.

As of the beginning of this year, the Bergfalke had clocked up 3,310 hours and 10,729 flights, with our club contributing about 900 hours and 4,000 flights.

#### Structure -

Wing - Cantilever mid-wing monoplane. Wing section Wortmann SO-2 at root, SO-2/1 at tip. Thickness/chord ratio 19.4% at root, 15.8% at tip. Dihedral 3°. All wood structure joined together at centre-line of fuselage with one vertical pin. Single laminated beechwood box spar. Plywood skin fabric covered. Ailerons of wooden construction.

Airbrakes - Powerful Schemp-Hirth wooden airbrakes, pushrod actuated.

Fuselage - Welded steel tube structure. Nose section and top of rear fuselage covered with moulded glassfibre shell, remainder fabric covered.

Tail Unit - Cantilever wooden structure. Tailplane mounted on top of fuselage, forward of fin. The tailplane has a Flettner-type trim tab on the elevator, and is located by three spigots and secured by a nut.

Cockpit - Tandem seating arrangement covered with one side-hinged canopy. Two instrument panels are fitted, equipped with airspeed

front cockpit are adjustable on the ground or in flight. The trim control is on the starboard (right hand) side front cockpit wall, and so must be operated by the front passenger.

Undercarriage - A main wheel fixed into a large wooden skid, with a tail wheel. The wheels are prone to clogging with mud in the wheel wells in wet weather.

#### Specifications and Performance -

Wing Span	17.20 m
Chord at root	1.38 m
Chord at tip	0.54 m
Length	7.88 m
Height over Tail	1.70 m
Wing Area	17.0 m <sup>2</sup>
Aspect Ratio	17.4
Max. Permissible Speed	108 kt (200 km/h)
Max. Rough Air Speed	92 kt (170 km/h)
Max. Winch Launch Speed	59 kt (109 km/h)
Best L/D at 45 kt	31
Min. Sink at 40 kt	1.5 kt
Stalling Speed	34 kt (63 km/h)
Empty Weight	313 kg
Max. All Up Weight	506 kg
Max. Wing Loading	6.0 lb/ft <sup>2</sup>
Permissible Load Factor	+5.25/-2.5

#### Handling -

The Bergfalke has a deep cockpit offering slightly less visibility than the Bocian. Very tall pilots may have some difficulty fitting in the front seat. The canopy must be finally latched with the red ring at the very front by the front passenger.

Because the Bergfalke has no flaps and a fixed undercart, the controls are very simple and unlikely to lead to confusion.

The aircraft is a tail dragger, with a lot of weight on its tail wheel. This gives the aircraft a lot of directional stability for the ground run. The controls quickly become effective and launching is easy on both winch and aerotow.

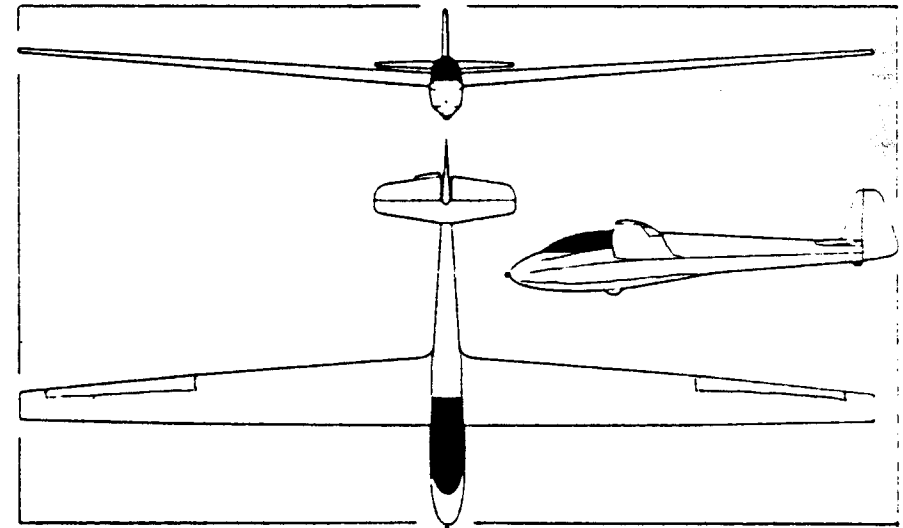
In the air, the trim is very positive, but is insufficient to trim the aircraft for thermalling slowly. Controls are heavy (particularly the rudder) but effective, and it is easy to fly the aircraft co-ordinated.

The stall is preceded by considerable buffeting, and the nose drop can be very sharp. The Bergfalke is reluctant to drop a wing from a straight stall, and indeed will not remain in a spin for more than a turn or so, recovering into a spiral dive. On recovery, the speed builds up surprisingly quickly, so care needs to be taken.

Thermalling well is difficult, the aircraft quite ready to drop a wing if hit by a gust while thermalling at 40 knots, and the aircraft is relatively unstable while turning slowly and steeply. Proper technique, however, results in a rate of climb in excess of that of many single seaters.

The airbrakes are particularly powerful, causing a slight nose-up trim change. This makes steep approaches easy (with a minimum airspeed of about 55 knots), but landing with full brake must be done with great care and plenty of airspeed.

Landing is easy if done correctly, but the Bergfalke will bite if maltreated, with a heavy landing and/or lots of bouncing.





Flying over the past month.Date: Sat, 28/3Present on Field: Dennis Medlow, Mark Raftery, Stephen Were, Andrew McGrath, David Conway, Vivianne Arnold, Mark Allen, Phil Allen, Martyn Roberts, Andrew Badman, Matthew Nichols, Daniel Straga, Cathy Hehir, Peter Cassidy, Alois Vlach, Martin Howells.First Launch: 10:23Last Landing: 18:36No. of Flights: 20Total Flying Time: 22 hrs., 58 mins.Longest Flight: 2 hrs. 26 mins., Mark Raftery, Arrow.Notes: Fantastic flying! Ridge soaring all day, with some thermal flights. Four aircraft flying in formation on the ridge and over the airfield at the end of the day, just prior to all four hangar flights.Date: Sun, 29/3Present on Field: Guy Harley, Stephen Were, Andrew McGrath, David Conway, Cathy Hehir, Martin White, Simon Hackett.First Flight: 10:57Last Landing: 18:42No. of Flights: 20Total Flying Time: 16 hrs., 42 mins.Longest Flight: 4 hrs. 10 mins., Stephen Were, ArrowNotes: Another good ridge and thermal day, but with fewer people (not enough to make it worthwhile flying the Phoebus). Lots of training done for the three trainees. Congratulations to Cathy Hehir on her first solo flight.Date: Sat, 4/4Present on Field: Redmond Quinn, Stephen Were, David Conway, David Teagle, Teng, Quentin Hart, Simon Mich, Ming Cheah, Sue Dickens, Sue Liebich, Peter Cassidy, Martin Howells, Paul Van der loo, Alois Vlach, Mark McCallum, Tom Melville.First Flight: 09:58Last Landing: 18:08No. of Flights: 33Total Flying Time: 7 hrs., 20 mins.Longest Flight: 2 hrs. 6 mins., S. Were & P. Cassidy, BergfalkeNotes: Mostly circuits with some thermal activity. Congratulations to Paul Van der loo on going solo.Date: Sun, 5/4Present on Field: Mark Raftery, Dennis Medlow, Andrew McGrath, David Conway, Nick Gray, Cathy Hehir, Lae T., Michael Texler, Andrew Hehir, Peter Cassidy, Martin White, Paul Clarke, David Teagle.First Flight: 10:38Last Landing: 18:16No. of Flights: 29Total Flying Time: 4 hrs., 44 mins.Longest Flight: 1 hr. 18 mins., M. Texler & A. McGrath, BocianNotes: Mostly circuits, but some ridge soaring.Date: Sat, 11/4Present on Field: Dick Temple, Stephen Were, Charlie Clegg, Matthew Nichols, Andrew Badman, N. Morgan, Vivianne Arnold.First Launch: 11:39Last Landing: 18:24No. of Flights: 16Total Flying Time: 1 hr., 34 mins.Longest Flight: 10 mins., Matthew Nicholls & Dick Temple, BocianNotes: Dismal.Date: Sun, 12/4Present on Field: Mark Raftery, Dennis Medlow, Stephen Were, David Conway, Michael Texler, I. Lamont, Tom Melville, Paul Clarke, Simon Young, R. Egel, Phillipa Milroy, Cathy Hehir, Nick Spencer, Peter Cassidy, Simon Hackett, Paul Van der loo, Andrew Wright, Martin White, Sue Liebich, Barry Lenny.First Launch: 10:19Last Landing: 18:06No. of Flights: 26Total Flying Time: 16 hrs., 54 mins.Longest Flight: 4 hrs. 34 mins., Paul Clarke, PhoebusNotes: The day started with great promise of ridge soaring all day, and Paul Clarke was offered the use of the Phoebus for a five hour flight for his Silver C. Lots of people got lots of flying until the middle of the afternoon when the ridge suddenly died. Three aircraft were unceremoniously dumped back on the airfield, one lone Phoebus desperately trying to remain airborne on sheer willpower, with less than half an hour remaining of the five hours. Unfortunately, all of Paul's wishing wasn't quite enough to keep 350 kilograms of aircraft above circuit height for more than five or six minutes, and Yankee Bravo was soon rumbling to a disappointed halt. Apart from Paul, everybody had quite a nice day.AND NOW, THE STATS YOU'VE ALL BEEN WAITING FOR...  
THE EASTER CAMP FLYING STATS!Date: Fri, 17/4Present on Field: Guy Harley, Andrew McGrath, Stephen Were, David Conway, Peter Sabine, Martin White, Steve Hill, Peter Cassidy, Mark Bassham, David Teagle, Paul Boundy, Matthew Nicholls, Stephen Were, Christine Smith, Jenni Sleigh, Neil Boroky, Michael Texler.First Launch: 10:12Last Landing: 17:52No. of Flights: 36Total Flying Time: 6 hrs., 58 mins.Longest Flight: 1 hr. 34 mins., David Teagle, ArrowNotes: A good start to the Easter camp. Fairly busy, but with the winch working flawlessly, and a few thermals to keep the masses happy. BBQ and associated revelling follows, with no drive home to guard against.Date: Sat, 18/4Present on Field: Redmond Quinn, Dennis Medlow, Andrew McGrath, Stephen Were, David Conway, Martin White, Peter Cassidy, Michael Texler, Andrew Wright, Paul Clarke, Andy Zwahlen, Kosta Lebessis, Mark Bassham, Martin Howells, Peter Sabine, Anthony Smith, Nick Spencer, David Teagle.First Launch: 09:27Last Landing: 18:05No. of Flights: 43Total Flying Time: 6 hrs., 52 mins.Longest Flight: 58 mins., Andrew Wright, PhoebusNotes: Lots to talk about for today! Based on the weather report from Parafield Airport, Paul Clarke and Martin Howells both declared Redhill return in the Arrow, to be flown consecutively. Redmond declared some other, longer task in the Phoebus. It became rapidly obvious that this just wasn't going to be on... Redmond didn't even bother to leave the field, and Paul struggled off to the North to grind to a stop in a paddock some twelve kms. away. The Phoebus not getting away, however, gave Andrew Wright a chance to convert to it - congratulations, Andrew. There was some marginal ridge soaring, and thermals to about 3,000'. At the end of the day, the Arrow arrived back on field and was rigged just in time to be hangar flown. It was during the hangar flying

of the Phoebus that ~~Tom Cruise~~ David Conway made a major reinforcement of his position as holder of the coveted "Looking Like A Dill In Front Of The Most People Of The Year" award when he outlanded the aircraft in a neighbouring paddock. David was subsequently seen to be trying to be Very Good, nailing bits of iron on the (empty) tee hangar, enthusiastically helping put the other aircraft away, etc., etc. Another BBQ followed, somewhat marred by the total absence of booze, and the near total depletion of the fridge. Luckily, our hero Mark arrived later that night with a carload of supplies.

Date: Sun, 19/4

Present on Field: Mark Raftery, Dennis Medlow, Stephen Were, Andrew McGrath, David Conway, Andrew Parrott, Kosta Lebessis, Phil Allen, Cathy Hehir, Mark Allen, David Teagle, Peter Sabine, Barry Lenny, Anthony Smith, Martin White, Michael Texler, Kevin Frost, David Frost, Peter Cassidy.

First Launch: 08:25

Last Landing: 18:15

No. of Flights: 34

Total Flying Time: 20 hrs., 54 mins.

Longest Flight: 2 hrs. 2 mins., Andrew McGrath, Arrow

Notes: The first launch actually took place from a neighbouring paddock as a means of getting the Phoebus back to the airfield. The ridge worked marginally in the morning, but got better as the day went on, and was still working well at last light. The afternoon saw thermals to as high as 5,400'. The Arrow was flown into the 20 knot Southerly to Kulpara and back by Andrew McGrath just before sunset. The best day yet of the camp, with lots of flying, and still no winch problems at all.

Date: Mon, 20/4

Present on Field: Mark Raftery, Dennis Medlow, Andrew McGrath, Stephen Were, David Conway, Tim Parish, Cathy Hehir, Peter Cassidy, Anthony Smith, Michael Texler, the Hehir Family, three Parish passengers.

First Launch: 10:00

Last Landing: 17:53

No. of Flights: 44

Total Flying Time: 3 hrs., 38 mins.

Longest Flight: 21 mins., Tim Parish & passenger, Bocian

Notes: Very uncrowded day (many people were only there for part of the time. The winch worked without a hitch to produce more flights than we have seen in a day in a long time, and Michael Texler and Peter Cassidy, who were the only trainees present in the afternoon, made the most of the circuit weather. Congratulations to Cathy Hehir on converting to the Arrow. All in all, another good day to cap off a most enjoyable four days.

EASTER CAMP TOTALS:

Total Launches: 157

Total Flying: 38 hrs., 22 mins.

Date: Sat, 25/4

Present on Field: Dennis Medlow, Stephen Were, David Conway, Mark Bassham, Peter Cassidy, Martyn Roberts, Neil Boroky, Cathy Hehir, Michael Texler, Matthew Nicholls, Tom Melville.

First Launch: 10:43

Last Landing: 17:56

No. of Flights: 23

Total Flying Time: 10 hrs., 57 mins.

Longest Flight: 3 hrs., Martyn Roberts, Phoebus.

Notes: Good thermal soaring to over 5,000'. Martyn Roberts flew the Phoebus from A.U.G.C. Lochiel to Crystal Brook, to Clare, and then back home, a distance of about 170 km. Congratulations to Peter Cassidy on his first solo.

Date: Sun, 26/4

Present on Field: Mark Raftery, Andrew McGrath, David Conway, Nick Spencer, Cathy Hehir, Martin White, Simon Hackett, Mark Wilson, Matthew Steed, Dick Sibly, Andrew Alexander.

First Launch: 10:50

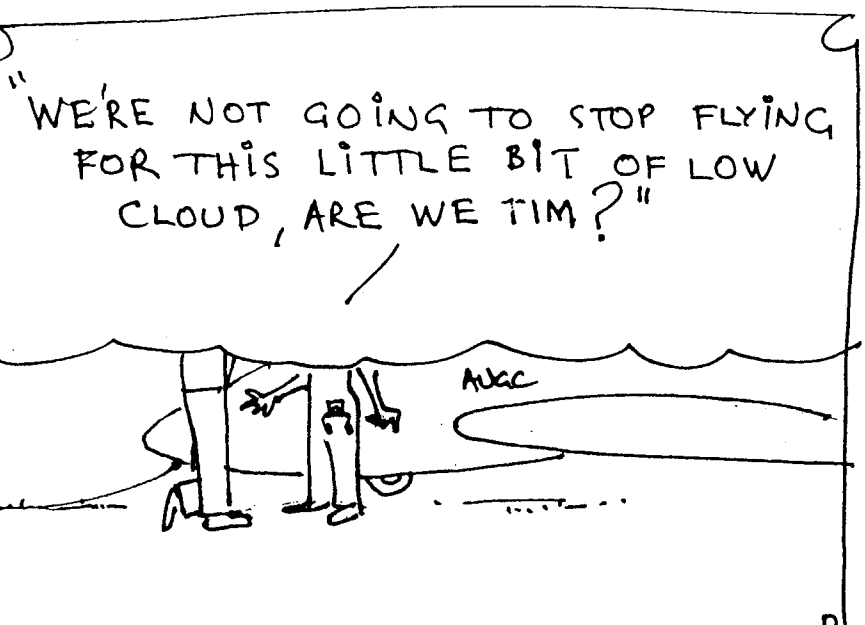
Last Landing: 18:00

No. of Flights: 18

Total Flying Time: 5 hrs., 54 mins.

Longest Flight: 1 hr. 8 mins., Nick Spencer, Arrow

Notes: Not enough people to warrant flying more than two aircraft (the last four on the list above were passengers that arrived during the afternoon). Strong northerly wind (20 knots?) for most of the day, but thermals were eight knots, to 7,500'. The winch, unfortunately, began to have some problems: the cables are getting quite worn, and there were several cable breaks and tangles. Good day for the trainees for learning to thermal.



### Next General Meeting

The next general meeting will be held on Wednesday, 6th May, at 7:30 p.m. in the Jerry Portus Room at uni. This meeting, apart from keeping you in touch with what is going on within the club, will include a seminar on basic aerodynamics, by Redmond Quinn and Andrew McGrath. Although by no means compulsory, a basic understanding of some of the simple principles involved can certainly help a pilot interpret what is going on while flying an aircraft. Tea, coffee and biscuits will be provided.

The June meeting will be held at the same place and time on Wednesday the 11th of May. Note that this is the second Wednesday of May; the first Wednesday clashes with the week of holidays before second term.

### Holiday Flying Camp

There will be another flying training camp in the week immediately before second term starts. What a way to get those exams out of your system!

The Easter camp was a great success, with lots of people advancing a long way through their training.

If you're interested in coming up for a few days (or even one), contact Andrew McGrath ASAP on 356 2466.