

Uni Gliding

February, 1990

Vol. 15 No. 2

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An official publication of the Adelaide University Gliding Club

The Editorial

Welcome to the special O-Week edition of "Uni Gliding". This issue contains lots of introductory information about gliders, gliding, and the Adelaide University Gliding Club. Also we have the president's report, stats on the past couple of years' flying and a newspaper report on the Vintage Regatta. Future editions will be published monthly and will no doubt contain much which is apochryphal, or at least wildly inaccurate.

Things are looking up, weather-wise, with last weekend being a boomer on both days. Our bright, shiny, new (to us) Libelle was in action; and all who flew it were impressed with the handling. Redmond Quinn became the first

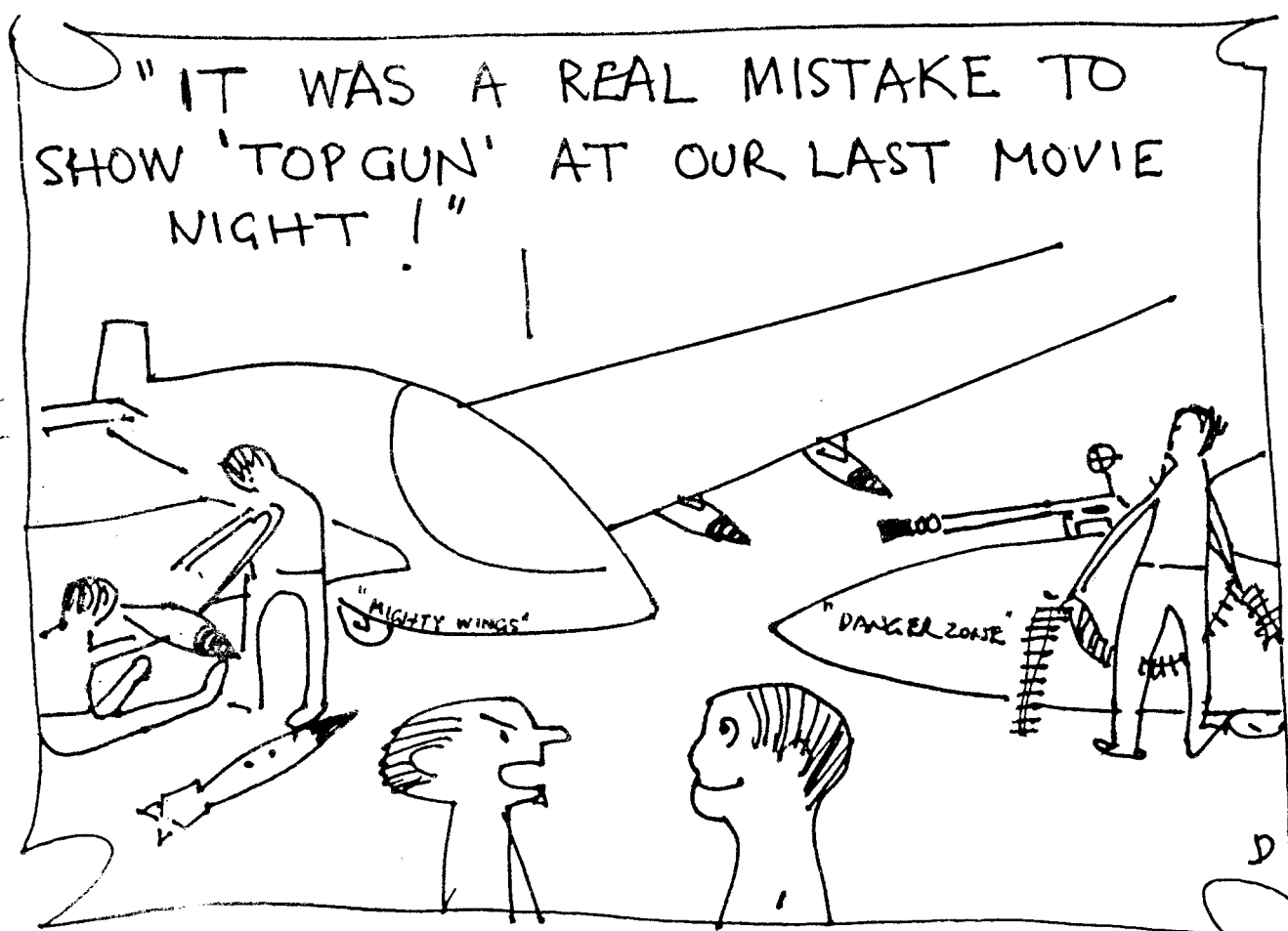
club member to take it cross-country on Sunday. Dennis Medlow also went cross-country in the Boomerang on the same day.

The yearly maintenance on the Bergfalke continues at West Beach and it should be ready to fly by the end of O-Week (or else).

Congratulations to Agata Jarbin and Steve McGuinness for converting to the Arrow, and Tom Melville for re-soloing after being off around the world for so long. A host of pilots have also been converted to the Libelle.

See you on field soon,

Peter Cassidy.
Editor.



President's Report

So you've joined the gliding club! Now what? What can the gliding club do for you? How much time will it consume? What's involved? Where? When? The answers to most of these questions lie elsewhere in this newsletter. But just imagine this...

"The only noise is the gentle sound of the air as your sailplane glides high over the patchwork of paddocks thousands of feet below. You check the map against the features below. About forty kilometres to go, 5000 feet, slight headwind. Ease the stick forward slightly to increase the speed, about 70 knots. Looking good. The radio has been quiet for a while, perhaps everyone else has landed. The vario makes a half-hearted beep, indicating a latent patch of warm rising air. We quickly soar through it. Silence again. Was it only six hours ago: the frantic organisations, polishing, stowing food, drink, cameras, barograph and maps? Being launched into the morning sky as the thermals began to bubble off the landscape? The vario beeping madly as we thermalled rapidly skywards, then the long fast glides between thermals. The radio was busy too, as pilots over half the state announced their positions, the conditions, and then the outlandings. 4000 feet now, and getting noticeably warmer.

"That thermal over Jamestown was magic, the best climb of the day — 11.5 knots (1150 feet per minute), all the way to 13,500 feet. Cold, too. About 0°C outside, and in the shade of the cumulus cloud growing above me.

"But that's all behind you now. You check the final glide calculator, we are gaining slightly so you push the stick forward for more speed. The airfield is behind the ridge on the other side of the approaching salt lake. Still too high, faster. "Lochiel base, this is Golf Charlie Yankee, on final glide, 10 K's out". No reply. Probably having a beer. The lake is quickly left behind as we clear the ridge at 120 knots (about 220 km/h), over the clubhouse at about 600 feet, then pull up into a steep climb, trading speed for height. Level out at 1000 feet, a glance at the windsock to confirm the wind direction.

"Flaps", no flaps fitted to this aircraft; "Undercarriage", unlock the lever and ease it forward, the wheel extends and locks down securely; "Speed", about 55 knots required; "Trim to speed".

"The aircraft is noisier now, as the protruding wheel disrupts the smooth airflow over her sleek fuselage. The runway is clear, turn onto final, open the airbrakes. The aircraft sinks rapidly towards the ground. We bring the nose up gently as we approach it. The wheel rustles through the tops of the grass, and then, as we slow down, the machine can no longer hold herself airborne and settles softly to the ground, rolling to a gentle stop. The vario makes a hopeful sort of beep, obviously unaware that gravity has won again. Turning off the avionics, my legs come to life as I climb stiffly out of the cockpit. Some friends are walking from the clubhouse to help put her

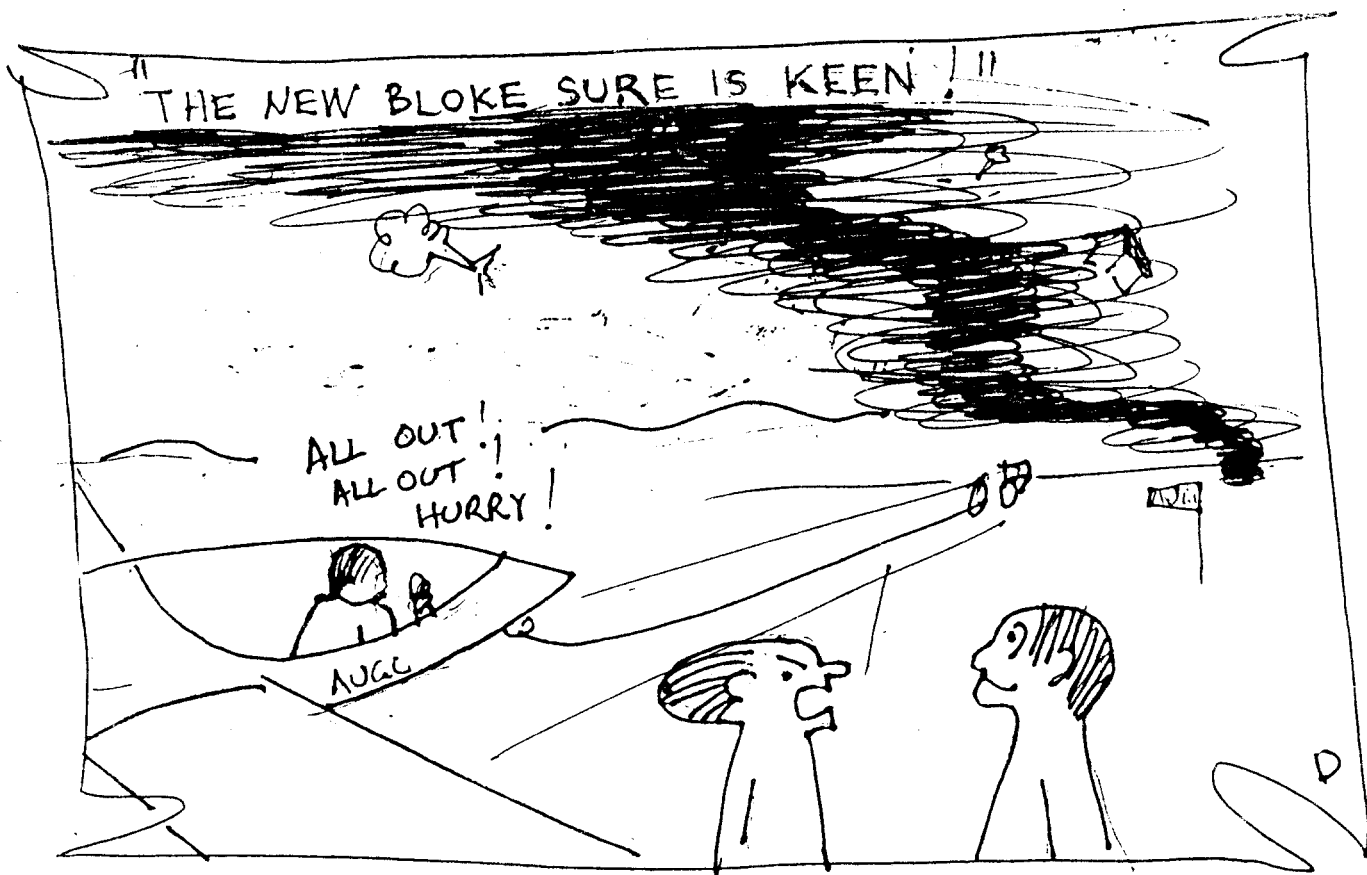
away. The setting sun glints off her fibreglass skin, as we push her into the hangar."

The club offers the opportunity for members to progress beyond solo to cross-country flying, passenger flying and instructor ratings. To keep costs as low as possible, all aircraft maintenance and inspections, and winch maintenance, is done within the club. Members can acquire skills in aircraft maintenance leading to minor repair ratings for wood, fibreglass and steel tube structures, and for annual inspector ratings. Members are encouraged to help out whenever possible. A clubhouse at the airfield provides accommodation, including shower, kitchen and deli for staying over on weekends and flying camps held on the holidays. General meetings are held every month, comprising a brief "business" section, a flying training oriented lecture and "entertainment", i.e. flying videos or a trip to the bar! Guest speakers, visits, film nights, BBQs and other social events are organised regularly, and a newsletter detailing all these events is published monthly.

I hope you find the time to come to Lochiel and give gliding a try. Don't be put off by the number of people on field during the first few weekends after O-Week, or the weather, which may result in less flying time than you expected. It soon settles down, and you can seriously get stuck into your training. Logbooks, training books and gliding texts are available as well as handouts to supplement the on-field instruction. If you have any questions, don't hesitate to ask.

Looking forward to seeing you at Lochiel. It could be the beginning of a very challenging and rewarding sport!

Happy Soaring.



Coming Events

March General Meeting

The March general meeting will be held at 7:30 p.m. on Wednesday the 7th March (the week after O-Week) in the Jerry Portus Room. This will be a chance for new members to meet other members. Please bring a bottle of drink. Munchies will be provided and there is likely to be video.

Barbecue

A get-to-know-you barbecue will be held on Wednesday 14th March at 7:30 p.m. at the home of Redmond Quinn (our esteemed CFI) at 13 Redmond St., Collinswood. BYO everything.

Annual General Meeting

The April general meeting will be the AGM. This is on the 4th April in the Dining Room. In this meeting the 1990 executive will be elected and the raffle (tickets are available from any member or the O-Week desk) will be drawn. All members, especially new members, are encouraged to attend.

Social Activities

In addition to flying, the club has many social events throughout the year. These have included dinners, film nights, ice skating, tenpin bowling, cocktail parties, games nights and tours of aviation-related facilities. If you can suggest a social event, call Agata Jarbin on 336 8131.

Currently, Gary Hollands has organised an observation drive to give you all something to do as you drive up to the field. Entry forms will be available at Bolivar. There will be prizes for the winners. Gary suggests that you form teams of two or three.

This Newsletter

The AUGC club newsletter "*Uni Gliding*", is published approximately monthly (depending on editor workload) and is sent to all members of the club (if you keep us up to date with regard to your contact department, if a student, or home address, if not).

"*Uni Gliding*" exists to provide information about the club, to keep club members informed about coming events, to entertain members with articles and cartoons (especially on gliding and aviation-related topics), and to comment on past and current events and personalities.

"*Uni Gliding*" is edited, printed, copied and distributed by the efforts of club members. If you can help in any regard, please do not hesitate to call the editor.

"Uni Gliding" survives on contributions from people in the club. So if you have anything that you'd like to see in print, drop it in the Gliding Club pigeon hole in the Jerry Portus Room. It could be the first step towards writing that bestseller or getting that cartoon strip syndicated. Contributions can also be mailed to

The Editor, "Uni Gilding"
c/- Sports Association
University of Adelaide
GPO Box 498,
Adelaide, SA 5001

or send it via university internal mail.

The Bottom Line — Costs

Unfortunately, winches use petrol, aircraft have to be insured and maintained and food and drinks must be bought, not stolen. However, because club members supply their time and labour, we are the cheapest gliding club in Australia.

Flying time:

Twin seaters	15¢ per minute
Single seaters	20¢ per minute

Launch	\$2.00
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Clubhouse Accommodation:	\$2.00 per night
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Food & drink:	as marked on the price list on the fridge
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Membership:

Students	\$5.00 per year
Non-students	\$50.00 per year

Flying and launch costs for non-members are double those for members.

New Winch

The new winch arrived in time for the Regatta, despite having to have the front engine reconditioned at the last minute.

Surprisingly, both winches performed admirably throughout the Regatta, without having to assault either with tools or language. The new winch still requires a few refinements to be added, such as drag brakes, tool and swage buckets etc. These will be complete before O-Week.

Operational Notes

- Both radiator systems have been fully reconditioned. **USE ONLY SPECIAL COOLANT TO TOP UP** (the green stuff).
- The front engine is still "running in" — take it easy. **DO NOT THRASH IT!!**
- The winch is slightly tail heavy, go slow over bumpy areas (e.g. cross strips).
- The drum selector lever operates easily once the splines inside are lined up. No amount of force will encourage them to line up! Rotate the drum slowly by hand until the splines line up and then 'rock' back & forth, applying gentle pressure to the lever to select the drum.
- Ensure that the drum is fully engaged.
- Ensure that the drums are in neutral before laying cables.
- Stay clear of aircraft and vehicles.
- Ensure that the winch is properly "DI'd" each day, i.e. tyres, fluid levels, cable ends, leaks etc.

The Best of Punch



Aftermath of KYW
landing at Adelaide
Airport

Vintage gliders fly at Lochiel Regatta

The largest gathering of vintage sailplanes ever seen in Australia assembled for a regatta at Lochiel on December 28 to commemorate the 60th anniversary of gliding in South Australia.

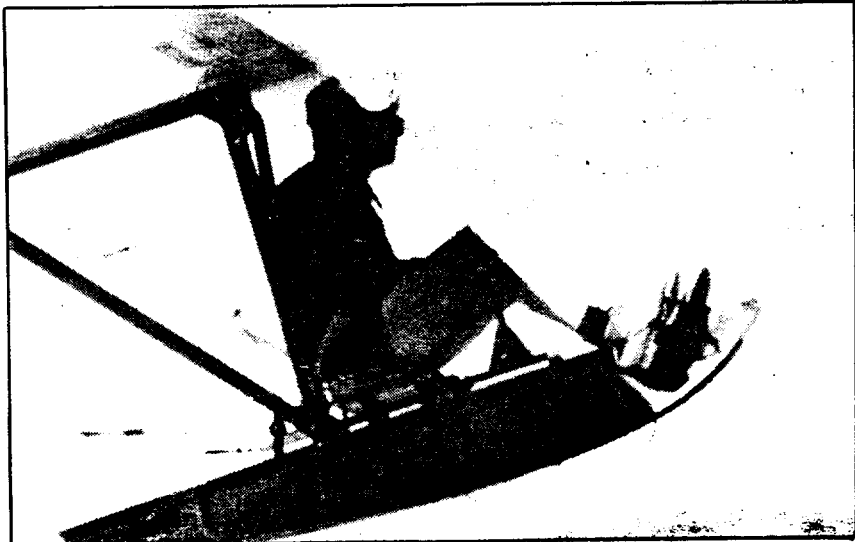
The Adelaide University Gliding Club hosted the event which was attended by the Governor, Sir Donald Dunstan.

A spokesman said 24 gliders, mainly vintage, took part in the event. In gliding terms the youngest vintage aircraft was built in 1975 but designed in the 1920s. It was the Rhon Ranger replica glider taken to Lochiel by Roger Chapman of Balaklava.

The replica made a flight on auto-tow on December 30 to mark the 60th anniversary of the first flight of a similar glider by the SA Gliding Club.

More than 500 people visited the airfield, many taking the opportunity to

'Flying by the seat of his pants'



• Roger Chapman of Balaklava is pictured flying in his 1920 designed Rhon Ranger vintage glider.

fly in a sailplane. Sir Donald visited the launch point where four two-seaters were kept busy flying passengers. He also inspected a row of 20 single-seaters which were lined up in order of age.

Activities during the day included ultralight and model aircraft flights, and a parachutist

made a display jump from the Adelaide University Gliding Club's Bocian which was towed aloft by a tug from the Adelaide Soaring Club.

Historic flight

The Bocian made history on December 26 when it was aero-towed into Adelaide Airport,

then took off and flew the 130 km to Lochiel airfield. It was the first time that a sailplane had landed and taken off from the Airport.

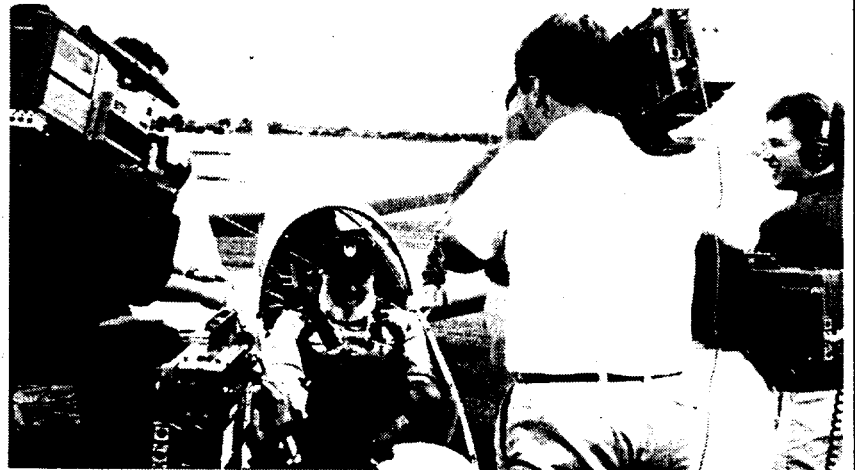
The glider was flown by Rob Moore of the Adelaide Soaring Club, with Cathy Conway from the Adelaide University

Continued Page 13...

Vintage gliding at Lochiel from Page 1

Gliding Club. Passenger for the flight to Lochiel was Labor Minister, Bob Gregory.

Prizes awarded at the regatta - best presented vintage glider, 'Golden Eagle', 52 years old, Alan Patching, Victoria; best presented Schneider-built glider, 'Grunau', Aaron Strop, Victoria; longest and highest flights, Ralph Crompton, Barossa Valley Club; spot-landing contest, David Conway, Adelaide University Gliding Club; longest distance to attend, Rob McDicken, Hunter Valley Gliding Club, NSW.



• At the Adelaide Airport the Bocian is surrounded by TV crews. Seated in the glider cockpit are SA Labour Minister, Bob Gregory (at front) and pilot Rob Moore (at rear). At far right is David Conway of Adelaide University Gliding Club. Photo courtesy Noel Matthews

What Flies and How

A.U.G.C. owns 4 aircraft and there are 4 privately owned aircraft owned by club members. There is also our fleet of two winches that are used to haul you and the glider skywards.

Bergfalke IV VH-GZM

This is a German-made steel tube and fabric aircraft. Although the design is old, the wing section is relatively modern and the glider is quite a good performer. It is one of the club's two seater training aircraft.

Bocian 1E VH-KYW

The Bocian is a wooden Polish two seater glider. Although its performance is slightly less than that of the Bergfalke, it is a fantastic training aircraft, is comfortable and offers great views for passengers, and is also semi-aerobatic, that is, it loops.

ES59 Arrow VH-GNF

The Arrow is a wooden single seater glider manufactured by Harry Schneider at Gawler in 1963. It is very light and easy to fly and is excellent in its role within the club as a first single seater and is very popular.

H201B Standard Libelle VH-GCY

This is the higher performance glider in our fleet. CY is a fibreglass glider just recently purchased by the club. It has a retractable undercart, can carry water ballast, and has funny instruments that make beeping noises. The Libelle is on display on the Barr-Smith Lawns during O-Week.

Pik-20B VH-GOK

"Oscar" is a 15 metre racing class glider owned by Martyn Roberts and Stephen Were.

ES60 Boomerang VH-GQZ

"QueaZy" is a wooden, SA designed and built, standard class glider owned by David and Catherine Conway, Dennis Medlow and David Teagle.

ES60 Boomerang VH-GPN

Another Boomerang owned by Terry Gould, Peter Temple and Gary Hollands.

H205 Club Libelle VH-GMJ

Another model in the popular Libelle range, owned by Cliff and Ian Linke.

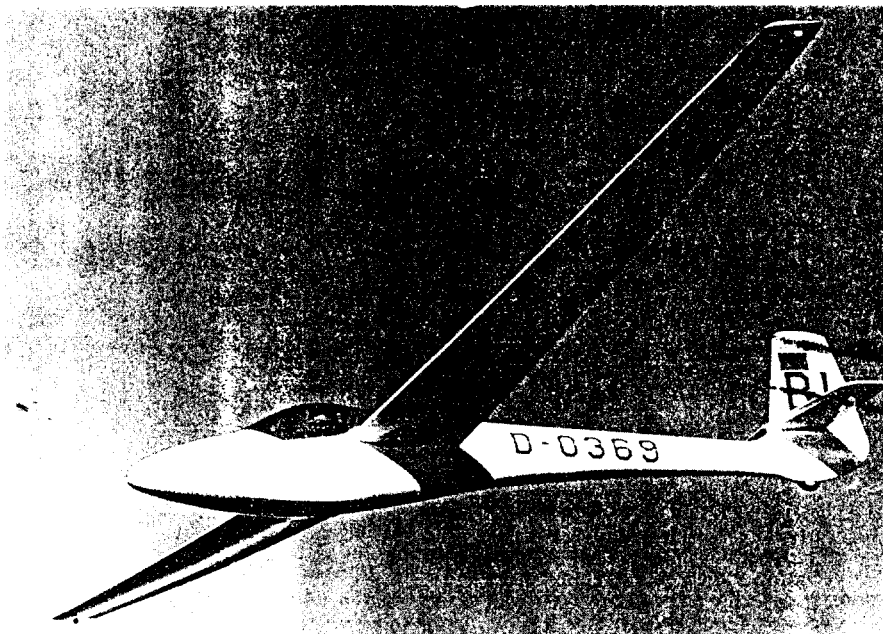
Glasflügel H 201 Standard Libelle

FGR

Data: H 201B
Span: 49ft 2½in
Length: 20ft 4in
Height: 4ft 4in
Wing area: 105.5sq ft
Aspect ratio: 23.0
Empty weight: 408lb
Max weight: 772lb
Max speed: 155mph (smooth air)
Min sinking speed: 1.96ft/sec at 46.5mph
Best glide ratio: 38:1 at 53mph

As its name implies, the Standard Libelle is a version of the popular Open Class H 301 Libelle with modifications to meet the Standard Class requirements; these consisted of removing the flaps and tail braking parachute, fitting a fixed instead of retractable monowheel and raising the height of the canopy. A new Wortmann wing section is featured and terminal velocity dive brakes are fitted. The canopy is unusual in having a catch that enables the front to be raised by 25mm in flight to provide a blast of ventilating air if required, instead of the more conventional small sliding panel used for this purpose. When the Standard Class rules were modified in 1970, a retractable monowheel was substituted

for the fixed one. The Standard Libelle is of similar glassfibre construction to the H 301 Libelle, and likewise has provision for 110lb of water ballast in the wing leading edge. The prototype made its first flight in October 1967 and the Standard Libelle proved to be very popular, a total of 601 being built altogether. The type soon made its mark in contest flying; one flown by Per-Axel Persson of Sweden, winner of the 1948 World Championships, came second in the Standard Class at the 1968 World Championships at Leszno in Poland.



The Winches

The Old Winch

This consists of a Ford Thames Trader truck with a Chrysler 318 V8 motor bolted on the back which drives two cable drums. Cable is laid along the length of the airstrip by the winch. When a launch takes place, one cable is reeled in very quickly by the winch allowing the glider to climb at a 45° angle. (Sort of like launching a kite.)

The New Winch

Designed and built by club members over the last five years, the new winch features a Toyota Dyna body to which is bolted a Ford 351 engine.

Both winches are a dream for those who like to fiddle with cars and engines and nightmare for everybody else.

Other Facilities

AUGC has a shed at the University Sports Grounds at West Beach where our aircraft are maintained. Come and see the internals of our planes and find out how they work. Ring Redmond Quinn (344 5331) to see if any work is being done now.

How to Go Gliding

The beginning...

Every Thursday night, the nominated contact person stays home between 8 p.m. and 10 p.m. waiting for your phone call. He (or she) sorts out who wants to fly on what days and which people need transport from where.

"But I don't have a car..."

The club operates a car pooling system for people in such a situation. Just turn up at 7:30 a.m. at the Caltex service station at Bolivar (just past the caravan park), or, if you're desperate and can't get to Bolivar, then let the contact person know and he will arrange a 7:00 a.m. (or thereabouts) pickup at the University footbridge.

"I have a car, but where is this Lochiel place?"

Take heart, a map has been provided for you elsewhere in this newsletter.

"What should I expect when I get there?"

Firstly, let's consider what you need to bring with you. You can expect to spend a large amount of your time out in the fresh air in the middle of a wheat paddock. When it's hot then it's really hot. When it's cold then it's bitterly so. So when it's hot, bring sunburn cream, a hat, sunglasses, insect/pest repellent (not to be used against instructors!) etc. If it's cold then rug up. Something waterproof would not go astray in winter.

We are not primitive. We have a clubhouse on the airfield which has been built by members. This has all the mod cons, including a shower, toilet, a kitchen with conventional and microwave ovens, a freezer and a couple of fridges. We have food and drink on sale. There is also a large hangar and a smaller T-hangar to house the aircraft.

Finally...

On your first day (and a few after that) you should expect to feel a little confused as to the reasons behind the activities going on around you. Asking someone is one of the quickest ways to learn and a good way to avoid just hanging around waiting. Happy flying!

Last but not least...

The contact person is

Matthew Nicholls

297 0078

Club Events

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, or 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 Symon 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.; therefore, the March general meeting will be held on the Wednesday after O-Week, the 7th, to cater for members joining late in O-Week.

These meetings can normally be expected to run until about 10 p.m. (often finishing up in the Uni Bar), 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 executive 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.

1989 – 90 Executive

President	David Conway	294 4828
Secretary	Peter Temple	281 4411
Treasurer	Dennis Medlow	261 9781
Social Convenor	Agata Jarbin	336 8131
Asst. Treasurer	Terry Gould	381 2072
Club contact	Matthew Nicholls	297 0078
Newsletter editor	Peter Cassidy	356 3382
Chief Flying Instructor	Redmond Quinn	344 5331

Flying Statistics

Over the past couple of years, a database of all flights dating back to the start of 1988 has been kept and is updated regularly. This has allowed a variety of statistics to be retrieved quickly and easily. I have compiled some of the more interesting ones for this article.

During 1989 the club aircraft were launched 2074 times and flew for a total of 38549 minutes (642 hours 29 minutes). This exceeds the previous years totals of 1846 flights and 35686 minutes (594 hours 46 minutes). The distribution of the flights, for 1989, among the four club aircraft is shown below.

Glider	# of Launches	Total Time	Average
Bocian (KYW)	799 (38.5%)	183 hours 34 mins (28.6%)	13.8 mins
Bergfalke (ZM)	833 (40.2%)	196 hours 38 mins (30.6%)	14.2 mins
Phoebus (YB)	202 (9.7%)	145 hours 5 mins (22.6%)	43.1 mins
Arrow (NF)	240 (11.6%)	117 hours 12 mins (18.2%)	29.3 mins

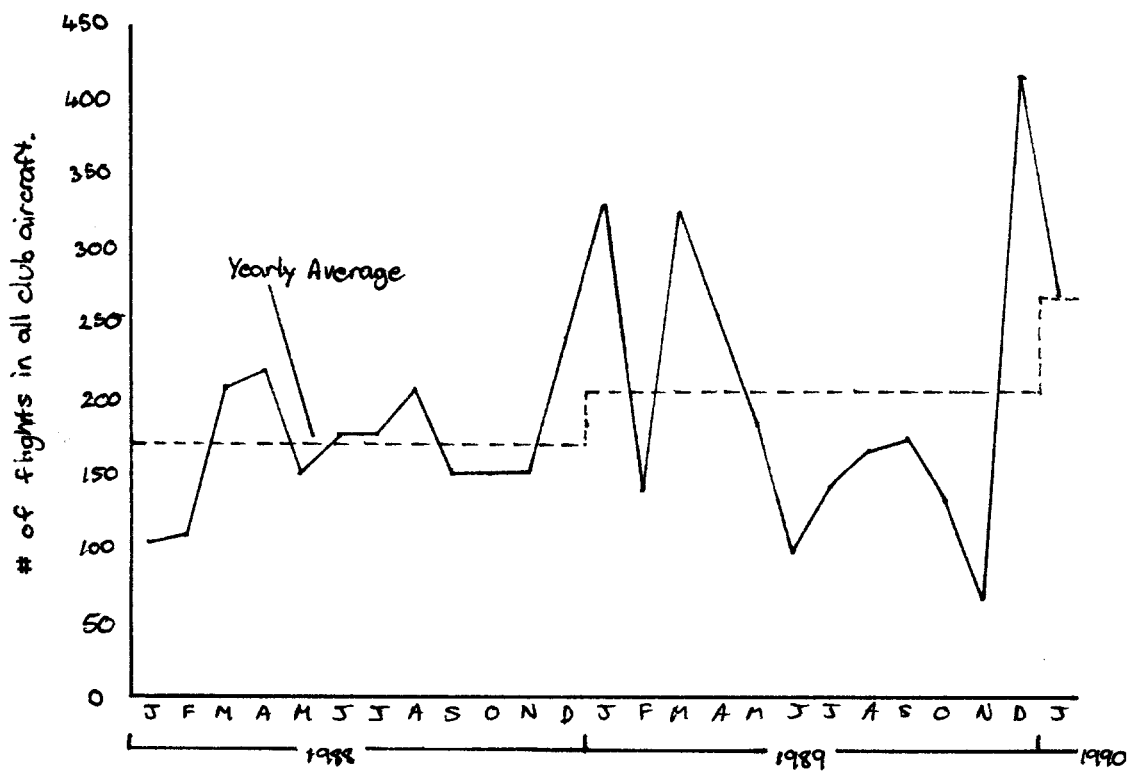
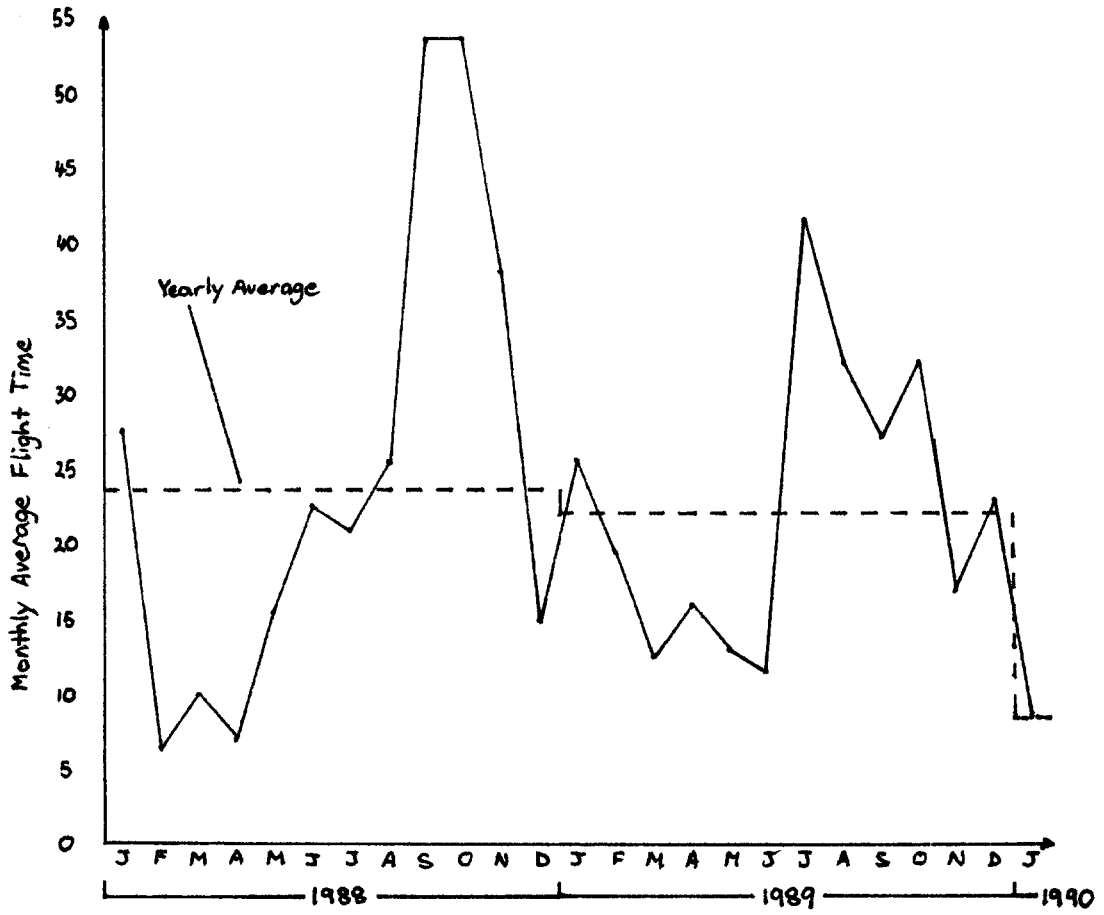
The percentages shown are of the totals previously stated.

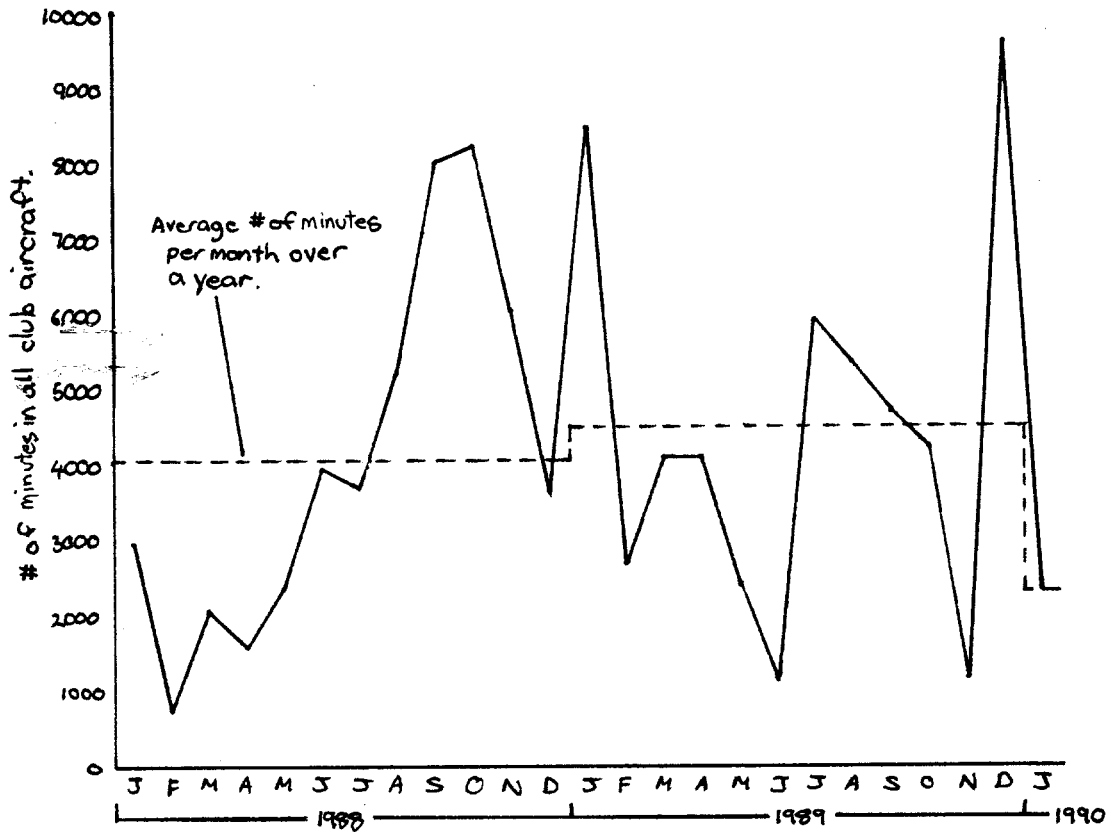
The longest flight of 1989 occurred on the 7th of February and was 6 hours 30 minutes in duration. The pilot was David Conway flying his syndicate's Boomerang (QZ).

On a similar note, I have also compiled a list of the ten longest solo flights by club members in club aircraft during 1989.

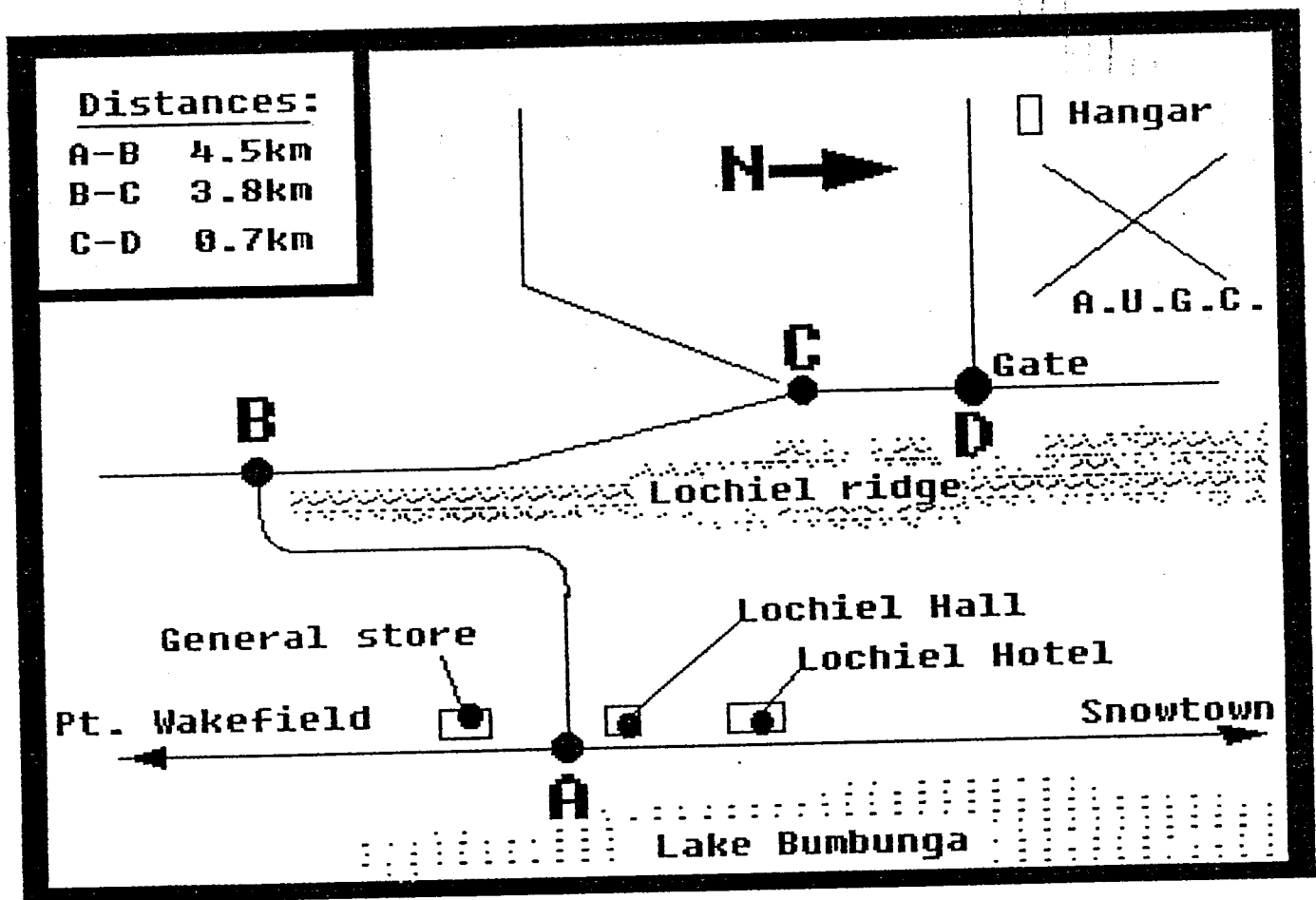
- 1 .. Steven Gould - 5 hours 48 mins in the Bergfalke (ZM).
- 2 .. Peter Temple - 5 hours 26 mins in the Phoebus (YB).
- 3 .. Martin White - 5 hours 19 mins in the Phoebus (YB).
- 4 .. Peter Temple - 5 hours 17 mins in the Phoebus (YB).
- 5 .. Peter Temple,
Peter Cassidy - 5 hours 5 mins in the Phoebus (YB).
- 6 .. Martin White - 4 hours 43 mins in the Phoebus (YB).
- 7 .. Michael Texler - 4 hours 32 mins in the Phoebus (YB).
- 8 .. Catherine Conway - 4 hours 24 mins in the Arrow (NF).
- 9 .. Simon Hackett - 3 hours 10 mins in the Arrow (NF).
- 10 .. Steven Were - 3 hours in the Arrow (NF).

Perhaps the most interesting statistics are the average flights times for each month. These give an indication of when the best soaring periods occurred during the year. So for those that don't like circuit days I have made up a graph showing the monthly average flight times for the last two years.





ADELAIDE UNIVERSITY GLIDING CLUB INC.



LOCHIEL GLIDING FIELD LOCATION

Field telephone:(088)262203