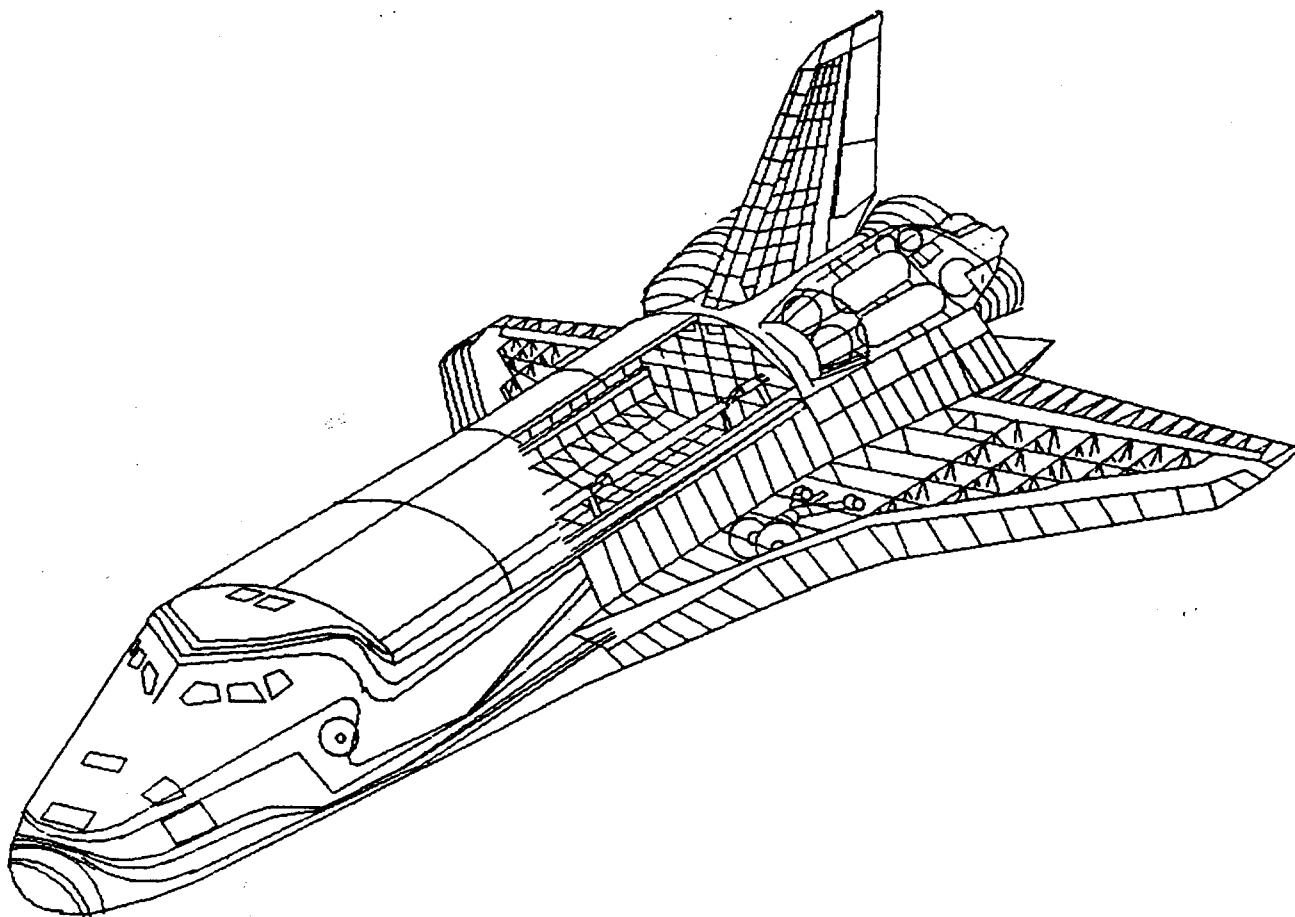


Uni Gliding

Volume 16⁵, Issue 4

April, 1990



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An official publication of The Adelaide University Gliding Club Inc.

The First Word

Hello, and welcome to the first issue of Uni Gliding of the 1990 executive year. (Wasn't that an exciting start to an editorial!) Politically speaking, April is always an exciting month for AUGC because that is when the AGM is held, and hence when the new executive committee for the year is elected. Details of the AGM can be found elsewhere in this issue, but editorial thanks must be given to some of those members who have departed from their executive posts.

David Conway, our illustrious past-president declined re-nomination and relinquishes his presidential post to Peter Cassidy. David put in a magnificent effort last year, between Presidenting, instructing trainees (myself included) and winch-doctoring, amongst many other things. Many thanks to him for his indispensable contribution. Thanks must also go to our predecessor, Peter Cassidy, for masterful editing of Uni Gliding over the past twelve months. The quality and professionalism of our monthly journal under Peter has left a hard act for David and I to follow, but we thank him anyway. And thanks also to Cathy Conway for the organization of the hugely successful vintage regatta hosted by AUGC last year. Last but not least, thanks to all those instructors for giving up their time to sit in the back of aircraft for most of the day getting trainee pilots to solo stage.

Well, brown-nosing aside (can I go solo now?) it's great to see so many new people up on field, and I hope to see you up there again. Agata tells me, however, that about 140 new people signed up during O'week so we haven't even seen a fraction of you all yet! Don't forget that you only have until the end of April to use your 'Boarding Pass' (which is possibly after you will read this) but the ridge season is just about upon us, so get up there and glide!

Finally, I'd like to make a plea to all members to get pen to paper (or fingers to keys, or crayons to cardboard, or ...) and contribute to this auspicious little magazine. Although a random sequence of words will form a meaningful sentence every now and again, the process is a lot quicker if there is some human intervention.

See you up where we belong,

David Smith



President's Report

I find myself in the pages of "Uni Gliding" once more, but not as editor, having now been elevated to king, er, president. The AGM has been held (what do you mean you weren't there?), and the new executive has been elected.

We have a strong, youthful executive this year, with only two members being old fogeys (i.e. over 21).

Peter Cassidy	President	4th year flying
Bradley Gould	Secretary	3rd year flying
Terry Gould	Treasurer	3rd year flying
Agata Jarbin	Social Convenor	2nd year flying
Duncan Edwards	5th member	one day's flying ("and it was great")
David Hulse & David Smith	Newsletter editors	2nd year flying

The last executive year was a very successful one, with a successful vintage regatta, the purchase of a new aircraft, the completion of the new winch, improvements to the clubhouse and new, enthusiastic members. We can all work together to ensure that the coming year will be equally successful.

The Easter flying camp was held again this year and was well attended, although your president was not there, so I can't report. But, never fear, Catherine, David Teagle and I represented the club in the Gawler Easter regatta with QZ and TX. The weather was good for three days; we flew the short tasks, achieving 90, 124 and 153 km flights. Sidelights were Cathy landing 8 km out at Roseworthy, me flying the entire task with my undercart down, and a couple of real final glides.

The last couple of months have been a busy period for club operations. The instructors have been flying lots of passengers recently and many trainees have already shown remarkable progress. If you haven't come up to fly yet, then now is a good time as the initial O-Week rush subsides. The summer soaring season has extended well into autumn this year, and already the ridge has been working on a number of days as we approach winter. I hope to see all up on field soon at our thermal/ridge/occasional-wave soaring site.

Peter Cassidy
AUGC President

AGM Report

As you are no doubt aware, April 4 was the Annual General Meeting of AUGC - thanks to all those who attended. As is usual with AGMs a new executive was elected. Here is your textual chance to meet the new executive members:

PRESIDENT: Finding the task of newsletter editor a bit too pedestrian for his capabilities, Peter Cassidy has moved on to bigger and different things. ~~He has been replaced by...~~

Basic Flight Operations

It can be a bit confusing when you're first up on field. I know this, for it was little more than a year ago when I had my first day on field. I didn't know how to handle a glider, which parts I could touch, how the winch worked, where I could walk on field, etc. etc. For those of you who are yet to come up on field, and those that have but still aren't quite sure, here are a few tips on basic field operations:

Basics - on field:

- When first entering the field by car, don't forget to close the gate. Head towards the clubhouse, keeping close to the fence line. When approaching the clubhouse, drive slowly.
- Try to avoid driving anywhere near the gliders. If you must, drive SLOWLY, especially in wet or slippery conditions.
- Drive carefully on the field, preferably not following defined tracks (the farmer finds regularly run tracks hard to plough). Be on the lookout for other cars (this may seem unbelievable, but there have actually been car collisions on our huge field) and look out for gliders that may be landing BEFORE YOU TAKE OFF. Keep an eye towards the skies. Be especially careful during the winter season, when the wet grass is most treacherous.
- Do not walk or drive on the airstrip unless you must. If you do, LOOK UP and around for approaching gliders.
- Do not drive over winch cables (unless you want to try launching your car.)

Handling gliders:

- Gliders are very robust in their natural environment, i.e. in the air. On the ground, however, they are prone to all sorts of inadvertent damage.
- NEVER leave a glider unattended unless it is tied down. A sudden gust of wind can overturn a glider, as happened to the Bocian a couple of years ago. Between flights, a glider is left with one wing down and that wing pointing into the wind (i.e. the glider is side-on to the direction of the wind). You will no doubt at some stage be asked to 'mind a wing' - this involves sitting down by the wing and holding it down - don't sit on the wing itself. When you assume responsibility for a wing, say 'My wing' - that way there is no confusion. On days of strong or gusty wind, it may be advisable to have someone sitting in the glider itself as an added precaution against it blowing over.
- Safe places to push the glider are on the leading (i.e. front-facing) edges of the wings near the fuselage (the body of the glider), and on the fuselage itself. Note however that the Bergfalke is covered in fabric, so check before you push, or you may tear the fabric. DO NOT push on the trailing edges of the wings, or on any control surfaces (i.e. bits that move).
- When handling the wingtip of a glider, do not push forwards or backwards - you are handling a very effective lever and the wing root fittings could easily be damaged. To rotate a glider requires someone to lift the tail, and someone to hold the wings level. The turning force comes from the person lifting the tail, making the glider pivot about its wheel - the person at the wingtip should not supply any turning force but merely keep the wings level.
- When handling canopies, be extremely careful. Do not touch anywhere but the edges of the canopy - fingers on the perspex can easily cause scratches. Canopies are extremely expensive (about \$2000) so don't leave them on the ground where they may be tripped over (for detachable canopies) or leave a canopy open where it may be blown over, or leave an open canopy unattended (in the case of the training aircraft.)

Handling the winch

- Be careful when driving the winch near gliders. The old winch in particular has a turning circle comparable to a 747 jumbo jet, so look out!
- If you are in the back of the winch while cables are being laid, be sure you understand what is going on, i.e. where the brake is and how you should use it. (I remember one of my first experiences on the back of the old winch which resulted in many metres of brand new 7-strand cable getting wrapped around the drums. Soon enough it was in a huge tangle - in the end the tangle could only be undone (after about an hour or more's trying) by driving the winch through a knot! So make sure you know what your doing.)

Continued on page 10...

How to Rig/Derig the Standard Libelle

The club has recently acquired a Standard Libelle (GCY). This article is a guide on the rigging and de-rigging procedures.

Rigging

Undo the green rope holding the tail of the glider down. On the right hand side of the trailer is a cord attached to a latch which secures the fuselage dolly. Pull the cord to lift the latch and wheel the fuselage out of the trailer lifting the tail and the dolly onto the ground when they reach the end of their tracks. The fuselage should be positioned about 10 metres back from the trailer.

The canopy needs to be removed and placed somewhere safe, out of the way. Undo the red strap holding the fuselage into the dolly. Clean and lightly grease the pins and connectors on each side of the fuselage, the pins on the end of the wing root spars and the pins on the fin where the tailplane slides in.

The port (left) wing goes on first, and is (logically?) on the right hand side of the trailer. Remove the safety pins from the wing root holder clips. The wingtip is held in a sling hung from the roof of the trailer. The wing slides out until the sling reaches the end of its track at which point someone must guide the tip out.

NOTE: The wingtip can scrape on the sides of the trailer if the wing is not kept parallel with the sides of the trailer when it is being taken out or put back in. TAKE CARE!!

The wing root spars slide into the gap behind the cockpit. Make sure all the connectors and pins on the wing root are aligned with their mates on the fuselage. The wing root can then be pulled flush with the fuselage.

Take the starboard (right) wing out of the trailer and slide the wing root spar between the two port wing spars. Align all the pins and connectors as before. Get people to lift the wingtips until the pins on the end of the wing root spars line up with the holes in the wing roots. The wing can then be pulled nearly flush with the fuselage.

In the head rest bag is a rigging tool which is used to lever the wings together. It is placed over the two studs on top of the wing root spars. Not much force needs to be applied and so if the wings won't move easily something is not aligned properly.

Also in the head rest bag is the main pin stored in a black rubber tube. Clean and lightly grease the pin and push it into the holes in the wing root spars which should all line up. The cross bar on the pin should be pointing directly downwards when the pin has been correctly inserted.

Above the wing root spars is a triangular access hatch. Open the hatch and connect the aileron pushrods to stick mechanism. To do this, pull the pin on the connector upwards and put the end of the pushrod into the connector. The pin should go through the hole in the pushrod and can be felt on the other side of the connector.

Take the tailplane holder out of the back of the trailer. **Make sure you put the nut securing the holder back onto the bolt otherwise it will get lost!!** The fin of the glider has two pins pointing towards the nose of the glider. The tailplane slides backwards onto these. When it is flush with the fin, the hex nut can be done up. There is an allen key in the cockpit pocket which is used to do this. **Put the allen key back in the cockpit pocket when you have finished!!**

Lift the tail of the glider high enough to allow the undercarriage to be locked down. Release the rope from the nose of the glider and remove the fuselage dolly. The canopy can now be put back on the glider which is now ready for a daily inspection.

Derigging

The glider goes nose first into the trailer and should be positioned about 10 metres away from the front door. The canopy needs to be removed and placed somewhere safe, out of the way.

The fuselage rests in a dolly which slides underneath the nose. There is a rope attached to the dolly with a ring on the end which needs to be hooked into the nose release. The dolly slides back until the rope is taught. There is also a red strap attached to the dolly goes around the fuselage after the wings have been removed. An allen key is kept in the cockpit pocket of the glider and is used to undo the hex nut securing the tailplane. Once this has been undone, the tailplane slides off towards the nose of the glider. Put the tailplane onto its holder and secure it with the octopus straps. Place the holder out of the way with the canopy. **Make sure you put the allen key back into the pocket!!**

Above the wing root spars is a triangular access hatch. Open this hatch and disconnect the ailerons.

This is simply a matter of pulling the pin upwards and sliding the pushrod out of the connector. All other controls disconnect automatically.

NOTE: Forgetting to disconnect the ailerons and trying to remove the wings will damage the glider!!!

Get people to lift both wingtips while the main pin is removed. There is a black rubber tube in the head rest bag that the main pin is stored in. Also in the head rest bag is a derigging tool. This is placed over the two studs on top of the wing root spars and used to lever the wings apart. Not much force is required to do this. Put the main pin and the derigging tool back into the head rest bag!!

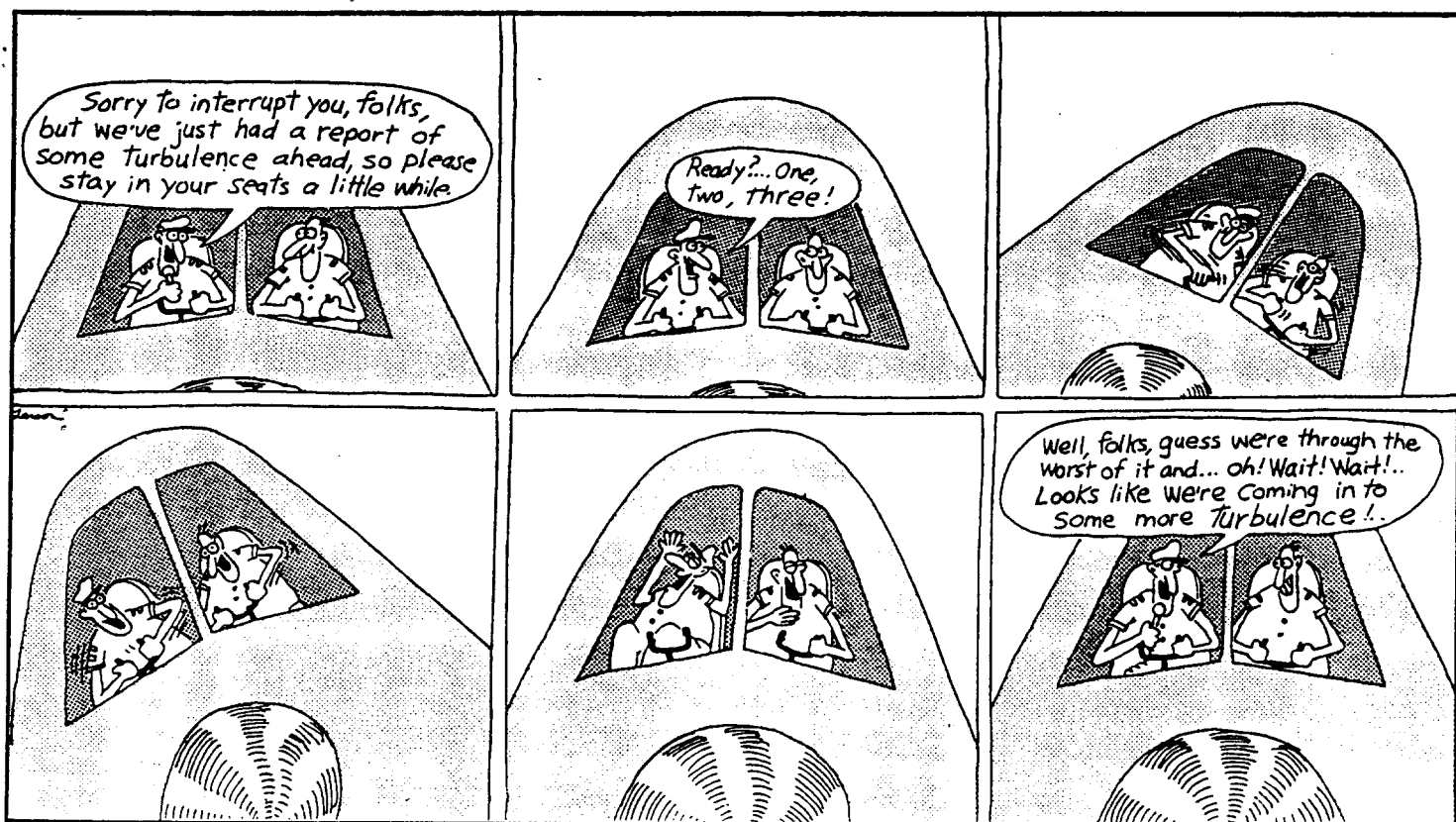
The starboard (right) wing is removed first and goes on the left hand side of the trailer. The wing is stored vertically with the leading edge downwards. The wingtip slides into a sling hung from the roof of the trailer until the sling is in between the two black lines marked on the underside of the wing. The wing is then pushed into the trailer and the wing root spar is secured in its holder. The port (left) wing is put in the trailer in the same way. Connect the safety pins to the wing root holder clips.

Lift up the tail of the glider high enough to allow the undercarriage to be retracted. The red strap from the fuselage dolly can now be tied around the fuselage. It goes through the gap behind the cockpit where the wing root spars sit. Pull the total energy probe out of the fin of the glider and put it in the cockpit with the rest of the derigging tools. The canopy can now be put back on the glider.

Position the fuselage dolly wheels in the tracks on the door of the trailer. You will have to lift the dolly onto the tracks. Push the fuselage into the trailer lifting the tail in. On the right hand side of the trailer is a cord attached to a latch which holds the fuselage dolly in place. Pull the cord to lift the latch and slide the fuselage in until the tailwheel rests in its hole. Make sure that the latch has secured the dolly properly by looking in the back of the trailer. Tie down the tail of the glider using the green rope. The fuselage is now secured.

The tailplane holder slides in the back of the trailer between metal uprights on the floor. One end of the holder has a hole which goes over the bolt on the floor at the back of the trailer. Do the nut up finger tight.

Close up the trailer doors and the glider is ready for towing.



Pro-file

David Smith presents the first in a series of prominent member interviews.

Name: Cathy Conway

Member since: December 1986

Cathy Conway is perhaps the most famous of our club members - at least to the general public. Over the last six months or so she has appeared in almost every issue of Australian Gliding, on the TV news, and in the newspapers, largely in connection with her organization of the highly successful vintage regatta held by AUGC last year. She is the S.A. Gliding Association (SAGA) publicity officer, and a Gliding Federation of Australia (GFA) councillor. Cathy has also twice been club secretary and is an assistant flying instructor, in between all of which she still finds time to work for Telecom. Early last year Cathy and the then-president David Conway were married, making Cathy the first lady of AUGC for 1989. Cathy part-owns two aircraft, a Boomerang and a Standard Libelle (making the Conways a 2-glider family!). At the time of this interview, Cathy had about 680 flights and 199 hours and 52 minutes of flying time, only 8 minutes short of the 200 hours she needs to be able to fly her newly-acquired Libelle! I interviewed her at the last executive meeting, and here are here paraphrased responses to my incisive questions...



DS: What made you originally join AUGC?

CC: Because of Mark Rafferty (the then Treasurer of AUGC). I met him at a 21st birthday party across the road. I invited him to my place to see my Apple Macintosh, and next thing I knew he was asking me to come with him to Mildura (at 5am!) to pick up the Bergfalke.

DS: What was your first flight in a glider like?

CC: My first flight was that same weekend, at Mildura. It was an 8 minute flight in the Bergfalke. I was terrified and refused to look outside - so Mark hit me in the back of the head with a thong.

DS: What was your most embarrassing moment in a glider?

CC: It was last Easter Saturday at the Gawler competition. I went through the start gate of a 90km task... straight into a paddock in Roseworthy, 8km up the road!

(Cathy also told me of another story: In one of her first few flights, she went up in a short-wing Kookaburra with Emilis Preigauskas. In the Kookaburra, the two pilot seats are arranged side by side, so when Emilis had to reach the cable release at the end of the winch launch, he had to put his arm around Cathy's shoulders to do so! Cathy described this as 'terrifying' rather than embarrassing, however.)

DS: What was your best flight?

CC: That same weekend, (on Easter Sunday) I got around the same task in the Boomerang - it was a good day, lots of fun, and I got to 6500 feet.

DS: What was your most terrifying moment in a glider?

CC: In the curl of the ridge with Guy Harley and Redmond chasing me. I didn't think I was going to make it down.

DS: How did you meet David?

CC: David was my instructor for stalls and spins, and it just developed from there. Cathy refused to elaborate any further. If you really want the details, you'll just have to ask her when you next see her!

Anyway, be prepared next week for another Pro-file on Bradley Gould.

Dave Smith

Who's Job is It?

The last few times I have visited Lochiel the Clubhouse has got up my nose. The grotty shambles I have witnessed has caused me to drag out the following old bit of philosophy. I trust it will strike a chord with a few people.

This is a story about four people named Everybody, Somebody, Anybody and Nobody. There was an important job to be done and Everybody was asked to do it. Everybody was sure Somebody would do it, Anybody could have done it, but Nobody did it. Somebody got angry about that, because it was Everybody's job. Everybody thought Anybody could do it but Nobody realized that Everybody wouldn't do it. It ended up that Everybody blamed Somebody when Nobody did what Anybody could have done.

For those of you who haven't had the opportunity in life to learn how to wash up the dishes you dirty, or how to sweep a floor, or how to restock the drinks fridge ask Somebody or Anybody to fill you in on the secret!

Redmond Quinn

The Contact Person says...

Presently there exists a lack of older members telephoning me on Thursday nights to inform me of their intention to go flying on the weekends. It has become a regular occurrence for none of the older members to contact me. This often results in my having to find out what these members are doing, on Friday, which I will soon not have time to do. I would also like to note that being an instructor or owning your own car does not exempt you from contacting me. I will add to this that it is not sufficient to tell someone else who is going to ring me that you will also be going to Lochiel because often the message never gets to me or I receive an incorrect message. This can easily result in people being left at the footbridge or others not enjoying their weekend at Lochiel.

Therefore, I request that everyone who intends going to Lochiel on weekends, rings me on Thursday nights. If you cannot get through, keep trying until you do as I am probably still awake if the telephone is engaged. If you cannot get through on Thursday night, ring me Friday morning. If I am not home, please a message with your name, the day(s) you are intending to be at Lochiel, whether or not you need transport, whether or not you have a car, the number of passengers you can take, and whether or not you can go past the University footbridge at 7:00am.

Matthew Nicholls

AGM Report continued from page 4.

CFI: Redmond ("You may bow now") Quinn returns once again to his royal throne of Chief Flying Instructor. The Executive quivers still at the sound of his thunderous footsteps, and cringes at the sound of his voice. Redmond is employed by Santos, and his hobbies include having surprise (to him) club barbecues organized at his place, and wearing the royal robbery.

CONTACT PERSON: Matthew ("Ring me you bastards!") Nicholls is still the person to ring on Thursday nights. His hobbies include mud wrestling while wearing those cute little operator headsets.

And to conclude the evening, Dawn Flight was seen for the nth time, but this time on video (!).

Letters to the Editors

Please address letters to the editors (or indeed any contributions to UG) to:

The Editors, Uni Gliding
Adelaide University Gliding Club Inc.
c/- Adelaide University Sports Association
Adelaide University
North Terrace
ADELAIDE SA 5000

Alternatively, contributions may be placed in the AUGC pigeon hole in the Sports Association office, or placed in the Internal Mail pigeon holes of:

David Smith SM03 Mathematics Building
David Hulse SM11 Computer Science Department,

or handed to any executive member.

The letter below was received from Emills Pralgauskas (from Adelaide Hills Soaring Group) following a cross country flight in his Blanik (G1K).

Dear Sir,

Steve McGuinness and I wish to publicly record our thanks to David Hulse and Martyn Roberts who came during the night of Sunday 11th March to pick us up at Sedan.

Some would say that towing Blanik home by road would have been easier. Let me say that I feel happier upstairs than with cars attacking the glider trailer along Pt. Wakefield Road.

Apart from which, the 170km flight in difficult conditions was fun. Without that, and the support noted above, we would have to be doubtful about the loan of our glider to your club during O-week activities.

Kindest regards,

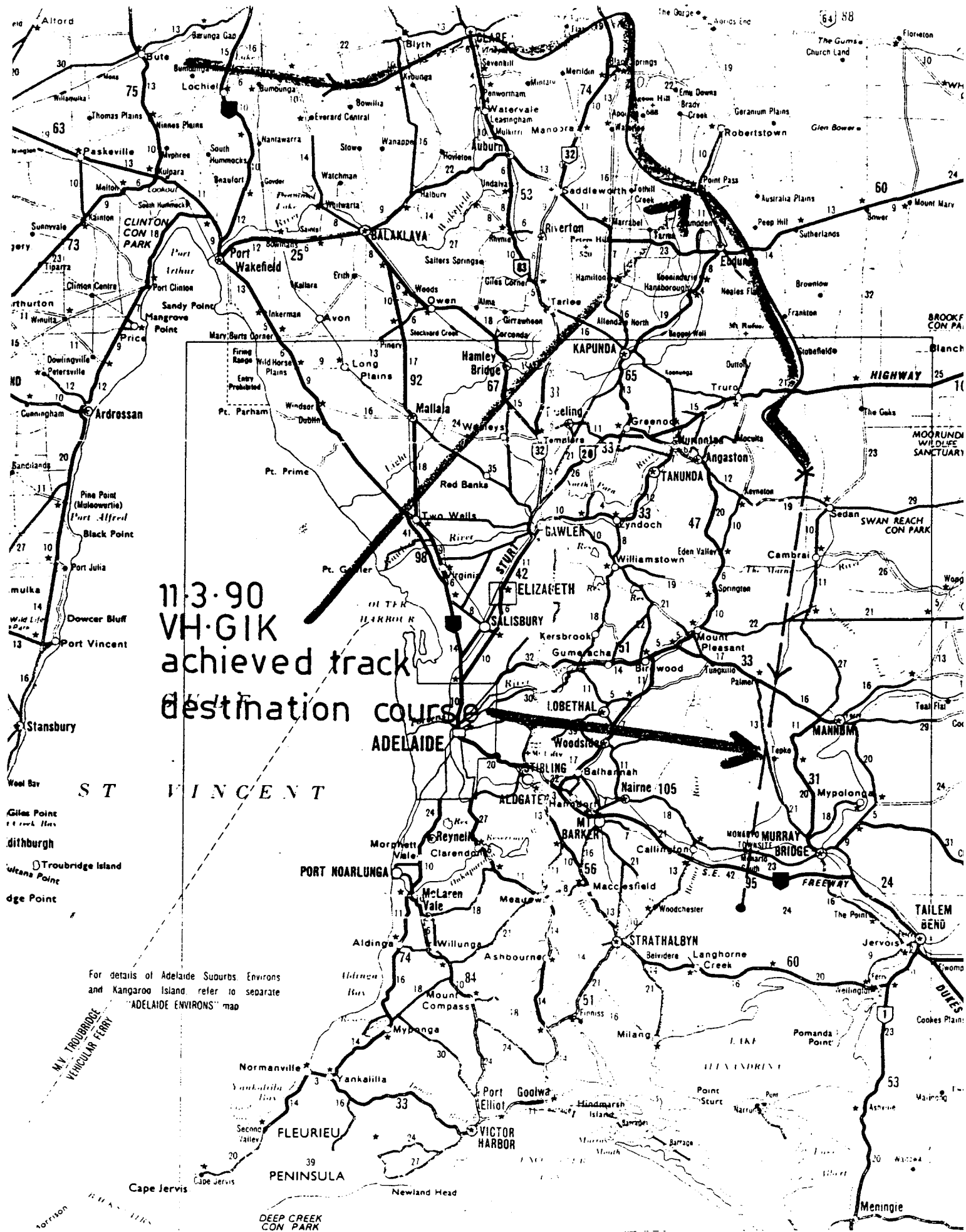
Emills.

A map of Emills' flight appears on the following page.

Flight Operations continued from page 5.

- When driving the winch while laying cables, slow down as you come to the cross strips - the strip is very rough and it makes things hard for the person on the back.

I know these 'rules' might seem like a lot to remember, but most of them are pretty much common sense. Just think before you do anything (like rush out onto the strip as someone is landing) and above all, if you're not sure - ASK SOMEONE; they'll be more than happy to explain. A bit of forethought early on can save a lot of embarrassment and agony later.



11.3.90
 VH-GIK
 achieved track
 destination course

For details of Adelaide Suburbs, Environs
 and Kangaroo Island refer to separate
 "ADELAIDE ENVIRONS" map

Information

Club Contact Numbers

President	Peter Cassidy	356 3382
Secretary	Bradley Gould	381 2072
Treasurer	Terry Gould	381 2072
Social Convenor	Agata Jarbin	336 8131
Fifth Member	Duncan Edwards	
Club Contact	Matthew Nicholls	297 0078
Newsletter Editors	David Hulse	31 3312
	David Smith	264 6733
Chief Flying Instructor	Redmond Quinn	344 5331
Lochiel Airfield		(088) 26 2203

So you want to fly this weekend?

Then ring the club contact person between 8:00 pm and 10:00 pm on Thursday nights, so that he can organise car pools, instructors etc. Meet at the Caltex service station on Port Wakefield Road, Bolivar (just past the White Horse Inn and the caravan park, on the left) at 7:30 am. Or if you can't get transport that far, meet at the Uni footbridge at 7:00 am. Someone should arrive to pick you up before 7:15 am, if you have rung the contact person to tell him that you will be there.

Calendar

What	When	Where
General Meeting <i>Club matters and a talk on some aspect of gliding.</i>	Wednesday, May 2, 7:30pm	Jerry Portus Room
Roller Skating <i>Come for a spin and meet your fellow club members at Skateline, Famechon Crescent, Modbury North</i>	Wednesday, May 9, 7:00 - 9:00pm	Modbury North Skateline
Executive Meeting <i>All welcome. Tentatively at Matthew's house - phone him if you wish to attend (297 0078)</i>	Wednesday, May 16, 7:30pm	Matthew Nicholls' House
Club Dinner <i>Luxuriate in fine food and stimulating conversation at Genghis Khan Mongolian Restaurant, 172 Glyburn Road, Tranmere. Please phone Agata Jarbin if you wish to attend.</i>	Thursday, July 5, 7:00pm	Genghis Khan Restaurant