



Adelaide University Gliding Club
c/o Sports Assoc. U. of A.
North Ter. Adelaide S.A. 5000

NEWSLETTER

Vol. 1 No. 5

November, 1976.

Dear members,

If you joined the club at the beginning of 1976, but didn't continue to fly during the year, this may suit you.

Many of our members have found that for the amount of time spent at gliding there was little flying time. Others have mentioned that we have too many pilots on any one day for our one and only glider.

Now that the exams are over and we've all got a chance to catch our breath - this may be an opportunity to take up gliding actively.

We propose to hold two one-week courses in December - 29th November to 3rd December and 20th December to 25th December - a time to get some solid flying in. If you belong to another gliding club then borrow an aircraft from them and come along.

Also, we have our first batch of pilots solo, so the crush for training time has been reduced.

If we could get the support of the large proportion of our membership, we may even be able to achieve that second aircraft we have our eyes on.

EMILIS

T-SHIRTS

The club has 100 T-Shirts for sale at \$4.50 each. The motif on them is a sky-blue circle with woodstock, of peanuts fame, and the words "Glide Off!" superimposed. The words "Adelaide University Gliding Club" appear below. If you want one contact Tony Kiek (W) 223-4333 Ext.2718; (H) 31-3999.

FILM EVENING

You are reminded that the club is holding another Film Evening/Wine and Cheese Tasting on Thursday, December 16th at 7.30 p.m. in the Little Cinema, Level 5, Union Complex. Cost is only \$2 per head.

FLYING

27th-5th December - Balaklava.
12th, 13th December - Lochiel, the club's own airfield! Directions on the Sports Association notice-board.
18th-25th December - Balaklava.

NATIONALS

Would a group of club members be interested in being involved in the National Competition at Renmark?

- * Emilis will not be flying - aircraft is not available.
- * We could take the Kooka there December 29-January 12 if a group is interested.
- * Emilis will be taking the computer there Sunday, 26th December. He needs help to load the heavy beast into the van at N.C.R., King William Street in the morning.
- * We have been asked if we can supply a crew for a Qld. pilot.

Dr. G. Plummer (Law Department, University of Queensland, St. Lucia)
14 Isles Rd.,
Indooroopilly. 4068

UP THE RIDGE

It is proposed to make a weekend's trip on 11th & 12th December to the Hummock Range north of Lochiel to try a paddock being considered for permanent gliding site.

1. The Site: A paddock of about 400 acres, of which it is proposed to use two strips, one running west along the south fence, and one south-west diagonally across the field. This site has a few hazards. A group of trees in the south-west corner, a rise on the west fence line, and high transmission lines on the east road boundary. The ridge is a kilometer away and 500' high. So, any one approaching from the ridge that is from the east, will have to cross OVER the power lines!
2. The Ridge: The ridge of hills runs about 5 miles north of the field, before being broken by a gap of several kilometers, it then continues as the lower Barunga Range. Convection from the ridge is available several ways -
 - a) This time of year it can be expected that thermals will be formed from the ridge - which is the most dominant feature of the area. The warm air on the plain rolls up the slope, collects on the crest and then pops off in thermal bubbles.
 - b) If it is unsoarable, or if the sea-breeze comes in, the west face of the ridge promises slope soaring.

This time of year we can't expect the blistering cold strong westerlies of winter which would rocket a sailplane to cloud base 1000' above the slope forming the lift.

Instead, it is more likely that the sea-breeze will be of moderate strength not necessarily directly into the hill, but rather from the south-west. This means the lift will support a sailplane level or slightly above the crest of the hill, and lift will not be along the whole ridge but only on the windward sides of the gullies.

So, if flying in slope lift, and the wind dies or you lose the lift - LAND O don't try to scratch back home, particularly with that power line on the approach.

How do we avoid losing the lift? Concentrate on always doing your turns in lift then beat along the ridge at at least 1.3Vs (say 45 m.p.h. min. in the Long wing), until the next area of lift where you can turn. It is not necessary to fly the whole length of the ridge. Instead beat back and forth in one area of lift if possible.

Remember, the wind is blowing. So you'll have to fly crabbing slightly upwi

3. The Rules: Now, it is likely that if the ridge is working, that all other lift has stopped, and you will be joined by other gliders. There you are beating along the hill, and another glider is flying toward you. Normal Rules of the Air apply - both gliders pass to the right. However, the glider on the hill-side cannot move over much so the other chap will have to move out from the hill (and the lift) to let sprog no.1 pass. Remember, he'll do the same for you on the way back.

Otherwise, you are catching up a glider from behind - pass on the hill side, as the glider in front may at any time turn, dive away or pull up. So NEVER sit behind, above or below another glider as not only are you cramping his style, but if he hasn't seen you we could end up with plywood mash. Instead, use the hunting position. Fly behind and to one side of the bod ahead.

Last, you hit a thermal while ridge soaring. Don't whip into a 360° turn, as you may stub your nose in the hill half way round. Gliders have been known to lose a thermal during the first turn. Instead, figure 8 until clear of the hill then set up a circle and watch for others joining below.

Happy ridge running,

EMILIS

WINCH

The club now owns two 3-ton 1963 Bedford trucks and has a V-8 Chrysler engine on its way. Harry Schneider has also donated various bits and pieces, all impeccably made, to the club for the building of a winch. For his generosity he receives our warmest thanks.

All this means that we should have an operating winch by the beginning of the next scholastic year.

DIARY OF EVENTS

- 2nd December - 7.00 p.m. - A.U.G.C. Monthly Meeting.
4th-11th December, 1976 - Sunraysia Mini-Comps. at Mildura.
16th December - 7.30 p.m. - A.U.G.C. Film Evening in the Little Cinema.
29/12/76-12/1/77 - 16th National Gliding Championships at Renmark.
29th-31st January, 1977 - Barossa Valley Gliding Club Regatta.
3rd February, 1977 - 7.00 p.m. A.U.G.C. Monthly Meeting.
8th-11th April, 1977 - Gawler Easter Regatta.

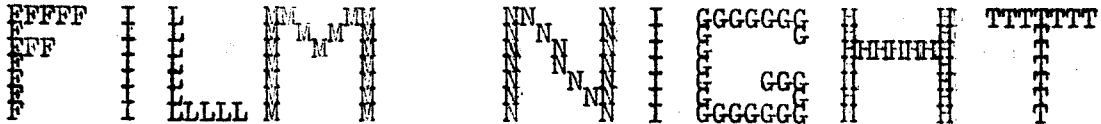
GUY HARLEY,
Editor.



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The University of Adelaide Gliding Club Inc.

invites other gliding clubs and interested persons to another



on THURSDAY DECEMBER 16th at 7.30 p.m.

in the Union Cinema, level 5 Union Building, Adelaide Uni.

a WINE and CHEESE table will again be provided

a \$2 per person charge is anticipated.

Due to the success of our previous evening, no expense has been spared to bring you a program of modern colour films as shown below. All of these films have been ordered for Dec 16th but there is no guarantee that they will all arrive on time. The descending order of priority is:

	<u>made</u>		<u>source</u>	<u>mins</u>
Waikerie World Gliding Comps.	1974	Colour	GFA/AUS	20
Zulu Romeo Good Start				
The Wind Riders	1976	Colour	USA	20
Icarus	1976	Colour	AUS	15
Form Drag, Lift and Propulsion	1969	Colour	USA	26
High Speed Flight parts 1, 2 & 3	1969	Colour	UK	67
Cessna Aerobat 150	1976	Colour		12
The 727 Story	1974	Colour	USA	20
This Air Age	1975	Colour	AUS	25
RAAF Heritage	1975	Colour	AUS	29
The Southern Cloud	1965	B&W	AUS	15
Blake	1969	Colour	CAN	20
The Last Frontier	1970	Colour	USA	12
Aircraft at Work		Colour	AUS	17
The Weather Map	1966	Colour	AUS	10
Is Anybody Doing Anything About It	1974	Colour	AUS	26

Please turn overleaf for a detailed description of each film. If you have any particular choices or preferences please let me know so that I can arrange the program accordingly.

The cinema holds 150 max. and we anticipate a large attendance. Please come early to get the best seats. You will have the opportunity to meet many friends and acquaintances from the gliding movement, and pilots from the various aero clubs around Adelaide. Feel free to bring your friends along and enjoy the very well laid out table of wines and cheeses which was very successful last time.

Tony Kiek
 Secretary AUGC
 11 Coolibah Ave.,

DETAILS OF FILMS ORDERED FOR DECEMBER 16th

The film of the World gliding championships held at Waikerie in 1974.

The Wind Riders is the latest film from the USA about ^{hang} gliding.
(At the time of writing this it had not yet arrived in Australia)

Icarus is a film about hang gliding on the NSW coast, and soaring at the Southern Cross G.C.

It contains magnificent photography from cameras mounted in the hang glider, and in a Blanik doing aerobatics.

Form, Drag, etc. is a film showing airflow around bodies, boundary layer ~~formation pressure distributions etc etc~~

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- High Speed Flight - Part 1. "Approaching the Speed of Sound" shows wind tunnel experiments, use of flaps, pressure regions, Mach theory, thin wing and sweepback theory and films of these effects on many different aircraft types in flight.
- Part 2. "Transonic Flight" shows flow separation in boundary layer, sonic boom, shock stall, drag and lift coefficients, inflight films of control instability and methods involving vortex generators, all moving tailplanes, etc.
- Part 3. "Beyond the Speed of Sound" shows the mach cone, bow wave, etc, double wedge wings, biconvex and delta wings in flight films and wind tunnel pictures.

Cessna Aerobat depicts a 150 doing aerobatic sequences.

The 727 Story is about the development of the Boeing 727 jet.

This Air Age shows the development of Australian aviation.

RAAF Heritage - the service of the RAAF over the last 25 years.

The Southern Cloud tells the story of that aircrafts mystery in 1931, and how it was solved in the Snowy Mountains in 1958.

Blake is the story of Canadian pilot Blake James with some flying adventures in Canada.

The Last Frontier tells of the problems and natural obstacles of an Alaskan bush pilot.

Aircraft at Work - aspects of aviation in Australia.

The weather Map is a documentary on how the weather map is produced in Australia, showing cloud formations from above, Cu at cold and warm fronts, and includes animated isobaric charts showing passage of fronts, etc.