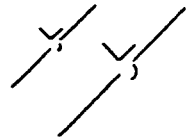


AUGC News & Events



elsewhere in this issue.

Aerotow Ratings

Congratulations to John Dunstall and Greg Newbold for obtaining Aerotow launch ratings during the regatta weekend.

Christmas Flying Camp

A flying camp was held between Christmas and New Years.

Annual General Meeting

The AGM of the Club will be held on Wednesday April 5th at 7:30pm in the WP Rogers Room on Level 5 of the Union Building off Victoria Drive. This meeting will hear the Club reports for 1994 and decide the office holders for 1995. Positions open are : President, Treasurer, Secretary, Social Convener, 5th Member, Winch Engineer, Club-house Officer, Newsletter Editor and Contact Person.



A number of things happened in December, some good, some bad. For those not up with the latest

here's a summary ..

AUGC Regatta

Regatta held over weekend in December (anyone know who won ?).

Club Social Functions.

The Club Dinner and BBQ were held in December, both reasonably attended.

Arrival of New Aircraft

The Puckatek flies ! See notes on flying the new aircraft in an article elsewhere in this issue.

Damage to Libelle (VH-GCY)

The Libelle was damaged recently during a heavy landing on the main runway. It will be sent to Waikerie for repairs. The pilot was uninjured.

Fire in Crop

A bushfire/cropfire was started on field during the regatta when a glider dropped a cable over the powerlines. See article

Happy New Year !

By now the heads will have cleared long enough to realise that 1995 has arrived. Here are the dates you should now copy into your diary/calendar/organiser/PIM etc. etc.

The General Meeting dates for the first half of 1995 are as follows :

- Wednesday 1st March.
- AGM Wednesday 5th April.
- Wednesday 3rd May.
- Wednesday 7th June.
- Wednesday 5th July.

All meetings start at 7:30 pm and are held in the Margaret Murray Room on Level 5 of Union House off Victoria Drive.

General Meetings are held in the Meeting Rooms on Level 5. The Annual General

Meeting is held in the WP Rogers Room (behind the Games Room on Level 5).

As usual there should be a flying camp over the Easter long weekend (April 14 - 17). Other events to watch out for are flying camps between semesters; airworthiness courses; cross-country courses and expeditions to other Clubs and sites.

Inside:

- Ops Report
- Social Events News
- Airworthiness News
- 1994 AGM Stats
- Exec Reports
- Renewal Form

Uni Gliding
 The Official Journal of the Adelaide University Gliding Club Inc.

STOP PRESS
 1995 membership renewal form enclosed !

Want to fly this weekend ? - Call the Club contact person on (08) 352 5137 on Thursday evening before the weekend or you may be disappointed !

Editorial & Reports



The EverPresent Editorial

With 1995 now upon us it is customary (or in this Editor's case - necessary) to reflect on the last twelve months for the Club. Certainly it has been no picnic, particularly the last three months but all in all the Club does seem to be in good shape.

Whilst we've had a few setbacks recently we should be able to learn from these and look forward to a good 1995.

For those of you that feel they can contribute to the Club think about nominating for a position at the AGM in April.

Fly safely.

Dennis

PS : With any luck this is the last newsletter I will have to produce before the AGM !

From the Mind of President Conway

Welcome to the new year, one in which I hope the Club will continue to move on to bigger and better things. 1994 was a year of growth and achievement for the Club. We have, for the first time in 17 years, a brand-new glider. Our Club continues to be represented at a State and National level through members' involvement with the S.A.G.A., GFA Council, State Airworthiness Training Council and Operations matters.

The only way the Club can continue to grow and provide safe and affordable flying is

through the continued efforts of its members; maintaining our facilities at the airfield, being involved in airworthiness work, and flying !

O-week is only as good as its members so it is important that we make a good impression during O-week and encourage many new members to join ... and fly !

In the mean time why not take advantage of the good soaring weather we have been enjoying this summer and come up flying !

Cathy

Treasurer's Message of The Moment

The message is ... fly more, pay more ... your Club needs the cash !

Why ? Well for starters we are carrying a lot more debt these days - all \$ 56,000 of it. This is the result of a loan from the Sports Association that helped to fund the new Puchatek (its a very nice aircraft). Whilst having the new aircraft is great we have to find \$ 550 a month just to service the debt, let alone pay for insurance, fuel, electricity, lease etc. etc. So we will have to operate as efficiently as possible and not break anything (else) ! (We have at the same time invested \$ 15,000 in a high interest account so this helps to offset our interest bill.)

We will however need to look at aircraft charges and I believe these may need to rise this year (the last increase was in 1993 I think) to offset the \$ 1,000+ of additional expenses we have incurred with the recent accidents. The

money has to come from somewhere.

The down side is that our operating grant from the Sports Association has been reduced in 1995 and will probably be reduced again next year. There is also some doubt over the continuation of sales tax exemption for University bodies. All of this means that we must operate on a higher cost recovery basis - again meaning we must increase our revenue and decrease our expenses.

You may think this report is all gloom and doom - you may well think that, but remember ... that's my job !

Dennis

PS: Please complete and return the enclosed membership renewal form ASAP (with your membership, Sports Association and GFA fee) to me, another Exec Member or via the Sports Association office.

Try to land the aircraft using the same number of pieces you took off with.
100% success



Airworthiness Report

The airworthiness status of the Club fleet is as follows :

VH-KRO Puchatek
Airworthy (brand-new !) and operating at Lochiel.

VH-KYW Bocian
Damaged after ground loop, in hangar at Lochiel awaiting transport to Adelaide.

VH-GCY Standard Libelle
At Waikerie for repairs after heavy landing.

VH-GNF Arrow
In the West Beach shed awaiting painting of wing and completion of cockpit refurbishment.

VH-GTJ Super Arrow
Airworthy and operating at Lochiel.

VH-GZM BergFalke
Airworthy and operating at Lochiel.

Aircraft require a major inspection every 12 months (called a 'form 2' inspection). These are generally held at our West Beach facility and require considerable effort on the part of members to complete.

Winch Safety

ALWAYS REMEMBER TO WEAR THE SAFETY GOGGLES PROVIDED WHEN LAUNCHING AIRCRAFT FROM THE WINCH. OTHER PEOPLE PRESENT ON THE REAR PLATFORM SHOULD ALSO WEAR SOME EYE PROTECTION. THE CABLE CAN AND DOES BREAK, IN SOME CASES SPRAYING FINE FRAGMENTS TOWARDS THE WINCH DRIVER.

Miss out on your AUGC T-Shirt or Windcheater ??

Greg Newbold will soon be printing new stock. Prices are \$ 10 per T-shirt and \$ 20 per windcheater. Contact Greg by 20/02 with your order on 234 5083 (home) or 303 3157 (work).

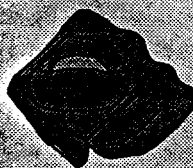


What is a DI Rating and How do you get One ?

Every day we need to inspect our aircraft before they fly. This is called the Daily Inspection or 'DI'. In order to perform this inspection you need to have a 'DI Rating' that means you have been instructed in what to look for and the procedures to follow during the inspection.

To get a DI rating you will need to complete a short course of instruction and perform practice DIs under Club supervision. The Club will hold these courses periodically depending on demand. For more details contact the CFI, Redmond Quinn on 344 5331.

We need all hands on deck at West Beach !



THIS MEANS YOU !
Phone the contact person for more details on how to help

Vital Statistics for 1994

The club database has regurgitated the following facts about 1994 ...

The Libelle (GCY) flew 170 flights and 139 hours 51 minutes - average 49 minutes per flight.

The Arrow (GNF) DID NOT FLY AT ALL.

The Super Arrow (GTJ) flew 192 flights and 117 hours 2 minutes - average 36 minutes per flight.

The Bergfalke (GZM) flew 860 flights and 232 hours 10 minutes - average 16 minutes per flight.

The Bocian (KYW) before its demise flew 466 flights and 131 hours 37 minutes - average 17 minutes per flight.

The Puchatek (KRO) in the short time we've had it has flown 50 flights and 11 hours 30 minutes - average 14 minutes per flight.

Overall the Club aircraft flew 1738 flights and 632 hours 10 minutes - an average of 22 minutes per flight.

AVIATION
SUPPORT
WITHOUT
AIRCRAFT
MAINTENANCE
PROGRAM
CANNOT
SUPPORT
WITHOUT
PEOPLE

Ops Notes

Care & Feeding of Puchateks



The Puchatek (VH-KRO) is now in active service with the Club. All pilots should note the following :

Hangering

The aircraft will not fit into the main hangar, the present arrangement is to store the aircraft in the T-hangar with the tailplane removed. Extreme care must be exercised to avoid damage when putting the aircraft in or out of the T-hangar. When in the T-hangar the aircraft is to be covered with its fuselage, fin and wing covers to prevent scratches and entry of dust. Remember to seal the static and pitot vents with tape.

Ground Handling

The aircraft is easy to handle on the ground. Handles on the rear fuselage are for lifting the tail (the fin is so light you can lift it single handed). The usual areas on the aircraft for pushing gliders apply. The lightness of the airframe means that you must take care of the air-

craft in stronger winds.

Launching

The Puchatek is a nose-dragger aircraft (like the Arrow) so it will start with the front skid on the ground. As airspeed increases the tailplane will provide enough down force to run the aircraft on its main wheel. The aircraft will launch as per normal.

Flying

The Puchatek is a very nice aircraft to fly. It has excellent visibility, well balanced controls and a comfortable cockpit.

Landing

Landing is as per normal except that you will find that the airbrakes are very effective - ensure you monitor your aiming point. On ground roll after landing some back elevator is needed to hold the nose skid above the ground but as speed is reduced the nose skid will contact the ground and act as a brake.

Aircraft Accidents & How to Prevent Them

In the last half of 1994 we had more than our fair share of aircraft dingles. The Bocian (ground loop) and Libelle (heavy landing) were both preventable accidents, so what can we do to prevent further accidents in the future ?

Be Aware

Pilots have to maintain a situational awareness - of the aircraft, of the airspace and happenings about them. Stay alert and awake, particularly in or near high traffic areas such as the circuit, thermals and the ridge.

Fly the Aircraft

If you are the pilot you must take an active role ! You are flying the aircraft - not vice versa.

Have a Plan

You must be thinking 'ahead of the glider', meaning that you are anticipating events and have a plan for the next stage of the flight.

Make a Decision

In some cases pilots don't make a decision because they can't decide between alternatives. In most cases a bad decision is better than none - at least you remain in control of the situation.

Motor Gliders On Field

You may have noticed that from time to time Simon Hackett brings his Motorfalke over from Balaklava to fly at Lochiel. It is worth mentioning a few points about how this aircraft (and visiting power aircraft in general) can operate safely on and about our airfield.

1. Keep A Good Lookout (powered aircraft have just as much right to the sky as you do)

2. Stay Clear of Propellers (always treat a prop as 'live' - it may turn without warning).

3. Check for aircraft using the cross runway before launching.

4. When launching a glider pay close attention to the "all clear above and behind" check. Just because you have seen all AUGC aircraft does not mean all is clear - you may have visitors, even on non-soaring days !

Don't Get Burnt !

Fire on Field !

A fire on the airfield can be a life and aircraft threatening event. The best way to avoid the damage of a fire is not to start one. Recently the crop in the field was set alight by an aircraft dropping a cable over the power lines that started fires in the airfield and in the paddock across the road. Fortunately the wind was such that only a small portion of the airfield was burnt, however the fire could well have completely gutted the crop over the road and gone on to threaten Lochiel itself

were it not for the prompt and efficient action of the local CFS, farmers and Club members.

Whilst our operations are such that the incident that caused the fire will not be readily repeated we should all be conscious of the risks involved and act responsibly, particularly as we are a part of the rural community.

Operation & Maintenance of the Fire Trailer

We now own a fire trailer that can be used to combat small fires on field. The trailer is a standard 6x4 fitted with a 50 mm tow hitch and a 500 litre water tank and a small pump. Two hoses with switchable nozzles are provided.

The trailer tank MUST ALWAYS BE KEPT FILLED - you never know when you'll need it.

During the fire danger season it should be kept at the launch point - preferably hooked on to a car. You might be able to stop a small fire from becoming a large one by getting to it quickly.

Please note - the pump requires **UNLEADED** fuel but can run on **SUPER** for short periods.

To start the water pump follow these steps :

1. Turn the ignition switch ON.
2. Turn the fuel valve ON.
3. If engine is cold, apply some choke.
4. Set throttle approx half open.
5. Pull starting cord.

The engine should fire easily, the hose nozzles can then be rotated to allow water flow.

Be warned - you only have 10 - 15 minutes max of water in the tank.

To stop the water pump follow these steps :

1. Reduce throttle to minimum.

2. Turn the ignition switch OFF.
3. Ensure hose nozzles are closed to prevent water siphoning out of the tank.
4. Click hose ends in place on either side of the tank.

The Club will be defining a maintenance schedule that ensures the fire trailer remains serviceable. If you notice any item faulty please advise an instructor or Executive member as soon as possible.

Finally - don't start fires on field, here's a good start ...

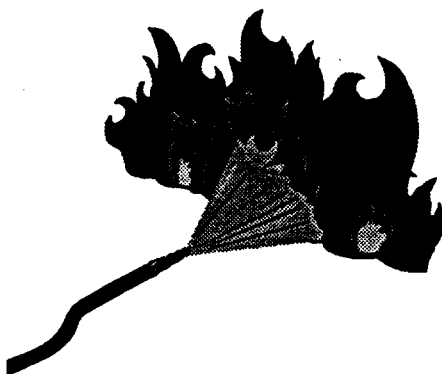
DON'T allow smoking on field during the fire danger period.

DON'T light fires during the fire danger season.

DON'T light BBQs unless contained in the spit enclosure with 5m clearance

from any flammable material and with a fire extinguisher nearby (it is recommended you check with the CFS regarding precautions to take during the fire danger season).

If a strong wind is present - **DON'T** light anything.



Social Scene

Orientation Week Display

The University Orientation Week is the best time of the year for the Club to demonstrate itself as an attractive sporting alternative for Uni students. As such it represents our best opportunity to sign up members and promote ourselves as a safe & responsible sporting club.

One of the ways we can do this is via our display during O-Week. This requires effort on the part of members to help setup, disassemble, rig, derig aircraft, and man the desk for at least the first four days of O-Week.

Experience has shown that a good turn out during O-Week means lots of new members which in turn means a better Club. The tasks

that require resourcing are :

Rigging & derigging crews for the display aircraft, producing and distributing publicity material, manning the desk between 9am and 4pm, answering questions and collecting membership monies.

Finally for those of you that originally joined the Club via its O-Week display, please spare some time during this week to introduce another aspiring pilot to the AU Gliding Club.

If you would like to assist please contact the Club O-Week co-ordinator (Greg Newbold) on (08) 234 5083.

Want To Fly At Lochiel ?

What To Bring

There are a few items that you should bring with you to a day's gliding at Lochiel :

- A broad-rimmed hat (to avoid sunburn and sunstroke).
- Water container (to avoid dehydration).
- Your training logbook (to ensure that your time

in the air is used effectively).

Generally a limited selection of food and drink will be available from the Clubhouse.

Please remember to wear sensible footwear and clothing suitable for a long day in a farmer's paddock.

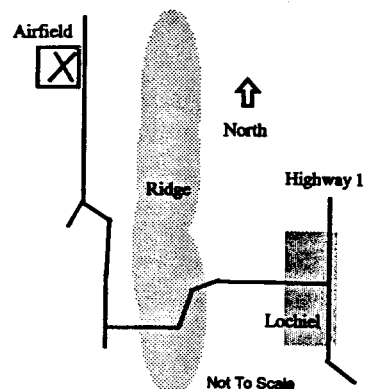
How To Get There

The Club operates a car pool from Adelaide to Lochiel with a pick-up if necessary at Adelaide Uni. When you call the Club contact person on Thursday night he/she will be able to advise a suitable pick-up point. If you have a car then meet at the Caltex service station on Port Wakefield Road by 7:30 am.

To get to the airfield follow National Route 1 north from Adelaide via Port Wakefield to Lochiel. In the town of Lochiel turn left at Robert Street (there is a sign marked 'Gliding Field' on the corner). Proceed along the unsealed road for approx 7 Km to a T-junction (Landslide Road) and turn right. Proceed along Landslide Road for approx 7 Km and past a Y-junction, the airfield will be on your left, marked by a sign on the gate.

Special Note

Every year someone manages to damage their vehicle (and themselves) by driving carelessly on the unsealed roads. **PLEASE DRIVE CAREFULLY** if you are unused to driving on unsealed roads. Slow down - the airfield will still be there when you arrive.



Ask Auntie Amy ...

In the past, editions of Uni Gliding sported a column where the advice and knowledge of a more mature generation was passed on to those of a youthful, more eager and more inebrated nature. This edition heralds the return (for at least this edition) of 'Ask Auntie Amy ...'.

Dear Auntie Amy,
I often find that I cannot get people to help rig my glider or help crew when I outland, what could I do to change this?

Home Alone

Dear Home Alone,
Sell your Twin Astir.

Auntie Amy

Dear Auntie Amy,
Since I've bought my motorglider I've found that I can beat the Pik around a 300 Km triangle on a circuit day. Should I feel guilty about this?

(Name Withheld)

Dear Name Withheld,
No, but I find your association with unnatural objects (viz. gliders with MOTORS) disturbing.

Auntie Amy

PS: Never feel guilty about Piks.

Dear Auntie Amy,
There just any available females in the Club that want to go out with me. What should I do?

Lovelorne

Dear Bradl ... sorry Lovelorn,
Don't panic, David Conway might be able to loan you his plastic sheep.

Auntie Amy

Dear Auntie Amy,
I've heard that the CAA exists ... why?

Puzzled

Dear Puzzled,
I only deal with practical questions and leave the meta-physics to Andrew McGrath.

Auntie Amy

If you have any pressing real-life (and preferably terribly personal) question that you would like Auntie Amy to answer, please address it to:

"Ask Auntie Amy"
C/o Uni Gliding
AU Sports Association

Anonymity is (almost) assured.

Bernard's Cooking

This may come as a surprise to those die-hard glider pilots out there but we have had a request for a recipe to be published in this edition of Uni Gliding. If your idea of a culinary delight is a luke-warm hot dog and Coke then please skip this column...

Blueberry Pie

(unashamedly pinched from Sharp's Convection Microwave Cookbook. The ingredients and instructions have been changed to protect the pie!) Non-convection microwave owners will have to experiment with times.

Base

125g butter or margarine
2 tbs. castor sugar (but ordinary sugar will do)
1 cup cornflour
1 dsp. lemon juice.

Melt butter and mix in remaining ingredients. Spread over base of pie or flan dish. Place on a low rack and bake for 10 min. on low mix/bake (180oC). Allow to cool.

Filling

250g blueberries (fresh is best and you can substitute other berries)

3 eggs

1 cup castor sugar (or ordinary sugar)

300ml cream

1/2 tsp. vanilla

4 tbs. ground almonds (less if you have to)

1/4 cup flaked almonds

1/2 tsp. cinnamon

Place blueberries on cooked crust. Beat eggs and sugar well. Add cream, vanilla and ground almonds. Pour over blueberries. Sprinkle with cinnamon and flaked almonds. Bake on low rack for 20 min. on low mix/bake, then for 4 min. on medium high. Allow to cool and serve with cream, champagne and a relaxing spa!

WARNING!

SOARING ENTHUSIASTS SYNDROME

Highly infectious to people of all ages.

SYMPTOMS: The sufferer becomes confused and bewildered when not near a gliding field. Will be observed wandering around with a blank expression, muttering strange words (adiabatic lapse rate, trigger temperature etc.). Rapid rise in pulse rate at the sight of a glider. Behaviour then becomes erratic: much rushing about and waving of arms. Foaming at the mouth is not unusual. Is sometimes violent to non-believers. Seems not to notice the presence of "normal people". Can often be seen hovering near launch points or assisting with Form 2 inspections.

Uni Gliding - Jan/Feb 1995

This edition of Uni Gliding was produced by Dennis Medlow. Thanks to all contributors, particularly the Club's unofficial sponsors.

AUGC Events



There are a number of events coming up over the next few weeks and over the new year.

Please note that you should contact the person listed with each event to ensure that you are able to attend and to obtain final details.

Film Evening Feb ?
We will be going to see "Star Trek Generations" when it is released.
Contact : David Conway (43 7535).

Please note - the Club's airfield telephone number will change in the next few months in line with Austel's introduction of 10 digit numbers. The new number will be 08 8826 2203 but this change has not yet been implemented.

O-Week Feb 20-24.
Contact: O-Week Co-ordinator (234 5083).

AUGC AGM April 5
WP Rogers Room, Level 5, Union House.

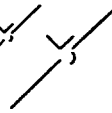
Contact Numbers

Use this list to contact the Club Officials listed below :

President Catherine Conway
08 43 7535
conway@telecom.jorn.gov.au
Secretary Greg Newbold
08 234 5083
gnewbold@aelmg.adelaide.edu.au

Treasurer Dennis Medlow
08 336 6662
medlow@telecom.jorn.gov.au
CFI Redmond Quinn
08 344 5331
ETSRJQ@ms-smtpgate.santos.com.au
Club Airfield Telephone
088 26 2203
Contact Person for Flying
Steven Were
08 352 5137

Uni Gliding



If undelivered please return to :
AUGC Inc.
C/O Sports Association
Adelaide University, SA, 5005



Adelaide Uni Gliding Club Inc. 0226
A/c balance as at 31/12/94 : \$ -42.64

Andrew McGrath
185 Military Rd
Tennyson SA 5022