

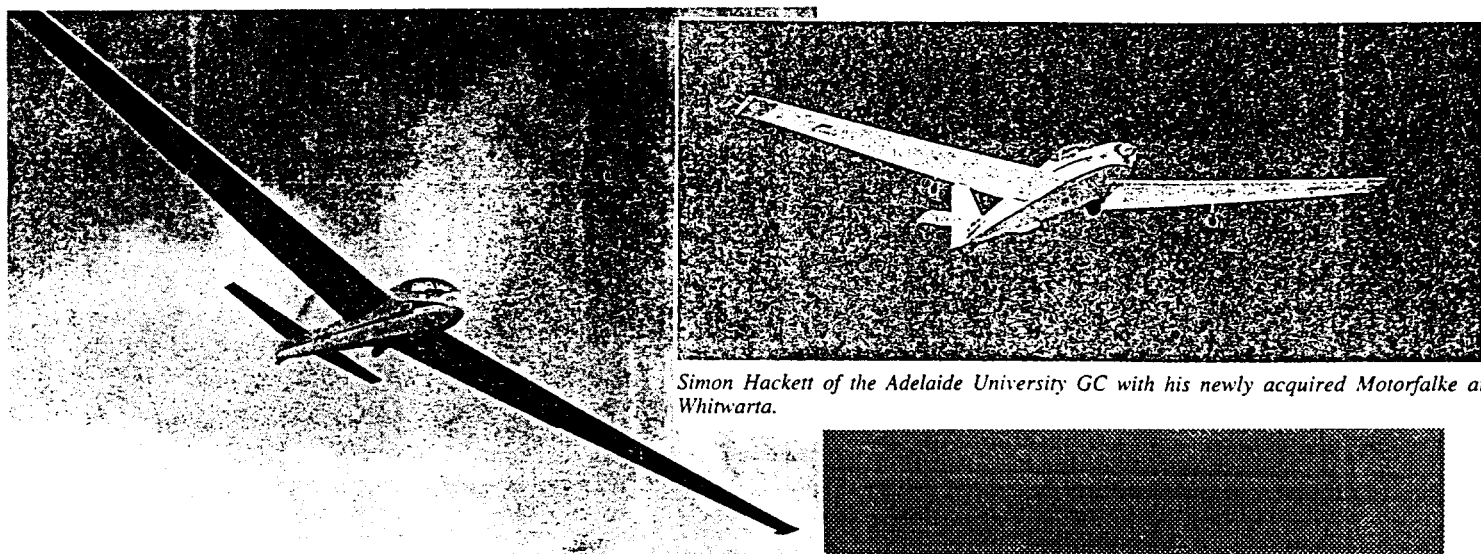
UNI GLIDING

Volume 20. Issue 2, O'Week Edition, February 1995

An Official Publication of the Adelaide University Gliding Club

Contents

Introduction	2
Flying with AUGC	3
Coming Events	3
Instructor Profiles	4
Aircraft Directory	5
Contact Numbers	6
So You Want to fly This Weekend?	6



Simon Hackett of the Adelaide University GC with his newly acquired Motorfalke at Whitwarta.

The Adelaide University Gliding Club's Bocian at Lochiel, photographed by Mark Raftery.



Introduction

Welcome to the Adelaide University Gliding Club. This Club has been in existence for nearly 20 years now, and has been located at Lochiel for most of that time. It hopes to promote safe gliding (and flying in general) by offering students, and others, an affordable flying experience.

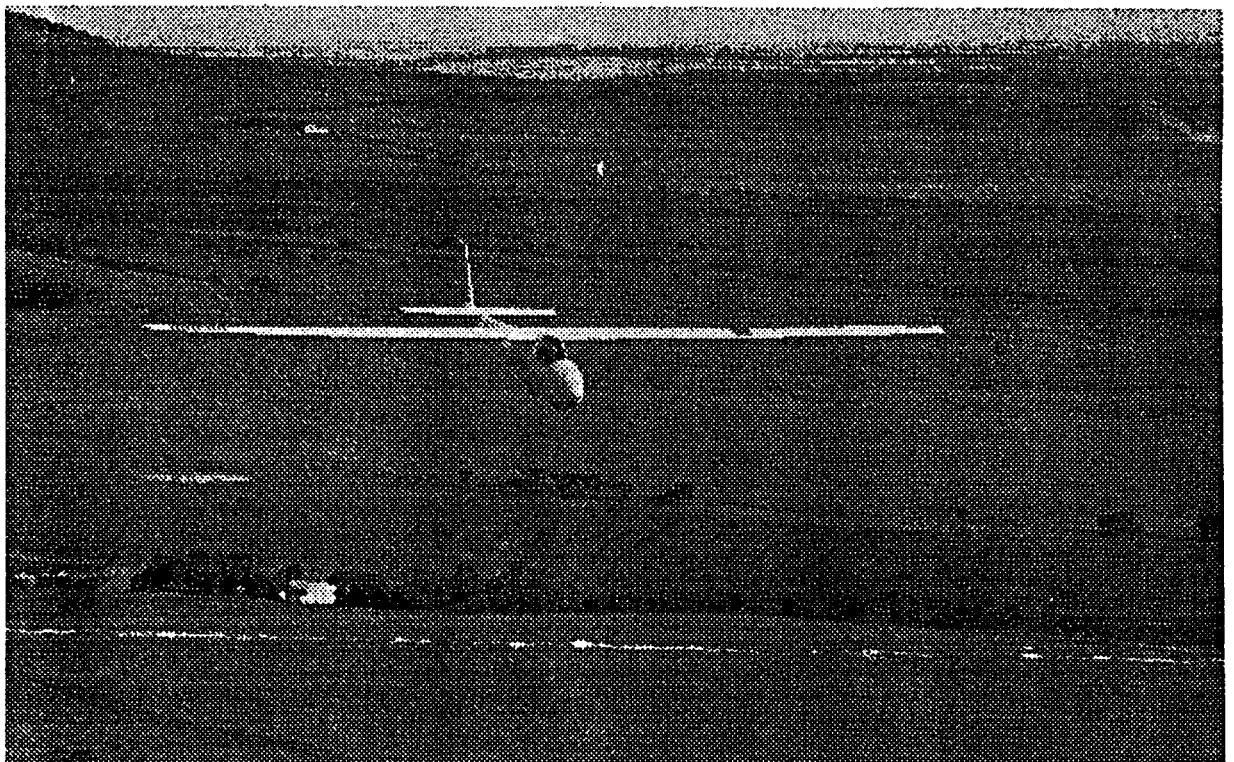
Gliding is a exhilarating sport, that has been likened to sailing and skiing for its sheer thrill. Flying might be a childhood dream, a life long ambition, or a spur-of-the-moment idea for you. Many of you may want to learn to fly whilst some will be happy to just take a passenger ride in a glider.

In summer you can expect some long thermalling flying and in winter, when the wind blows from the west, you can fly the ridge adjacent to our airfield.

Learning to fly is a challenge that promotes confidence in one's own abilities. As you would expect, your training starts with a passenger flight with an qualified instructor in a twin seater glider. Here student pilots are introduced to the aircraft controls in a step wise manner. Before you know where you are you'll be flying yourself. As your competence grows you will find yourself doing more and more of the flying and even attempting launches and landings. Typically trainees get to go solo after 50 to 80 flights and between 8 to 10 hours flying experience provided they are flying regularly. This would expect to cost you about \$300 spread out across as little as 6 months. Pilots never forget the day they went solo, there's always a story to be told.

The goals don't stop at going solo. You can look forward to flying single seater aircraft, learning new maneuvers and aerobatics, flying cross country and being able to fly your friends. Your flying doesn't have to stop when you leave University. Many of our members, especially our instructors started in their student days and are still involved.

Apart from flying the club organizes social activities and the occasional lamb on the spit at the airfield. Club members maintain all our aircraft too. There are many aspects to gliding with AUGC, come along and have a go.



Flying with AUGC

The Lochiel airfield is located about 130 kms north of Adelaide. Luckily there is now a two lane road almost the whole way to Port Wakefield.

We fly every weekend and public holiday except that we occasionally have flying camps at other locations. During the University holidays we hold weekday flying camps in order to speed up your flying progress.

When you plan to come along you will need to call the Club Contact Person on Thursday night and let them know when you are going up and if you need a ride. The club operates a car pooling system from both the back of the University at the footbridge and at the Bolivar Caltex service station.

Please bring appropriate clothing, cool in summer, windproof in winter. A hat, sunglasses and sunburn cream are essential in summer and often necessary all year round. Some food and drinks are available at Lochiel but you might want to bring your own lunch and drinks. We do have a clubhouse with bunk accommodation, kitchen and bathroom facilities. If you want to stay over night take a sleeping bag, pillow and towel at least. Accommodation cost is \$3 for each night.

In the morning the aircraft are first thoroughly gone over by a trained inspector before being flown. We have a highly developed sense of self preservation.

We launch using a winch method as is typical at many clubs. A cable is attached to the belly hook of the glider and is wound onto cable drums by a gutsy V8 motor. Launches to 1500 feet are possible but a little over 1000 feet is more common.

You can expect to fly a few (typically 3) short circuits or have about half an hour flying when the lift is good on any given day. A Duty Pilot will be co-ordinating the days flying so that everybody gets an equal amount of flying. To help you get-your-flying-feet we expect to be operating the Motor-Falke in the early part of the year as well.

We fly through the day, basically until the sun goes down, and then we put the gliders back in their hangars and head back to Adelaide (feeling a little weary).

Coming Events

The **Annual General Meeting** will be held on Wednesday 5th April at 7:30pm. This is in the W.P. Rogers room on Level 5 of the Union House Building, entry to meeting rooms is from behind the Uni Bar. This meeting will hear club reports for 1994 and decide the office holders for 1995. Positions are: President, Treasurer, Secretary, Social Convener, Fifth Member, Winch Engineer, Clubhouse Officer, Newsletter Editor and Club Contact Person.

An **Introductory General Meeting** will be held in the W.P. Rogers room on Wednesday 1st March at 7:30 pm. See above for location. Meet in the Bistro for tea at 6:30pm for tea if you want to meet some other club members. The meeting will provide new members with the opportunity to meet the club instructors, hear about gliding, see a few video bits and ask a few questions. Regular monthly meetings are held on winch driving, ridge flying, a Daily Inspector course, a cross-country course and aerodynamics.

A **Movie Night** will be held on 7th March. "Stargate", first screening after 6:00pm at Academy, Hindmarsh Square. Currently this is 7:00pm, but it might change!!



Instructor Profiles

- **The Chief Flying Instructor: Redmond Quinn**

Redmond joined the club in 1980, and has been an instructor since 1983, and has been the club's CFI for a large part of this. He is currently the only life member of the Club. He is an Engineer with Santos, is married to Sharon and has four children. Don't trust this man with a hammer or LPG.

- **David Conway**

His illustrious career started in 1984, has been an instructor since 1986 and recently became an NGS instructor (so now he instructs other instructors). David works as an Engineer for Detroit Diesel Engine Co. He is most commonly known in the gliding community as "Catherine Conway's Husband", as she has now eclipsed even him.

- **Catherine Conway**

Married to David (or the other way round if you prefer), they are expecting their first child early in the year. Catherine started flying in December 1986, soloed in March 1987 and has instructed since 1989. She works for Telecom on the Jindalee Over-the-Horizon Radar project. She is currently in a race to finish refabriking her Boomerang before the kid pops. Made famous by numerous appearances in the Australian Gliding magazine.

- **Peter Temple**

Peter started flying in 1982 and went solo on December 30th of that year, and has instructed since 1989. He is an Engineer with DSTO out at Salisbury. Peter is a prolific competition pilot and has actively competed in the South Australian State Championships, as well as the Australian Sports Class Nationals.

- **Stephen Were**

"Doctor" Stephen has been flying since 1985, and has been an instructor since June 1986. He works as an Analytical Chemist at the Australian Government Laboratories. Stephen owns half a PIK 20B, which is the "Hot Ship" at Lochiel.

- **Dennis Medlow**

Dennis joined the club in 1982, and became an instructor in 1984. He works for Telecom, is married and has a son. The silliest thing he ever did was send Peter Cassidy on his first solo from which Peter was lucky to return.

- **Peter Cassidy**

Peter Joined in 1987, and has been instructing since 1991, He works for -CLASSIFIED-, "I'd tell you but then I'd have to kill you". Peter's least favourite aircraft of all time is the Twin Astir. The silliest thing he ever did was when he went solo (see Dennis Medlow), closely followed by lifting the tail of a Twin Astir and doing his back in.

- **Andrew McGrath**

Andrew has been flying forever. He has now arranged his career as an Electronics Engineer so well that he gets paid to fly as part of his PhD. at Flinders University.

- **David Teagle**

David has recently returned to us from Victoria where the RAAF had sent him for the last few years.

- **Bradley Gould**

Bradley joined the club in 1988, went solo on January 8th 1989 and has been instructing since early 1991. The silliest thing he ever did was do a "beat up" on a RAAF car in the Variety Club Bash as they drove past the field, this had long term far reaching consequences that Bradley would rather forget. He has now earned his place in history as the 1991 State Standard Class Champion, a somewhat unexpected achievement.

Aircraft of the AUGC

AUGC owns 6 aircraft and another 5 are privately owned by club members.

- **PZL Puchatek KRO3-A (Kilo-Romeo-Oscar)**

Our new Polish made training aircraft, purchase new in December 1994. This is a tandem twin seater with full controls in the front and rear. This aircraft is rated to do all kinds of aerobatics. Its a dream to fly and the view through the big perspex canopy is spectacular.

- **Bergfalke IV (Zulu-Mike)**

Made in Germany, with a metal tube fuselage and wooden wings, also a tandem twin seater trainer, this is our major training aircraft. The Bergfalke has much better performance than the Puchatek.

- **SZD-9 Bocian 1E (Kilo-Yankee-Wiskey)**

Another tandem trainer, that is not currently flying. This is made entirely from wood and is the predecessor of the Puchatek. The Bocian is undergoing major structural repairs in our West Beach shed and is hoped to be flying again in 1996.

- **ES59 Arrow (November-Foxtrot)**

Built locally by Schneider's at Gawler in 1963. Early solo pilots convert to this single seater first, it is very easy to fly. Also made from wood, the Arrow is unique in having a "one piece" 13 meter wing.

- **ES60B Super Arrow (Tango-Juliet)**

Also built by Schneider's. The Sparrow evolved from the Arrow (via the Boomerang), and because of this similarity pilots quickly progress to this aircraft. This is the clubs cross-country training aircraft.

- **Glasflugel H201B Libelle (Charlie-Yankee)**

Manufactured in Germany, built entirely in fibreglass. The Libelle is our most advanced club single seater. You would have seen "Charlie" on the lawns during O'Week.

- **ES60 Boomerang (Papa-November)**

Owned by Peter Temple, Gary Hollands and Terry Gould.

A direct descendent of the Arrow, with much better performance. Gary Hollands won the 1993 South Australian Sports Class Gliding Championships in "Papa".

- **ES60 Boomerang (Quebec-Zulu)**

Owned by Catherine Conway, David Conway, Dennis Medlow and Andrew Huggins.

"Queasy" is the same design as "Papa" and is currently being refabriked. This aircraft was featured on the cover of the Australian Gliding magazine last year.

- **Glasflugel H201B Libelle (Tango-X-Ray)**

Owned by Peter Cassidy, Catherine Conway and David Conway

"TeX" is the same make and model as the club's Libelle.

- **PIK20B (Oscar-Kilo)**

Owned by Stephen Were and Martyn Roberts.

"Oscar" is the most advanced aircraft around the club. The tadpole fuselage with high T-tail is the slipriest of shapes that is common of most modern sailplanes. It has performance improving flaps on the trailing edge of the wings.

- **Motor-Falke (Foxtrot-Quebec-Wiskey)**

Owned by Simon Hackett

Simon has bought himself the best of both worlds. In essence the Motor-Flake is a side-by-side version of the Bergfalke with a motor and prop up front. This aircraft does not reside at Lochiel but is collected from Balaklava (30 kms away).

Club Contact Numbers

A list of Club Officials and other important Club telephone numbers.

President	Cathy Conway (H) 43 7535 (W) 290 1921 conway@telecom.jorn.gov.au
Secretary	Greg Newbold (H) 234 5083 (W) 303 3157 gnewbold@aelmg.adelaide.edu.au
Treasurer	Dennis Medlow (H) 336 6662 (W) 290 1918 medlow@telecom.jorn.gov.au
Fifth Member	Peter Temple 015 396034 prt@gwd.dsto.gov.au
Chief Flying Instructor	Redmond Quinn (H) 344 5331 (W) 218 5111 etsrjq@ms-smtpgate.santos.com.au
Club Flying Contact Person	Stephen Were (H) 352 5137
Lochiel Airfield	088 26 2203

So You Want To Fly This Weekend?

Call the Club Contact Person on Thursday nights between 8pm and 10pm. Tell him which day you are going up and whether you are taking and friend with you.

CALL STEPHEN ON 352 5137 THURSDAY NIGHT

If you want we can pick you up from the University Footbridge on Victoria Drive (near the pedestrian crossing) at 7:00am, or from the Caltex service station at Bolivar, just past the White Horse Inn on Port Wakefield Road, at the ever so slightly more respectable 7:30am.

