

Uni Gliding

The Official Journal of the Adelaide University Gliding Club Inc.

MEETINGS

Wednesday 3 July
Special General Meeting
Second Development Meeting
 Internode Systems
 31 York St Adelaide

The meeting will start at 7.30PM and we will have dinner first at Don Giovanni's; 201 Rundle St. Mary has booked a table at 6PM for 6.30PM.

Wednesday 17 July
Executive Meeting

7.30PM Mandy and David's, 6 Neptune Avenue Modbury Heights. Everyone welcome.

EVENTS

Friday 28 June
Bowling

At the Salisbury Bowling Centre 2 Clayson Road Salisbury, at 8.30PM. We will have tea first at the Brahma Lodge Hotel on the Main North Road at 6.30PM. The pub is on the West side of the Main North Road. Cost is \$9 for two games including shoe hire. Let Mary Willmott know by 27 June if you're going.

Monday 1 July

"Mission Impossible"

Greater Union Cinema, Adelaide
 Session nearest to 8PM

Wednesday 3 July

Hypobaric Chamber Run

Note change of date (from Tuesday 2 July).
 Contact Catherine Conway for more details.

Saturday 3 August

Adelaide Uni Sports Assn.
 Centenary Ball

7.30PM for 8PM

The Upper Refectory Union House.

Special guest appearance by Bob Neil. featuring "Spank You Very Much" and the University of Adelaide String Quartet. Smorgasbord, Beer, Quality Wines, and Champagne Provided. Cost \$10 for AU Student \$20 for others. Dress is Black tie or Club Sports Blazer.

CONGRATS

- ☺ **Mandy Wilson** gained her 'C' Certificate.
- ☺ **Raj Bholanath** and **Doug Shields** gained their 'B' Certificates.
- ☺ **Karen Deguet** gained her Aero-tow rating at Gawler.
- ☺ **Karen Deguet** and **Stephen Were** on their Engagement
- ☺ **Kevin Zeitz** who went SOLO on 15 June.

AUGC Grampians Trip

The trip began on **Friday**, with everyone setting off at various time during the day. It was an uneventful trip for everyone, but we managed to take the scenic route through Horsham. We had Tea in Stawell before proceeding to Lake Fyans Caravan park only to find that the early arrivals had just left for Stawell on their way to a "pub crawl".

The party started soon after their arrival with the necessary beverages for the night and Michael Texler started to entertain us with tales of his professional experience. The conversation got on to planes but this only lasted for a few minutes before going back to Michael's favourite subject, the 'B' word. He was in fine form and provided the entertainment late into the night. He did not know it at the time but he had just set himself up to be picked on for the rest of the weekend.

Saturday was a late start. Almost everyone flying arrived at the field around 9.30am. The general confusion associated with rigging a number of gliders was in full swing. Somewhere in between a briefing was held informing us about the dangers of gliding at Alf Rudolpf's Airfield, including the possibility of Kangaroos on the scarp in the evening. We were then shown a few areas other than the strip that were landable in a pinch. First launch started with

food, poking around the dessert bowl with no intention of eating any of it, this is about when she hit her high point. She found her frog in the bottom of the bowl. You would not believe that one chocolate Freddo frog could bring so much happiness to anyone. Mary was now happy.

We eventually returned back to the caravan park and the appropriate beverages were brought out in anticipation of another late night. However no one could (or was game enough to) get Michael started on his favourite topic, so Martyn started the conversation. It wasn't very long before everyone not belonging to that caravan had deserted it. This did not stop Martyn, he soon tracked down the party in another caravan.

The party did not go for very long since arrangements were made for an early start in the morning. Planning an early start and actually getting up early on a winter's morning don't always go together, those who had a relatively early start had a cool to cold shower, a few decided that the hot shower they had the night before would get them through the day.

Sunday. At the airfield, the usual chaos of getting gliders ready was followed

for another pass. It was funny watching them watching as we went by, although we were waving at them no one waved back. They must have thought that we lost or engine and were in trouble, little did they know that we were just having fun!

The balloons again took to the skies in the evening, but again only the MotorFalke was able to go over and join them.

Tea that night was at Bastin Park. After everyone had their BBQ meal, we migrated to the camp fire to listen to tales (tall tales!) of the more experienced pilots amongst us. Plans were also made for a 7.00am start, if there was going to be wave it would be early in the morning. We eventually made our way back to the caravan park, but on arrival we found Mary had gone missing and with the caravan keys. So five cold and unhappy soles had to wait for her arrival.

Monday, and the showers were HOT. We arrive on field, got the gliders ready and were indeed ready for an early start. However it was so cold that the canopies fogged up which made launching very tricky indeed. But as soon as we were airborne, the canopy cleared up. At approx. 4500QNH we got wave, but not the kind you want, it was the tug waving us off the

"It was in the pub that Mary Willmott had her lowest and highest points of the trip"

At approx. 4500QNH we got wave, but not the kind you want, it was the tug waving us off the cable."

Who flies when? When will I Fly?

Often it may seem to the casual observer at Lochiel that the selection of pilots for 'the next' flight is rather haphazard, and it is probably a rather common perception that 'I' am waiting around for hours on end, with no idea of how the flying order is decided, or whether in fact anyone is aware that 'I' am waiting to fly, and have been so for what seems like an inordinate length of time. It may often seem, even to regular attendees, that major inequities exist in the distribution of flying time (such perceptions, of course, are invariably that someone or even everyone else has been favoured over the holder of the perception...).

The fair distribution of flights and flying time is considered paramount in the AUGC, and, contrary to popular opinion, is the subject of much thought and much hard work by the instructors. The instructors at the AUGC are volunteers: they instruct because they want to, and get no reward for their efforts beyond the satisfaction of introducing others to the world of flight.

Any pilot that has flown a single seater aircraft will immediately realise that the instructors would far prefer to be flying the Libelle cross country than watching a student clumsily destroy a perfectly good thermal in a Bergfalke, and then walking the heavy two seater half the length of the runway in unpleasant weather, back to the launch point from where the student 'arrived'. The instructors bring out the two seaters and fly them only for the sake of the trainees and passengers, having gone to that much effort, they try hard to ensure that that effort is expended as fairly and as usefully as possible.

A set of guidelines have evolved to help the instructors distribute flying as fairly as possible by allocation of priorities. An attempt is made to ensure that everybody gets an approximately equal share of the flying. In particular, extreme effort is made to try to get everybody at least one flight, with as much flying as possible in total. However, the vagaries of weather, winches, and so on make accurate forecasting of flights impossible.

In general, people who arrive on field earlier, have higher priority. Gliding at Lochiel is normally regarded as an 'all day' affair, and work is usually started pretty soon after 9 AM, anybody arriving much after that will be regarded as a 'latecomer'.

'Check flights' (flights of a solo rated pilot with an instructor to clear that pilot for solo operations for the day) will usually be carried out early, so that that pilot can then use the single seater aircraft later on, without further dependency on the highly demanded two seaters.

People who were 'expected' on-field (e.g. rang the contact person during the previous week) will receive more favourable treatment than those arriving unannounced; especially late and unannounced. People who work harder to help out will be noticed and an effort is made to reward that. Instructors are often unable to take a break for lunch because they are needed on-field and a lunch-break would reduce the amount of flying available for others. People

who spend large amounts of time relaxing in the clubhouse while others work hard all day do not inspire the instructors to greater efforts to help them. Even though an inexperienced visitor may not know how to drive the winch, or perform some of the other more complex tasks required, there is plenty of work that anybody can do after minimal instruction, like helping to move gliders, operating the radio, and much more. Pilots in training may be at critical stages, where just an extra flight of two might make a big difference to their progress. The value of such flights will strongly influence an instructor's decisions on who gets more flying.

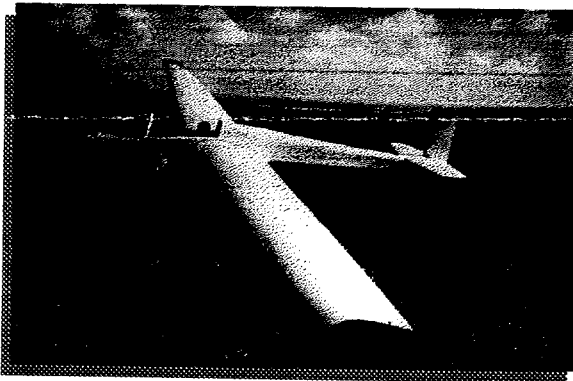
All flights are not equal, and a pilot that has had two or three 5 minute flights may well be considered for another before a pilot who has had one 40 minute flight.

Sometimes it may seem that a student or passenger gets a disproportionately long flight. Often, this will be because there was some delay on the ground; maybe a series of

winch problems, or maybe just traffic congestion. If it's easy to remain airborne, then it would be wasteful for an aircraft to land while such a delay exists on the ground; it would be sitting idle waiting for the problem to clear before it can even be considered for another launch. Note that landing earlier in such a case would not get anybody else any more flying time.

Considerable work is required to pack up at the end of the day, putting all the gliders, radio, winch away, closing up and cleaning the clubhouse, etc., and this work, like setting up in the mornings and helping out during the day, is considered a normal part of a day's flying. People who consistently avoid such work, leaving early or just not helping out, are noticed just as much as those consistently arriving late.

Sometimes, visitors (or pilots) may have a genuine reason to want to leave early. The instructors, not being completely psychic, won't know this unless they've been told. Remember, the instructors (and pilots doing the work to run the operation) are working very hard to help everybody fly, and these guidelines will be modified as needed to best achieve that aim. It is rare indeed for someone spending the day on the airfield to miss out altogether. If you have particular requirements for flying, TELL THE INSTRUCTOR and (if there is one) the duty pilot. It's also well worth reminding the instructor and duty pilot if you feel you're being left out: they're only human, and people who sit quietly in the background may sometimes be forgotten amidst the frantic activity of running a gliding operation. Here again, note that people who are working hard are more visible than those sitting in cars or the clubhouse.



Andrew McGrath

Avoiding the Crop

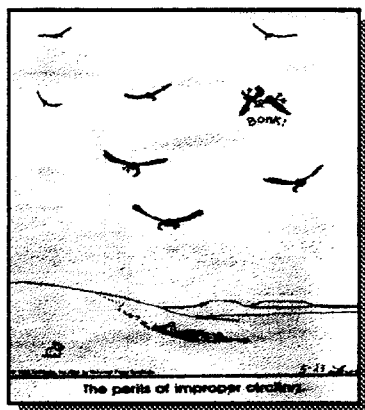
The paddock at Lochiel has been ploughed, and this means operations must be run slightly differently. Here are some pointers, and DO'S AND DON'TS whilst the crop is in.

- Don't drive on the crop.
- Keep a good look out in case of cable breaks, to make it easier to cross reference where the ends land.
- With the Puchatek always run the wing farthest from the cable, to make it easier for the aircraft to keep on the runway centre line for it's ground run.
- Aircraft can be pushed tail first into the crop, but not wheeled into the crop.
- Remember that the crop is unlandable. Always land on the strips. Be prepared to land long or to use the cross strips. Always have options.
- Keep a good lookout for aircraft on circuit and be ready to get them off the strip quickly when they land.
- Do not allow wingtips of flying aircraft to go over the crop on take off or landing. There is a real danger of ground looping.

Michael Texler

New Joey

The club now has it's new Barograph, and copies of the instructions are available from Redmond Mandy John Dunstall and Mary. A copy is also kept at Lochiel. Several club members already have their own Joey's and should be able to help if you're not sure how to turn off the red flashing light. Detailed Instructions will be published in next months newsletter.



Sports and 2 Seater Comp

The 1997 Sports and 2 Seater Class Championships are being held at Renmark. Unofficial practice days are January 11 & 12. Opening day and official practice day is on 13 January. Last contest day and presentation dinner is on Friday 24 January. For rules and entry forms write to; Renmark Gliding Club Inc Box 450 Renmark SA 5341 or Fax; 085 866856 or EMail NATFRAC@RIVERLAND.NET.AU

Grampians Costs

Now that the good time has been had it is up to the next treasurer to get your money. Your balance on the next newsletter will show how much you owe with the Grampians trip included. If you want more detail let me know. Those that flew a twin-seater (excluding some instructors) will be charged \$10.00 for the hire of the Twin Astir and the ferrying fees of the twin seaters. Both IKM and GZM

have been charged at 30 cents per minute. Other club aircraft at normal club rates. I have not had a bill for the towing and winching yet so have made a guess that aerotows will be \$3.00 per minute and winch launches \$10.00. When the bill does come in the necessary adjustments will be made. I expect the charges will be less than this not more. I suspect that most peoples accounts will be in the red and would appreciate payment as soon as possible.

Mary

Chick Magnet

- Guaranteed to attract chicks
- Proven track record
- One satisfied owner
- Available for loan
- All enquires to Michael Texler

General Meeting

The May General Meeting was well attended and I think everyone learned something from the evening. Gary Hollands talked extensively about the DO'S and DON'TS of Wave Flying. He gave us an overview of conditions to expect in the Grampians.

We watched a short video from RAAF Edinburgh of a Hypobaric Chamber run, and a longer video of the World Championships in New Zealand. This had flying over some spectacular scenery in the mountains of the South Island

May Aircraft Stats

	BUDGET	JAN	FEB	MAR	APR	MAY	YTD
GCY	6000	2101	561	378	1551	239	4830
GNF	4800	463	912	1305	1263	242	4185
GTJ	5600	57	448	746	782	282	2315
GZM	11100	1949	11460	747	1402	200	5758
KRO	9400	622	1199	1234	1083	448	4586
TOTAL	36900	5192	4580	4410	6081	1411	21674

Cross Country Techniques

Part 1. Preparation

This begins a 7 Part Series of Articles written by Bruce Taylor, which originally appeared in AG.

There have been endless pages of literature written on the theory and practice of improving achieved cross country speeds, and I am not about to reproduce any of it. One point that I feel is often not emphasised heavily enough though, is that gliding efficiently is as much an art form as it is a science.

Countless times I have heard pilots asking one or another of the top performers to divulge their innermost secrets, only to be greeted with a knowing smile and a shrug of the shoulders! There are no secrets in this game.

You may receive pointers or helpful information along the way, you may have the chance of flying the best glider available, and you may be gifted with more than your fair share of natural ability, but all this is worthless if you have no understanding of, or feel, for the sky you fly in.

This, I am sad to say, only comes with experience. Not simply hours in the air, but hours spent experimenting and extending yourself. Competition flying is invaluable, as it forces you to perform and provides a clear measure of your ability and above all it is damned good fun.

Many early cross country pilots have no appreciation of the level of concentration necessary to fly efficiently. I guess this is a good place to begin training. You must do your utmost to provide yourself with an environment in which you can concentrate on the job at hand.

Be comfortable—make sure your parachute/cushion/seat are the right shape, and in the right place. If you get a numb bum after a couple of hours, it is usually from too much pressure near your tail bone and more support in the lower back will often help this.

Take time to adjust anything in the cockpit which is adjustable so that it fits you, and falls within easy reach. You should be comfortable with the glider you are flying. This means as much time as possible spent in one particular aircraft and being used to it. Ingo Renner has said you should have 100 hours in a glider before you take it to a competition—probably unrealistic for the average club pilot but the message is clear. If flying club gliders, try to spend as much time in one of them as you can. Pick the one you like flying, and forget about any perceived performance advantages, for these are far outweighed by pilot decisions.

Similarly, the more current you are the better you will

perform. Keep the cockpit tidy—you don't need junk floating about while you're flying. If you're looking for something in flight it's distracting to have to sort through used Mintie wrappers.

Speaking of Minties you must feed and water yourself properly. Your brain is working hard and needs nourishment—sweets, dried fruit, sandwiches, whatever you prefer, but take something, and plenty of water to keep yourself hydrated. A couple of litres minimum—a dehydrated body doesn't operate too well and is a downright dangerous thing to have in an aeroplane.

You may also need to consider disposal of this liquid when you've finished with it—a bursting bladder really is a distraction!

Basically BE ORGANISED. Pilots who don't have their act together on the ground have Buckleys' Chance of doing it up top, and are bound to be more of a danger to everyone concerned than someone who is organised.

Make no mistake, if you want to fly efficiently, you need to have absolutely no distractions. There is one thing to think

about, and that is the air you are flying in.

So far as glider preparation goes, the minimum requirement is that the wings don't come off. Once again knowing one glider particularly well can help a daily inspector pick up small problems, before they become big problems.

It's nicer to have your glider clean; it's even nicer to have it highly polished and every minute detail attended to, but I fear the performance gain is psychological rather than otherwise. I, for one, can't bear to look out and see my wing covered in dust or finger prints or whatever. One other thing that can lead to immeasurable distraction is a piece of loose tape—it will buzz and hum and whistle till you have gone almost insane. Tape and metho are cheap items—replace tape often onto clean surfaces.

Well there you go—you are now installed in your clean and tidy flying machine, everything in its place and your mind at ease and in perfect shape to tackle the task ahead. You've probably improved your average speed by 10km/hr and you haven't even left the ground!

Next month Part 2; Fly Efficiently.

"If you're looking for something in flight, it is distracting to have to sort through used Mintie wrappers"

This Month on Field

Sat 25 May

No instructor and no flying.

Sun 26 May

Mainly circuits, although John Dunstall managed 29 minutes. Doug Shields won the circuit scoring with a top score of 88, Redmond was scored at 49 but rescored himself!

Sat 1 June

We had 35 knots and driving rain. We derigged the gliders and packed ready for the Grampians trip.

Sun 2 June

No instructor and no flying.

8/9/10 June

Away at the Grampians, see Raj's article for more details.

Sat 15 June

Kevin Zeitz went SOLO. It was a beau-

tiful winters soaring day, everything turning green, Mary flew 'Charlie' for 79 mins (and got to 5,800') and only landed to let others fly.

Sun 16 June

20kts, and some nice clouds. Doug had flight of the day at 15 minutes. I flew my first passenger at the third attempt, after breaking the cable twice.

Sat 22 June

Circuits and showers. Did lots of chores waiting for the weather to improve.

Sun 23 June

A booming ridge day. Greg where were you? A great day lots of flying.

A Typical Flying Lesson

Instructor says; What do you think you're doing?	it out. Student says; WHAT???
Student thinks; I don't know but I can tell it's wrong.	Instructor says; Close the air-brakes and open out the circuit.
Instructor says; Look at your wings.	Student thinks; Of course.
Student thinks; Why are they going to fall off?	Instructor says; Don't land over there, land over there.
Instructor says; What do you think you've forgotten?	Student thinks; I think I'll land over here, it'll be wrong anyway but at least it'll be my decision.
Student thinks; I don't know I've forgotten.	Instructor says; What did you think about that landing?
Instructor says; Relax!	Student thinks; I can't remember, it's all a blur, but I'm sure you're going to tell me exactly what you thought of it.
Student thinks; How can I relax with you breathing down my neck.	Instructor to second instructor; Students these days don't say much do they?
Instructor says; Don't worry about a HASLL (pre-aerobatic) check we're too low.	Student thinks; Solo at last, now I can please myself, this is much easier.
Student thinks; So much for safety.	The names have been withheld to protect the innocent, but this is a TRUE story.
Instructor says; Is this a good height to be at?	
Student thinks; Do we have a choice?	
Instructor says; Close it in and open	

So you want to fly this weekend?

- You must ring the club contact person, Mary Willmott, on the Thursday before, between 8.00pm and 10.00pm on 349 5407, so that she can organise instructors and transport for those intending to fly.
- A lift is available from the Adelaide University footbridge at 7.00am, or from the Caltex service station on Port Wakefield Road at Bolivar (just outbound from the White Horse Inn on your left) at 7.30am.
- Further directions to the airfield are available from the contact person.
- For those with e-mail access you may wish to use that instead. Mary will reply to your e-mail when she receives it, so if you don't get a reply ring on Thursday night to check.
- Remember to ring the contact person, or you could find yourself forgotten!

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If undelivered please return to:
AUGC Inc.
c/o Sports Association
Adelaide University
SA 5005.

AUSTRALIA 45c

