

Uni Gliding

Merry Christmas and Happy New Year

MEETINGS

The next General Meeting is in February, details will be in January's newsletter.

The January Executive meeting is on Wednesday 29 January at Mandy Wilson's house; 6 Neptune Avenue Modbury Heights.

ON FIELD

→ The fire trailer is not suitable for off road use, unless it is attached to a four wheel drive vehicle. If you attend a fire wait on the nearest road for the CFS to arrive to direct you. We have

organised for the CFS to come out to the Airfield and talk to us about fire fighting techniques during the week of Christmas flying. Details to be confirmed.

→ We are negotiating to buy a Club Libelle from WA it should be here in the New Year if all goes according to plan

REGATTAS

Dates for your diary;

January 13-24 **Renmark** National Sports and Two-Seater Championships. Don't forget to let me know if you want to fly the Bergfalke at Renmark (263 2778)

February 22-23 **Lochiel** (leg of State Comp).

March 8-9 **Bordertown** Regatta (leg of State Comp), dates changed from January long weekend.

March 28-31 **Gawler** Easter Regatta (leg of State Comp)

CONGRATS

☺ Mandy Wilson and David George gained their Silver 'C's

☺ Tobias Muller has re-soloed.

☺ Kevin Zeitz and Tobias Muller have converted to the Arrow.

Top Tips for Thermalling

It sometimes seems that thermalling well is a closely guarded secret. Every time you work out a new way of doing it better someone will always say, but surely you knew that, everyone knows that. So I've extracted a few gems from the club instructors.

This is what they say;

- If the thermal is weak fly flatter
- If the thermal is strong fly steeper
- Vary the steepness of bank, as you fly, to find the best angle
- Fly at the slowest controllable speed (but use a "safe" speed if close to the ground)

- Maintain a constant attitude (speed) and angle of bank
- Fly co-ordinated
- Try to visualise the thermal and work out where the core is.
- Always look for stronger thermals, don't waste time in 2kts if there could be 8kt out there.
- On entry fly one or two steadying turns to "suss the thermal out"
- Don't rely on the instruments to tell you where the lift is strongest, feel the lift and try to anticipate. The instruments will always have a lag.
- When you are flying in the worst lift the core of the thermal will be directly down your wing.
- If you turn in lift and it turns into sink don't continue the turn.

Club News

Sports Class Nationals

We are taking the Bergfalke to Renmark this year to compete in the Sports Class and Two Seater Competition. This is a good opportunity for any pilot to get a taste of flying cross country in a competition. It doesn't matter if you aren't ready to fly cross-country by yourself yet you can still come along and fly with someone else, and learn from their experience. It is also a lot of fun. If you are interested in flying at Renmark in the Bergfalke let me know ASAP.

The competition runs from 13 to 24 January. Phone 8263 2778.

There are still a few days left so let me know if you want to fly.

Turn Point Photos

On going Club Project, Turnpoint Photos

Dave George intends to update the folder of turnpoint photos at Lochiel and add information about turnpoints. 'So whenever people go cross country can they please take photos of any 'usefull' turnpoints that they fly over and put them in the folder. This folder can then be used for task setting, etc. Any existing photos that people are prepared to donate would also be appreciated.

Club Libelle

We are currently negotiating with Naroggin Gliding club for the purchase of their Club Libelle. If all goes well it should be here in the New Year.

Fire at Lochiel

Last weekend the fire trailer was almost used in anger. I spotted a small fire from the air in a paddock to the North of Lochiel. As the glider was being towed back to the launch point it was clear that the fire was getting much worse, so I grabbed my new mobile phone from TJ, (packed for my XC flight), and dialled 000. I spoke to the Lochiel CFS and events were set in motion. We set off towards the fire with the club fire trailer to see what we could do to help. (Not much as it turned out.) We drove into a likely looking paddock towards the smoke, and as we got closer to the fire the ground got softer and softer, until we got into the paddock where the fire was and got bogged, right next to the road we should have taken. By now every farmer and his dog was arriving, and at least as we sat there bogged we were able to give them directions to the fire. In the end we disconnected the trailer from the car and let the water out to reduce the weight. By now the fire was out and as the fire fighters drove past us on the way home a few of them gave us a push and so we eventually got out of the paddock.

So the moral of the story is, unless you have a 4 Wheel Drive car stay on a road, wait for the locals to arrive and follow their instructions.

The story could read; we phoned the CFS, and then were one of the first appliances on the scene, we arrived in the paddock where the fire was and discharged the water from the fire trailer. Certainly that's what we told people when we got back to the field.

The Lochiel CFS are coming to Lochiel some time during the Christmas week to give a talk on fire fighting techniques. Dates are to be confirmed.

My first 300km Attempt.

I was to fly TX and declared a task of Lochiel, Tarlee, Allill, Lochiel, about 315km. Peter temple was going to the Flinders in CY and Gary Hollands had decided to local soar as the electrics in PN were stuffed. Peter took the first cable at around 11:30, I took the second and flew straight into a thermal over the winch. Peter joined me in this thermal which took us to almost 5000'. I set off SE towards Balaklava taking a couple of turns on the way. Balaklava club had not started operations as I flew over their airfield. I headed in the general direction of Tarlee but didn't manage to see it until I was quite close. I got there at about 5500' and realised that I had put the camera on the wrong side of the aircraft. Turnpoint photo taken I set off on the hard leg, 130km into wind, and it looked a LONG way to the end of the hills and the next turn point.

The first 30km were reasonably easy, cruising at 6000' over the hills, I then ran into a lot of sink and ended up heading for the low country. I arrived over friendly looking paddock fairly low and spent quite a while scratching about in weak lift. After about 45mins I was back at 6000' and set off again very cautiously, this was probably a mistake as I was moving over the ground very slowly. I eventually got past Yacka and ran into another very bad patch of sink which left me scratching about over my chosen paddock for a long time (I even moved the maps out of the way of the undercarriage

handle). After this I found some good lift to 7000' and cruised on to Gladstone. I arrived there at 4pm and my turnpoint was looking a long way away, especially at the speed I was travelling at, so I decided to turn short and keep the retrieve reasonable. I took a photo and set off towards Redhill. I then ran into the best climb of the day, 8kts to 8000', which made me feel a lot better. I arrived at Redhill having used half of that height and headed down the main road, taking any lift that I could find and drifting with the wind. I still did not have final glide by Snowtown and was sure I would end up in a paddock, fortunately I found a good thermal over the town which gave me an easy run back to the airfield, where I local soared for another hour.

While I did not achieve the declared task I learnt a lot about cross country flying, completed my silver C (duration 6:47, and height gain 4500' ish) and got back to the airfield having flown a lot further than I had done before (about 270km). Peter turned short of his task but had managed to fly about 450km and arrived back at the airfield about an hour after me.

Dave George

Cross Country Techniques

Part 7. Survival

Whatever our aspirations in gliding most of us seem to have one interest in common-survival! Outlanding is an area that sometimes has a few problems, and often these problems beset the more experienced pilots.

The whole question of safety is quite a delicate matter, with very little black and white and lots of grey. The parameters may vary immensely with skill, experience and currency and a safe rational action for one pilot may very well be highly dangerous for the next.

I believe currency is one of the most vital factors in staying safe. A pilot who is not very experienced, or particularly skilled

possible lift/sink in the circuit, more turbulence and all the while he's wondering why he's in this predicament.

The fact is that you are low and a good outlanding takes precedence over saving face and scratching away. A landing at the end of the day, or when soaring is no longer possible, is generally easier. The pilot has usually accepted the inevitable, the air is smoother and there's more time for planning.

Try to familiarise yourself with the local hazards. Where do power lines run, along roads, or anywhere at all?

Single wire lines (SWER) often wander all over the place between trees

This Month on Field

Sat 25 November

We had odd thermals to 5000' early on in the day going up to 8000' later in the day. I flew the Arrow to George town and back. I had to get back, as after launching David (in TEX) and Peter (in PN) everyone else went home, so a retrieve might have taken a while. We all managed to stay up for five hours plus.

Sun 26 November

Forecast to be an even better day, David declared a 300km triangle and Peter declared a 500km to Rawnsley Homestead and back. In the event it was quite windy, and there was a lot of sink, and they both turned early, and both got back. David flew 270km and Peter flew 448km

Sat 30 November

We spent some time looking for the missing traces, we found one. So we had a late start. There was good lift to 4500' and at times the ridge was working, (and Greg was on field). Tobias Muller resoloed, and we got to the pub in time for tea.

Sun 1 December

Scot, Bradley, and Jeff threatened to come and crash a few planes, it looked as if it might not happen as we woke to very strong northerly winds. It got to 38, before the wind shifted westerly and we went flying. Lots of lift boom-

ing ridge, and no crashes. We even derigged the Puchatek without anyone coming to blows over it.

Sat 7 December

Due to transport problems there was no flying at Lochiel. Andrew Huggins and Peter Temple flew in the SA State Comp at Renmark. They had good weather on both days. Peter won Sports Class and Andrew was second (on both days).

Sun 8 December

Good thermals to 5000' plus a good ridge. Doug Shields secured himself the wheels up trophy quite convincingly.

Saturday 14 December

The day started with scratchy thermals to 3000', and light winds. It got to 37° and we saw half a dozen large micro bursts on the horizon towards Bute, they were very spectacular and fortunately didn't get any closer. Late in the day the cloud cleared and broke the inversion, (flights to 9900'). We had a BBQ tea and then stood outside watching the lightening storm off to the south.

Sunday 15 December

We woke to blue skies and no wind, Dave George declared a 300 in CY, and I declared a 250 in TJ. It was not to be, we had scratchy thermals to 2800', and most flights were circuits. Florian and

Mark Tingay resoloed in the Bergfalke, but the highlight of the day was our adventure with the fire trailer, (see separate article). We even made it to Tucker Time for tea.

Saturday 21 December

Six AUGC pilots and four gliders made the trip over to Lake Bonney for their comp. Unfortunately no one from Lake Bonney knew about it. Lake Bonney Gliding Club is not an easy place to find anyway. Peter and I spent over an hour looking for the club on Friday night and even with daylight to help, it still took every one else quite a while. Once everyone had arrived we phoned the contact person listed in AG and they told us they knew nothing about the comp! He was the club secretary. So we set off for Waikerie. As we were leaving I misjudged a corner and had an argument with the hangar, I lost and the trailer got a puncture. At Waikerie they were having a comp. We flew after they had all launched, and each had about five hours. Andrew flew about 260km, and outlanded, Peters Temple and Cassidy flew about 220km. We were getting up to 11,500'. At Lochiel Tobias and Kevin converted to the Arrow and there were there were thermals to about 8000'.

Sunday 22 December

No instructor and no flying

So you want to fly this weekend?

- ➔ You must ring the club contact person, Michael, on the Thursday before, strictly between 8.00pm and 10.00pm, on 018 810 963 or (08) 8345 4159, so that he can organise instructors and transport for those intending to fly. Please try the mobile number first. Remember if the call is less than one minute it only costs 25 cents
- ➔ A lift is available from the Adelaide University footbridge at 7.15am, or from the Caltex Service station on Port Wakefield road, Bolivar at 7.30am
- ➔ Directions to the airfield are available from the contact person.
- ➔ Remember to phone the contact person or you could be forgotten.

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