

# Uni Gliding

## MEETINGS

The next General Meeting is on Wednesday March 5, and will follow on from 'O' week. We will show a few videos and welcome new members who have joined during 'O' week. The meeting will be at 5.00pm in the Margaret Murray Room. We will have tea in the Uni Bistro at 6.30pm. **Note earlier start time.** We will show a second video after tea, in the Cannon Poole Room.

The next Executive meeting is on Wednesday 19 March at 6 Neptune Ave Modbury Heights at 7.30pm all are welcome.

## ON FIELD

- We now have sheep in our paddock so it is more important than ever to remember to close the gate when entering and leaving the airfield.
- If you use the club BBQ please turn off the valve **on the bottle**, as the BBQ leaks.
- The new hangar has arrived and a site has been marked out ready for levelling.
- Our new aircraft, a Club Libelle Mike India has arrived from WA and has been flown several times already.
- The new winch radio must be reset to Channel 5 each morning when the winch battery is reconnected. It automatically turns on to Channel 9 (the emergency channel) when power is reconnected.

## SOCIAL

☺ **Monday 10 March** a BBQ at Westbeach, from 7.30pm.

☺ **Wednesday 12 March** "Modern Problems in Science", part of the Adelaide Comedy Festival, at the Chaplin Theatre, Four Theatres, Hindley Street. Tickets are \$16, (or \$14 concession), the show starts at 7.15pm tickets are available from Venue Tix on 8232 1299. We will meet before the show for a drink,

*5/200 88 Hindley St. ca*

## CONGRATS

☺ **Andrew Huggins** came third in QZ on day 2 at the Nationals.

☺ **Peter Temple** won a day in the Bergfalke at the Nationals.

☺ **Michael Texler** flew his Diamond Goal, 300km out and return from Gawler (to Jamestown, return).

## HUMOUR

This is a true story???

A glider pilot woke up one morning, and looking out of his window he saw some magnificent clouds right over the gliding field.

He rushed out to his car and ran out to the field. Along the way he stopped long enough to buy a couple of chocolate bars that would serve as breakfast and possibly lunch.

Once at the airfield he promptly began assembling his glider, he threw on his jacket, checked his oxygen, strapped on his parachute and headed for the runway.

After he had been flying for a few hours he got hungry. Reaching into his pocket for the candy bars, he felt something strange. Wondering what it was he removed the candy and the wing pins from his pocket. Instantly he wasn't hungry any more. He decided the best course of action was to trim the glider out and try and install them in flight. Undoing his belt and rolling onto his stomach wasn't possible without also undoing the parachute harness too.

After wrestling with the pins for what seemed to be an eternity, he finally managed to get them partially installed. He had also managed to work up a sweat. His body heat had melted the chocolate bars and they were smeared and oozing all over the canopy. His attempts to clean the canopy only made matters worse.

Now faced with a glider that had questionable integrity of the wing installation, and no visibility the pilot decided that his best option was to part company with the glider at a safe altitude, whilst the plane was still flying. He jettisoned the canopy, stood up in the cockpit and pulled the ripcord of his parachute. When the chute deployed it instantly parted ways with the pilot since he had forgotten to resecure it.

Stunned he sat back down again. Now for the good news. He could now see where he was going. He flew and landed the plane without further incident.

This is True;

**Anthony Smith** managed to drop the rigging tool into the tail of the Puchatek, after he had attached the tail. So he then had to remove the tail without the tool to retrieve it. Of course the tool jammed about half way down the tail to make it a more interesting retrieve.

## Quotable Quotes

"Why did you outland Gary?", "Well, I was following this eagle, and when he landed in a tree I thought I should land.

Unfortunately the paddock he landed in was locked and he had to get an aero-tow retrieve."

## Interesting Incidents

A Pik pilot consistently did very steep winch launches, but on this particular day he demonstrated how to stall, go into an incipient (?) spin and recover whilst still on the cable. Once he had recovered he released and thermalled away.

My favourite incident occurred when ZZ (Renmark's LS3, flown by a visiting German pilot), had a cable break about half way up the launch. As he drifted back over the launch point, trying to scratch away a Cirrus came in underneath him to join the thermal.

Andrew Huggins flew very aggressively at the comp, to the extent of leaving thermals at 500' to look for something better. It almost worked, he got a third placing in QZ and a second placing in ZM, unfortunately he outlanded towards the end of the comp.

## Radio Procedures (as only AUGC can)

ZM's radio situation wasn't too bad; its own radio could receive on 122.7 and 122.9, but couldn't transmit on any frequency. On good days we had an Icom which transmitted and received on both of the gliding frequencies and the CTAF frequency. On bad days we had a hand held which would transmit but not receive on any frequency.

TX had more interesting problems, they had 2 hand held radios which basically didn't work. One of them would transmit up to about 1km. On good days they borrowed a hand held that worked, on bad days they had to use a mobile phone to call in their

start times. Which was fine so long as the club phone wasn't on fax mode.

QZ didn't have too many radio problems they just couldn't transmit on the CTAF frequency. However to make up for it they had all sorts of GPS problems, like a flat battery at the end of a flight which completely erased the memory when they tried to download it.

the last day someone related a dream he had had that at the weather briefing they had predicted a maximum height of 3000' with a recommendation not to get below 2500', we all laughed. Two hours later it didn't seem so funny as we tried to get to 3000' before the start.

We had a big storm on the first Tuesday, winds were forecast to reach 100km/hr and there was mass derigging and retying of knots. Several tents were flooded and a few poles were bent, we didn't fly that day.

## Memorable Flights

Andrew Huggins finished 3rd in QZ on day 2 for 930 points.

Peter Temple flying with me flew ZM into first place on Day 6 with a speed that would have placed us 9th in the single seater division.

## Car Stories

The best car story was generated by Peter Cassidy who is still famous for forgetting to register TX's trailer and stooging around back roads on retrieves to avoid detection, but that's another story.

At Renmark he was pulled over for speeding, let off, breathalysed, all clear, wished well and just as he was about to leave it was discovered that the car registration had expired almost a month before. So the nice police man drove his car home for him, and gave him a nice fine, and Peter spent the next day in Berri spending lots of money to make his car legal. Fortunately it wasn't a flying day.

Mark Tingay managed to get involved in a 6 car pile up on Main North Road before he even left Adelaide.

## ZM

ZM flew on all 9 competition days, with six different P1 pilots and five different P2 pilots.

# The Sports Class and Two Seater National Championships at Renmark

## Cameras Again

After all the fun everyone had with cameras last year we were all really careful, but my camera which we were using in ZM developed an intermittent blob superimposed on the time, so we decided to use Gary's camera instead, which then developed a flat battery after a few km causing a technical outlanding.

## Weather

It wasn't great. apart from Day 5 when people were getting hypoxic, we rarely flew above 4000' for most of the flights. It was a bit of an eye opener, who would set off on a 200km cross country flight when the inversion stopped them at 4000'?? Well that's what we did on most days. Some of the better pilots and faster gliders were doing 300km flights. On

# My View of Flying Over the Xmas Week

Cast: Me (Dave George), Andrew Huggins, Peter Cassidy, Peter Temple, Stephen Were, Mandy Wilson, Karen Deguet, Rys French, Mark Raftery, Anthony Smith, Mark Tingay, Fiona Clements, Clare Clements, Judit O'Vari, Terry Gould, Michael Texler, John 'Slasher' Dunstall, Doug Shields, Raj Bholanath, Andrew McGrath, Scott Battersby and family.

I arrived at Lochiel on Christmas Eve after leaving the story tellers in the bar at Gawler. My original plan was to fly TX from Gawler to Lochiel on Christmas Eve, but this was cancelled due to the weather. Andrew arrived at Lochiel on Christmas day. We had breakfast, pushed CY out and went flying (I should have proposed free flying on Christmas day :-). We both managed to struggle away first time which made operations for the day very laid back. The day was working to 4500'-5000' and we both had just over 2 1/2 hours flying. I wish every day at Lochiel was this easy.

The phone rang at 6am on proclamation day, I was NOT impressed, Rys wants to know what the weather is like! I tell him that it is fine in the clubhouse and go back to bed. He arrives with Peter C at breakfast time and we get the Berggie out for him to fly. He had a longish flight with Andrew, I did a few back seat flights with Peter then we put the Berggie away. Peter and Mandy showed up late in the afternoon and we sat around trying to decide what to do for tea. In the end Peter C and I went to the pub while the rest had a BBQ.

The 27th started out windy and everybody was sitting about unenthusiastically until Peter T decided that it was going to be a good day. This prompted me to declare a 300km task: Redhill, Owen, Gladstone. Peter T also decided to do a 300 ish up to the north (Peterborough, Boolaroo Centre ?). We were late to get started, first launch was about 12:30. I took the second cable in CY and headed over to where the Berggie was thermalling. The electric's weren't working so I had to remember how to thermal without any audio (its very quiet though :-). I also didn't have to worry about the wheel due to lack of undercarriage doors (except to hope that I don't put it up when I land). I climbed up to about 6000' over the field, and set off on task. I had a relatively easy run to Redhill and down to Balaklava, where I arrived low hoping I wouldn't end up

with the ASK-21 which had just landed with a sick passenger. Fortunately I found some reasonable lift and continued on. The flight from there to Gladstone was uneventful, with a couple of low points to keep me thinking and some reasonable climbs, mostly to 6000'. I arrived at Gladstone at about 5000' and decided not to use the weakish lift on offer and push on home. By the time I reached Redhill I was scratching about at 1500' in just about anything. I finally managed to find some reasonable lift and got enough height to get back over the ridge. Once over the ridge I worked a couple of thermals up to about 4000' and set off for the field. I arrived at the gap at ridge top height, the sea breeze was definitely in and I elected to take the safe option and landed in a paddock by the road. I watched Peter T fly over as I was waiting for the trailer. Andrew and Mark retrieved me from the paddock and we were back on the airfield less than an hour after I landed. After packing away Peter C used his GPS to calculate my distance; 299km. Mark then told us the story of his 299km flight (which was also checked by Peter C). Having got a few people to independently check the coordinates of my landing I decided to check the coordinates of the other turnpoints. Fortunately I found that the location for Owen had been incorrectly entered into the GPS (one minute too far north) and my distance was now 302km. Everybody else on field also had good flying today, with some long flights being recorded. After this we retired to the pub which had a seafood special on. Good food, or maybe I was just hungry.

Saturday started out looking OK, Peter C declared a 500 and Andrew was thinking about Quorn return in QZ. I took the instruments out of CY and spent an hour with Anthony trying to fix the electric's, and got nowhere. Peter T spent a similar time working on ZM's radio with marginally better results. We towed the aircraft out and Peter C launched, Andrew had a puncture which he started to repair. Before QZ was derigged Peter had landed, the day was not as good as was expected. The day turned out to be an extended circuit day with a few longer flights to around 4000'. Scott brought Jo and her parents over from Clare for the day and took them all flying in the Berggie. Mark T, Clare,

Fiona, Judit, Stephen and Karen turned up at lunchtime and rigged TJ which was still in its box following the Form II. Everybody who wanted to fly had a flight before we packed away and went for dinner.

Sunday was much the same as Saturday, scratchy lift with a few extended flights. John and Doug came flying and everyone had as much flying as they wanted. I flew with Andrew to finish my back seat rating and did some aerobatics in NF without the canopy. A lot of people went home Sunday evening as they had to work Monday, the rest of us cooked a BBQ for dinner.

On Monday I went to Gawler to fly TX, as I wanted to get a few hours in it before the Nationals. At Lochiel Andrew McG and Raj showed up early to find out that the winch had developed a gearbox problem after the last launch on Sunday. They towed the winch out and had to tow cables down the field all day. The day was mainly circuits. The last pair of cables got twisted, launching a tiedown tyre towards Raj and leaving a heap of twisted cable on the runway which I am told took a long time to sort out. This was the last days flying at Lochiel. Andrew spent the rest of the week obtaining, exchanging and fitting gearboxes to the winch so that we could fly on the following weekend. Thanks Andrew. At Gawler the wind was quite strong. I flew for about 1:30 hours, scratching about at 2500', a couple of local aircraft headed inland where they said it was working to 5500'.

New Years eve at Gawler was a good day, the cu's were popping by 11am. Mat Ryan declared a 300 and I decided to head north and see what was going on. Mat set off too fast, too early, and ended up in a paddock at Sheok Log. I was a bit more cautious and zig zagged my way up the airspace. The day turned out OK, working to 7,500' until late, I landed after the bar had closed and most people had gone home.

New Years Day was a late start. Bruce Tunks talked me into flying the task they were going to set (I didn't need too much persuading :-). Most of the pilots decided not to fly too far as they had had a late night.

The task set was Tarlee, Brinkworth, Waikerie.

I left the airfield at about 1pm when the day was working to about 4000'.

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# This Month on Field

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I got low near Tarlee before the day started to improve. The flight to Brinkworth was easy (but slow) after that. While I was thermalling at Brinkworth I saw Bruce fly under me at about 100kts, and continue north. A Hornet turned below me and headed back towards Gawler. I decided to be prudent and head back to Gawler too as I did not have a crew (or a car that could tow) and I wanted to get TX derigged before everyone went home. I followed the ranges back to Finley bridge where I climbed to 6000' for one easy final glide, arriving back just before the Hornet. Bruce and Mat had modified their task to Gladstone instead of Waikerie. The day at Gawler had finished early due to a strong sea breeze, and apathy. After derigging TX and putting the other gliders away we retired to the bar for some more story telling.

*Dave George*

## Sat 25. Sun 26 January

No flying as many people were on their way home from the Nationals at Renmark.

## Sat 1 February

We didn't have much enthusiasm to fly, mainly due to; lack of students, 25kts of wind, and a 2,000' cloud base. So we did chores instead. We marked out the site for the new hangar, tiled the bathroom windows, reduced the gap in the wall at the Northern end of the clubhouse, removed a drum from the winch so that it can be enlarged, removed the half shaft from the winch to try to fix the brakes, removed the suspension from the winch, adjusted the clutch on the winch, dug up a tree that was in the way of the new hangar, repaired a hole in TJ's trailer etc.

## Sun 2 February

A phone call at 7.30am the following morning told us that the expected students had had car trouble and weren't coming. Too late to phone Greg who was driving up from Adelaide to train them.

## Sat 8 February

We replaced the drum on the winch. We replaced the suspension on the winch, and replaced a *leather* seal on the half shaft. Once we had cleaned all the oil off the brake we reassembled the winch. Then reattached the cable. We finished about 3pm, and then went flying. Circuits.

## Sun 9 February

No flying

## Sat 15 February

The day was forecast to be working well, but there was a change forecast for later in the day. Those who took off early got away and had good lift to 10,000'. The Southerly change came in about 3pm. The rest of us then did circuits. We went to see the farmer and paid the lease.

## Sun 16 February

A late start due to a hung over instructor. Lots of TIFs and Passengers and not much lift. A couple of longer flights, but mostly circuits. Dave spent most of the day cleaning the clubhouse ready for the comp.

## So you want to fly this weekend?

- You must ring the club contact person, Mandy, on the Thursday before, strictly between 8.00pm and 10.00pm, on 018 810 963 or (08) 8263-2113 so that she 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.

### Uni Gliding

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

