

Uni Gliding

The Official Journal of the Adelaide University Gliding Club



On Saturday 14 June, Jeff Brenton outlanded in the biggest, muddiest paddock he could find after he was rained and clouded of the north end of the ridge. We eventually needed the winch to drag it out of the thick, clinging mud. From left to right: Jeff Brenton, me, Kevin Zietz, Peter Cassidy and Andrew McCauley trying to drag TJ. Photograph by Claire 'Wild Thing' elements.



SPLAT!



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STOP PRESS

→ **A 1/3 share in the ES 60 Boomerang, VII-GPN is for sale. All enquiries to Peter Temple.**

→ **Interested in weekday flying during the next holidays? Contact Steve McGuinness or the contact person.**

THE PRESIDENTIAL SPEECH

Dear fellow aviators of motorless planes,

Yes, it's me again. Where are you all? Please come flying as there has been some great weather, including both ridge and pleasant thermals.

The turnout at West Beach is improving and is appreciated, keep up the good work. The new winch needs work, but more importantly the Puchatek needs repairing. There was a huge effort to get the Bergfalke back, thank you to everyone for their help. Social events are being moderately attended; come and enjoy each others company off the field as well.

Congratulations to Kevin Zietz for converting to MI.

On a more serious note, the Club needs a Secretary. The job is not onerous. All you need to do is turn up to Executive Meetings, keep minutes, collect **correspondance**, prepare agendas and smile a lot. It is a job of pizzaz and class and high enjoyment.

As always, fly safely

Don't fly low and slow unless flaring

Michael

GO-KARTING NIGHT

A lot of fun was had by all those who attended the go-karting races on 24 June. There were two competitions, consisting of the 'amateurs' and the 'experts'.

In the 'amateur' races Michael Texler and his sister demonstrated a large amount of sibling rivalry. In fact there was so much rivalry, they spent all their effort trying to overtake each other and ignored Angus McGillivray who went on to win that competition. Fiona and Claire Clements shared a kart (one heat at a time though) and demonstrated their skill at low speed kart handling. Disappointingly, Mandy refuse to participate in the racing, although she did persuade Claire to have a go

In the 'serious' competition it was on for young and old, especially with Redmond 'Old age and cunning' Quinn and Peter Temple. I demonstrated my **aerobatic** prowess, especially when it came to spins and spin recovery. At the presentation afterwards, Redmond was awarded the winners trophy for **the** 'experts' race. **Redmond promptly argued that he hadn't won!** Usually it is the other way around. This prompted a long debate over who won what race and how many points they scored. It was eventually decided that Peter Temple had actually won, but only after I had taken the score sheet that the were squabbling over and refused to give it back.

Anthony

EDITOR'S RAVINGS

Hi everyone and welcome to my fourth dyslexic newsletter. A lot of people were trying very hard for my second short competition. **The best flight by a trainee or recent post solo in July was Steve McGuinness** who not only converted to TJ recently but also achieved his 5 hour flight (actually it was **more** of a 6 hour flight!) for his Silver C certificate. I have a third, and last, bottle of wine competition. **This bottle will go to the most effort put in at West Beach by a trainee or recent post solo in August.**

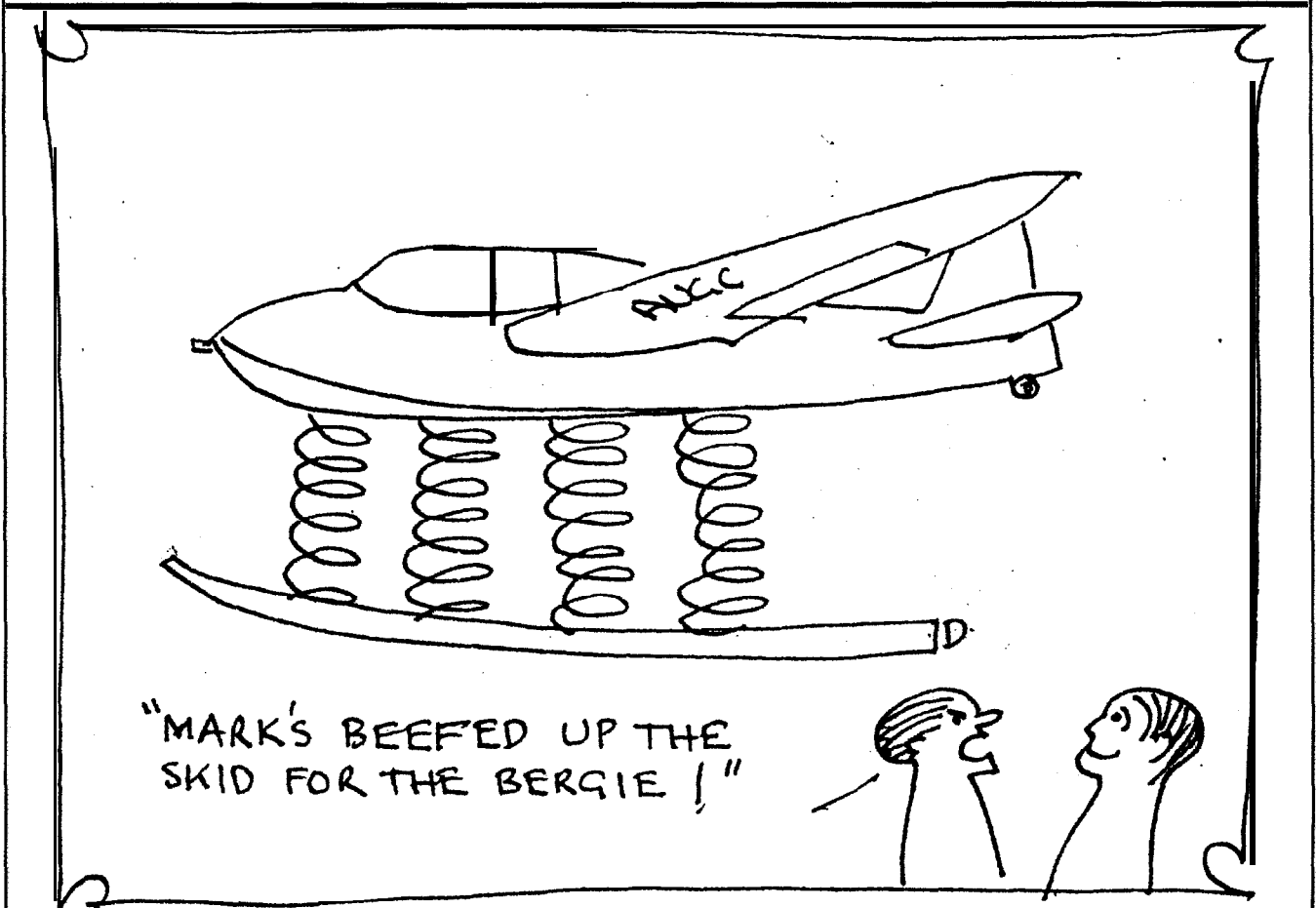
As newsletter editor I also get to hold all of the old issues of the newsletter. While sorting them out I have uncovered many Don Hein cartoons. This issue sees the return of Don's cartoons and I will select the most appropriate that I can find each month. Some of them are truly prophetic in nature as illustrated in this month's effort which was from May 1983 ! Maybe we should not allow anybody named Mark to fly the Bergfalke.

I promised last month to have articles from assorted people. However, this month's planned guest writer, Claire Glements telling us what she really did on those nights at the Grampians refused to write something. Fortunately, Angus MacGillivray is still promising me that he will write something on his **first 3010 soon**. If anybody else has a story that they would like to share, then **please** write it down for me to include in future editions

On a more serious note, **would people please take more care when they are leaving the clubhouse.** Recently, the oven was left on all week. Despite creating a large electricity bill it is also a fire hazard. Also one of the fridges was left slightly open and the mice had quite a picnic.

Hope you have great flying,

Anthony (Editor and Contact Person)



DID THE COW JUMP OVER THE MOON?

The following story was dropped on my desk recently. I have been assured of its authenticity, however, you will have to make up your own mind.

“The dazed crew of a Japanese trawler was plucked out of the Sea of Japan earlier this year clinging to the wreckage of their sunken vessel. Their rescue was followed by immediate imprisonment once authorities questioned the sailors on their ship’s loss. To a man they claimed that a cow, falling out of a clear blue sky, had struck the trawler amidships, shattering its hull and sinking the vessel within minutes.

They remained in prison for several weeks, until the Russian Air Force reluctantly informed Japanese authorities that the crew of one of its cargo planes had apparently stolen a cow wandering at the edge of a Siberian airfield, forced the cow into the plane’s hold and hastily taken off for home.

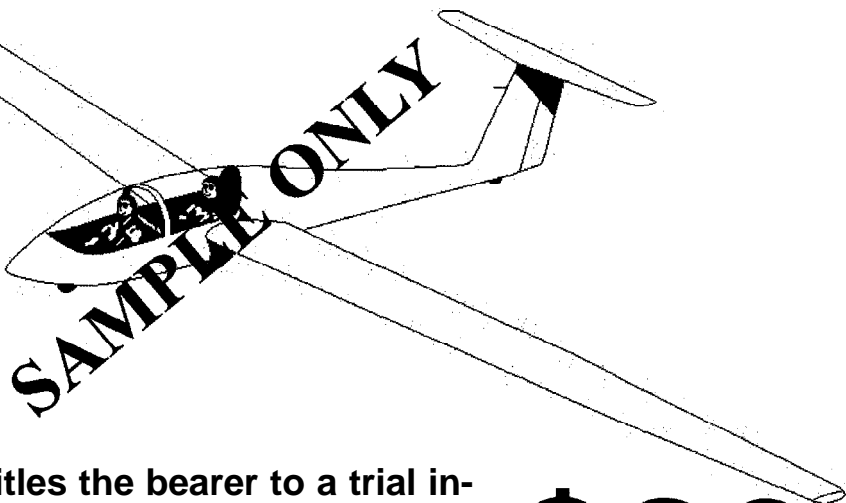
Unprepared for live cargo, the Russian crew was ill-equipped to manage a frightened cow rampaging within the hold. To save the aircraft and themselves, the crew shoved the poor animal out of the cargo hold as they crossed the Sea of Japan at 30 000 ft.

TRIAL INSTRUCTIONAL GIFT VOUCHERS

Below is a sample of the club’s new \$20 gift voucher that you can buy and give to friends and family as presents etc. This voucher entitles the holder to the following things: up to 25 minutes

flying, a trendy AUGC bumper sticker, a flashy first flight certificate, an AUGC training record book and any further flights at club rates.

ADELAIDE UNIVERSITY GLIDING CLUB TRIAL INSTRUCTIONAL FLIGHT



This voucher entitles the bearer to a trial instructional flight with the Adelaide University Gliding Club.

\$20

ANNUAL CHECKS!

You thought you had gotten away from flying with instructors hadn't you? Well, it is that time of the year again and everyone that has gone solo is due for their annual check flight. Most of the instructors have had theirs. Redmond (the CFI no less) even broke the cable!

So next time that you are on field, have your log book ready and have your check flight. You won't be able to fly until you do.

GOOD HEALTH

The cable on the winch is probably not the cleanest in the world. It spends most of its time being dragged through the dirt, sheep excrement and dead lambs. As anyone who has driven the winch or repaired a broken cable will tell you, it is nearly impossible to handle the cable without being scratched or pricked in some way. **When was the last time you had your tetanus injections?**

Tetanus injections last for 10 years, but it is probably a good idea to get a booster shot after 5. It would be very worth your while getting an injection.

NEW FUEL BUNKER

The new fuel bunker is finally set up on field and should be filled by the time you read this. This means no more carting petrol around in the jerry cans in the bac kof cars. The key to the pump can be found in the glove box of the winch. The spare key should be in the top drawer of the drawers in the clubhouse.

Please take care when reversing the winch out of the shed and do not knock the bunker off its footings with the winch arms (you would be suprised how easy a careless driver could do this!).

THE ANNUAL DINNER

There was an excellent turn-out (we had to drag in extra seats) for the club annual dinner which was held at the Kensington Arms Hotel on the evening of Wednesday 2 July. The food was good, the beers were cold and the company was great.

This is the night where we make a special mention of all the 'special achievements' of the previous year and hand out the club trophies. This years winners were:

The Guy Harley Trophy for the Best Flight: Peter Temple (he not only had the longest duration but the longest distance as well!)

The CFIs Most Improved Trophy: John Dunstall

The Shortest Cross-country Trophy: Mary Willmott (she made it into the paddock next to the airfield)

The 'Wheels Up' Award: Peter Cassidy (for his aerial plowing of the paddock on top of the ridge). *This is for the best 'stuff up' during the year and for some reason is always strongly contested. It consists of a mounted piece of broken Bergfalke skid. If anyone knows where it is let me know.*

The Wildlife Award: Claire Clements (for having a wild life). *This was originally awarded to Dhar for his confident and uncanny identtjication of small furry things squashed beside the road. It was a unanimous decision to change the purpose of the award after the Grampians trip though. See last months edition for the story.*

The dinner was also a special general meeting where Raj Bholanat was elected as treasurer. Thanks for a top effort from the ex-treasurer Mary Wilhnott who is running away to Sydney. David Conway was almost unanimously voted as our second ever life member. The only person to vote against him was Michael, his own son! (But it didn't count as Michael is not a club member)

PROMOTING THE CLUB

Most gliding clubs around Australia are currently experiencing a downturn in membership numbers and our club is no exception. There are many possible explanations for this and it is probably a combination of many factors rather than a single cause. There are two things the gliding club can do to combat this: promote the club and gliding in the community more and hope to get more people joining the club; and improve the club and the way it operates and hope to reduce the number of people leaving the club.

Gliding is unfortunately not a 'main stream' sport. Unlike cricket or football you cannot sit back on a Sunday night and watch a replay of the weekends gliding competitions on the television. The most that the general public see of gliding is the sign-post on the side of the road and the odd glider landing in a paddock. Hence, we have to actively promote gliding and the club in the community, whether it be at university or the general public. The club does pretty well at 0' Week. But it is amazing the number of people who fail to see a glider parked in the middle of the grass amongst all of the other club's desks. We also do well through networking and people telling their friends how great gliding is and inviting them to come up on field one day.

To assist in the above, I've included the flyer on the opposite page. Feel free to photocopy it to give to friends, stick up around uni or the workplace etc. I've printed some up on some fancy paper with sky and clouds as the background which looks great. If you want any of these let me know.

If you have any ideas on how to either promote

the club or improve it, please let me (the contact person / editor) or one of the committee members know. No idea is too stupid to consider (I may regret these words later I think).

"G FEVER"

With apologies to John Masefield, "Sea-Fever".

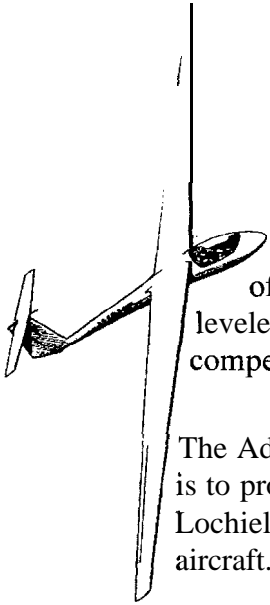
I must go up to Lochiel again, to the lonely hole
in the sky,
And all I ask is a glass ship, and a ridge to steer
her by,
And the winch's kick, and the westerly's song,
and the white wings shaking,
And the grey mist in the pilots's eyes, with the
last thermal breaking.

I must go up to Lochiel again, for the call of the
running ridge
Is a wild call and clear call that may not be de-
nied;
And all I ask is a westerly day with the Cu clouds
flying,
And good crew and a working winch, and the
wedge -tails crying.

I must go up to Lochiel again, to the vagrant glid-
ing life,
To the Arrows way and the Berg'es way, with the
wind like a whetted knife;
And all I ask is a glass ship, and a ridge to steer
her by,
And quiet sleep and a sweet dream when the five
hour's over.

Gary Hollands





THE ADELAIDE UNIVERSITY GLIDING CLUB

Gliding is the exhilarating sport of motorless flight. It combines the wonder of flight with the challenge of not having an engine to stay aloft. It is a multi-levelled sport which caters for everyone from the casual flyer to the international competition pilot.

The Adelaide University Gliding Club was formed early in 1975. The aim of the club is to provide flying at a minimal cost to its members. The club has its own airfield at Lochiel with clubhouse, hangers and other facilities. The club operates a fleet of six aircraft. Two of these are two seat, training gliders.

FLYING ARRANGEMENTS

The AUGC operates on weekends and public holidays. The club has a *contactperson* (see below) who co-ordinates the weekend activities. When you wish to fly, phone the *contactperson* on the Thursday night before, between 8 and 10 pm to arrange flying.

HOW TO GET THERE

Lochiel is half way between Pt Wakefield and Snowtown approximately 130km north of Adelaide. From Lochiel a gravel road runs over the Hummock Range to the airfield. Care should be taken when driving on the dirt roads. A map below shows the details. A track leads from the gate to the clubhouse.

To minimise the cost of travel and to enable those without cars to fly, the club organises a car pool which is arranged by the *contactperson*.

HOW TO JOIN

You do not have to be an Adelaide University student to join the club. To join the club call the *contactperson* and turn up at the airfield. Anyone over 15 years can fly solo, but anyone under 18 will require the written authorisation from parent or guardian.

THE COST

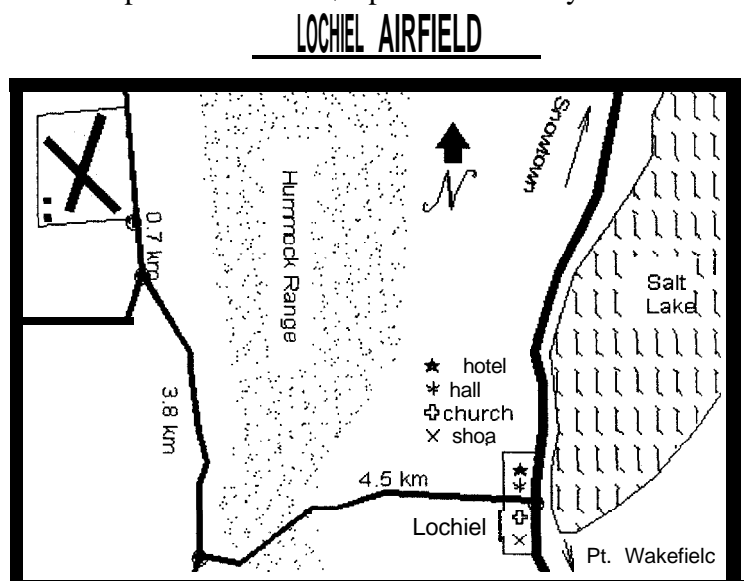
The AUGC boasts the lowest flying costs in Australia. Your first gliding flight is just \$20 (with up to 25 minutes flying). Subsequent flights are 25 cents per minute and \$3 per launch. If you decide you would like to join the club, membership is \$5 per year (but you do have to be a member of the Adelaide University Sports Association which is \$55 per year)

CLUB CONTACT

Anthony ph: 018 810 963
E-mail: anthony.smith@adelaide.on.net

Airfield ph: (08) 8826 2203

or visit our web site at:
<http://www.augc.aus-soaring.on.net/>



WHAT'S ON AUGUST!

Barbecue at West Beach, Mou 4 Aug 97

7:00 pm at West Beach Shed. Good introduction to West Beach.

General Meeting, Wed 6 Aug 97

'Basic aerodynamics and aircraft structures'
7:30 pm Margaret Murray Room, Adelaide Uni

Party, Sat 9 Aug 97

8:00 pm at Angus MacGillivray's place
5/179 Fullarton Rd, Dulwich

Rockclimbing, Wed 13 Aug 97

7:00 pm Acme Wall Co, 17 1 West Tce
\$17 + \$5 for shoes. Numbers limited, booking essential, call contact person

Executive Meeting, Wed 20 Aug 97

7:30 pm at Angus MacGillivray's place
5/179 Fullarton Rd, Dulwich

RAAF Base Edinburgh Visit, Fri 22 Aug 97

2:30 pm RAAF Base Edinburgh. Spend an afternoon looking around a P-3C Orion and maybe a F/A-18 Hornet. 7 places only! Bookings essential!

AT WEST BEACH

Work at West Beach has been going well and it is great to see new faces working down there in the evenings. Here is a summary of what has been done and what is forecast to happen:

Puchatek: The airbrakes need to be fixed and some minor stuff too. This is taking a while.

Arrow: This is in a Form 2 and needs to be finished off. If you've just gone solo, you should be very keen to get the Arrow back to Lochiel to get converted to it. Come down and help.

Bocian: Yes it's still at the back being slowly rebuilt. Progress is slow because of the above work.

Winch #3: The winch drums and diff have been located and the mounting has been made and fitted to the chassis. The transfer box needs to be stripped and new seals/gaskets fitted etc so it can be located and fitted.

SO YOU WANT TO HELP AT WEST BEACH?

→ So you want to help at West Beach, but can't get there?

→ You can ring the club contact person, Anthony, on 018 810 963 or (08) 8393 2646, E-mail: Anthony.smith@adelaide.on.net. He can organise a lift for those who need it. If you are **truly desperate**, his work phone and work e-mail are : (08) 8393 2897 and smitht@esa.gvl.esys.com.

→ A lift is available from the Adelaide University footbridge at 7.30pm Mondays and Tuesdays.

SO YOU WANT TO GO FLYING THIS WEEKEND?

→ You must ring the club contact person, Anthony, on the Thursday before, between 8.00pm and 9.30pm, on 018 810 963 or (08) 8393 2646, E-mail: Anthony.smith@adelaide.on.net, so that he can organise instructors and transport for those intending to fly. If you are **truly desperate**, his work phone and work e-mail are : (08) 8393 2897 and smitht@esa.gvl.esys.com.

→ A lift to Lochiel is available from the Adelaide University footbridge at 7.00am, or from the Caltex Service station on Port Wakefield road, Bolivar at 7.30am

→ Remember to phone the contact person or you could be forgotten.....

AUGC: What's on?

Aug '97

<i>Monday</i>	<i>Tuesday</i>	<i>Wednesday</i>	<i>Thursday</i>	<i>Friday</i>	<i>Saturday</i>	<i>Sunday</i>
28 7:45 pm West Beach Shed Puchatek repair Arrow Form 2 Winch #3	29	30	<i>Call Contact Person 018 810 963</i>	1	2 <i>Go gliding..</i>	3 <i>Go gliding..</i>
4 7:45 pm West Beach Shed Puchatek repair Arrow Form 2 Winch #3	5	6 General Meeting. 'Basic Aerodynamics' 7:30- pm Cannon Poole Room, Adelaide Uni 6:30 pm Bistro for tea.	7 <i>Call Contact Person 018 810 963</i>	8	9 PARTY! 8:00pm at Angus' 5/179 Fullarton Rd Dulwich <i>Go gliding..</i>	10 <i>Go gliding..</i>
11 7:45pm West Beach Shed Puchatek Repair Arrow Form 2 Winch #3	12	13 Rockclimbing 7:00 pm Acme Wall Cc 171 West Tee Booking essential!	14 <i>Call Contact Person 018 810 963</i>	15	16 <i>Go gliding..</i>	17 <i>Go gliding..</i>
18 7:45 pm West Beach Shed Puchatek repair Arrow Form 2 Winch #3	19	20 Exec Meeting. 7:30 pm at Angus' 5/1 79 Fullarton Rd Dulwich All welcome	21 <i>Call Contact Person 018 810 963</i>	22 RAAF Base Visit 2:30 pm RAAF Base Booking Essential!	23 <i>Go gliding..</i>	24 <i>Go gliding..</i>
25 7:45 pm West Beach Shed Puchatek repair Arrow Form 2 Winch #3	26	27	28 <i>Call Contact Person 018 810 963</i>	29	30 <i>Go gliding..</i>	31 <i>Go gliding..</i>

THIS MONTH ON FIELD

Wed 2 Jul: The annual dinner and award night was held. A great night out, see the story **inside**.

Sat 5 Jul: A working bee was held at West Beach to finish the Bergfalke. It was **reassembled**, cleaned and had the dope touched up. Mandy and Peter T brought their new DG200 **along** to show off to everyone.

Sun 6 Jul: The Bergfalke returned to Lochiel (**yay!**) and the Puchatek was derigged. There were narrow winter thermals up to 3000' which **some** people got away on. The Puchatek was **owed** back to West Beach.

Sat 12 Jul: I don't know. None of my usual **spies** were on field! But there was flying and I **suspect** there were a couple of thermal flights as it looked good in Adelaide.

Sun 13 Jul: Narrow winter thermals to 4200' with the faintest hint of westerly in a northerly **wind**. This gave some soaring flights and **extended** circuits. Peter (how fast can it **go**) **Temple** and Mandy flew their DG200, VH-WUZ (nicknamed 'woose'). There were **several** eagles around too, which was wonderful to watch.

Sat 19 Jul: A lot of instructors on field to do their check flights. Redmond broke the cable, David Conway demonstrated that he was better by not breaking the cable and doing some fancy flying and Cathy Conway went completely overboard trying to better David. There were weak thermals to 3600' but most flights were circuits or extended circuits. John Dunstal got flight of the day with 40 min and Kevin Zietz was converted to the Club Libelle.

Sun 20 Jul: No flying.

Wed 23 Jul: Dinner at KwikStix, North Adelaide.

Sat 26 Jul: A really HUGE ridge day with thermals to 4200'. You couldn't get near the ridge for beat-ups till the late afternoon when the wind eased. **Everybody** got over one hours flying, with Greg Newbold and Steve **McGuinness** getting their 5 hour flights in for their Silver C certificates. Four aircraft clocked a total of over 24 hours flying! Angus **MacGillivray** got his winch rating and qualified for his B certificate.

Sun 27 May: Probably a good ridge day like Sat 26, but no instructors were available. Hence, no flying.

Uni Gliding

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