

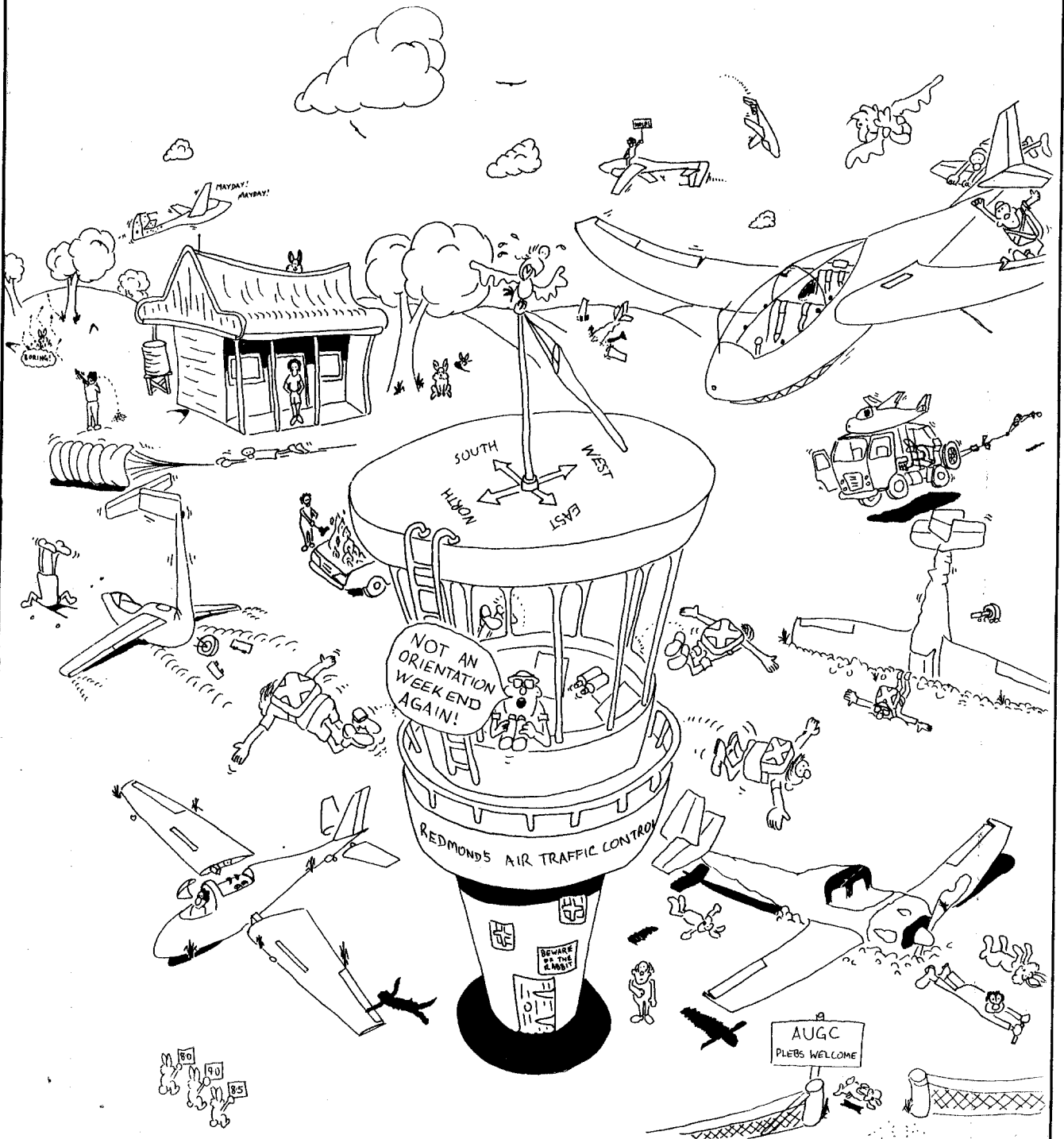
Feb '98

Volume 23.01

Uni

Gliding

The Official Journal of the Adelaide University Gliding Club



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STOP PRESS

The AUGC Regatta is on 28 Feb to 1 Mar 98. Have a go at competition cross country soaring or get an aerotow conversion. Book a seat in an aeroplane. Call the contact person now for details!

PRESIDENTS BIT

Dear members new and old,

Welcome to all of you for another exciting year. I began my gliding career like most of you did at the O'week desk asking questions about this "motorless flight - gliding stuff". You soon learn that flight only requires wings and not necessarily engines. Far from being a poor cousin of powered flying (I am also a power pilot too) gliding is a fantastic and rewarding way to learn how to fly and furnishes you with skills that aid anyone considering a career in aviation.

Our club, through its panel of instructors can teach you from ab initio (ie beginner) to solo, cross country and beyond. Be it a smooth quiet flight a days end, or a 300km plus cross country flight or heart pounding aerobatics, give it a go.

For the new members, come up and try. For the older members, why not revisit.

Cheers

Michael

FOR SALE

Unless you are new to the club or have had your head buried in the sand, you will know that the club's ES-60B Super Arrow VH-GTJ is for sale. Unfortunately, there is a surplus of the earlier fibreglass single seaters like Standard Libelles and Single Astirs on the market which is not only pushing prices down but making it difficult to attract any interest in a wooden aircraft except for the true, die hard "wood is good" enthusiasts. Although being on the market for several months there has been only minimal interest from prospective buyers.

Short of giving TJ away at a ridiculous price, or having a very expensive bonfire at the clubhouse this winter (the standard way of disposing of things at Lochiel), Redmond Quinn is interested if a number of club members are interested in form-

ing a syndicate with him and purchasing TJ with a few to restoring to its former glory and flying it.

The amount of work required is not a lot. The reason that the club is selling TJ is not because of any airworthiness problems but that it was under utilised now that the club has purchased the Club Libelle.

The aircraft comes complete with instruments, an enclosed trailer and towing gear and has had a very recent Form 2 annual inspection. If you are interested in purchasing a share or the whole aircraft, please call:

Redmond Quinn: (08) 8344 5331

[The body of the page contains multiple lines of text that are almost entirely obscured by heavy black redaction bars. Only a few small, illegible fragments of text are visible.]

GLIDING FOR THE FIRST TIME?

Well you've heard all about the Adelaide University Gliding Club, seen the glider on display on the Barr Smith Lawns and are now really keen to have a go at gliding.

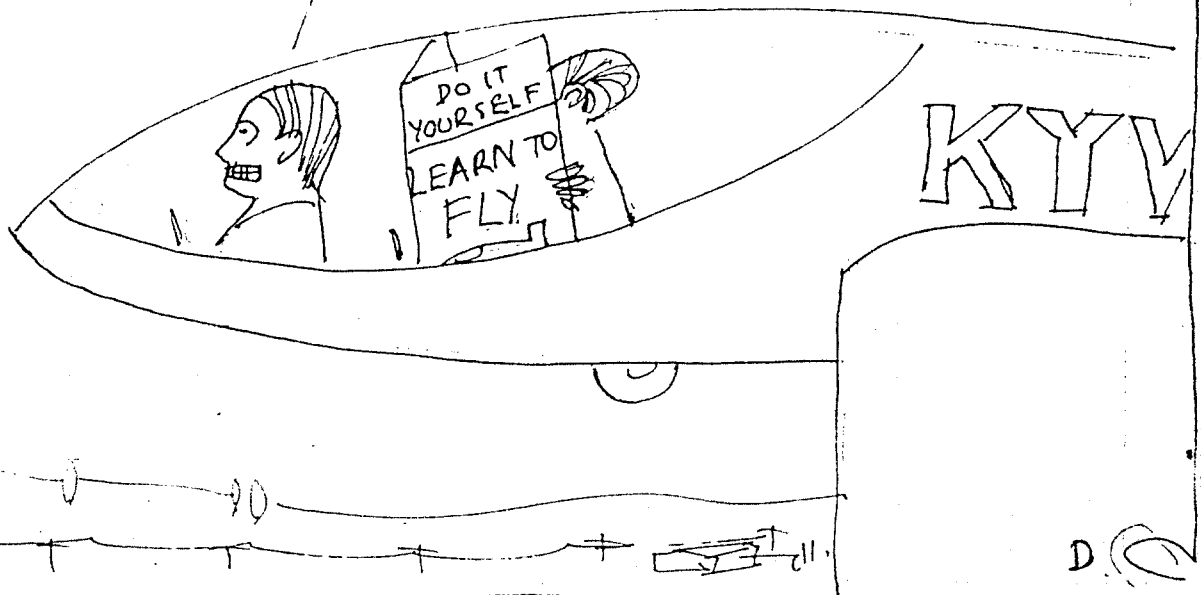
The first thing to do is ring the contact person (currently me, Anthony) on the Thursday night before the weekend you want to fly. I'll be able to tell you if there is flying on and how busy we expect to be. The club has two, twin seat training gliders which are the most used gliders at the airfield. Don't be too surprised if I say that the day you want to fly is really busy and that you may prefer to fly on another day. It is first, in best dressed, so call early.

I will also be able to arrange a lift if you need it. We normally pickup from the Uni footbridge at 7:00 am and the Caltex at Bolivar at 7:30 am. There is a map on the bottom of the next page that tells you how to get to the airfield if you want to drive up yourself or with friends.

Why do you start so early? We start early because there is more to the gliding club than just flying. In order to keep the costs down, club members carry out all the operations of the club including glider maintenance. In the morning we need to check and prepare the gliders and the winch before flying can begin. Everyone in the club should help out where they can and the more experienced members will show you what to do. The club operates on the principle of every member helping every other member to fly. People who turn up late go to the end of the queue.

You will need to bring the following with you:
 a sun hat, sunglasses and **sunblock**;
 wear something cool (that you are prepared to get a little dirty), but bring a warm top;
 a water bottle or container;
 some lunch (there are soft drinks, pies and

"GEE, I'M A BIT NERVOUS... IT'S MY FIRST TIME... YOU SURE YOU KNOW HOW TO FLY THIS THING OKAY? HA! HA!"



D.C.

a camera (or video) if you like; and most importantly your sense of fun and adventure.

If you are driving up yourself, then drive to Port Wakefield (approximately 100 km north of Adelaide). Drive through Port Wakefield and then veer right onto the Port Augusta Rd. Roughly 30 km from the turn-off is the town of Lochiel. Turn left at the 'gliding field' sign. The turn is after the church but before the hall, if you go past the pub you have gone too far. The road to the airfield from here is dirt, but in good condition. However please take care on the dirt road at all times as some of the corners can be very treacherous.

The gate to the airfield is in the south eastern corner of the field and has a sign on it. There is a windsock on the corner as well. Drive down to the hangars and clubhouse and say g'day. Be aware that gliders could land anywhere in the paddock at any time. Please be watchfull when driv-

ing on the airfield and stop if you see a glider landing.

Once you get on field an experienced club member will show you around and show a glider. Your participation in all aspects of the operation is encouraged during the day and you will be shown how to handle the gliders on the ground, launch them and use the radio.

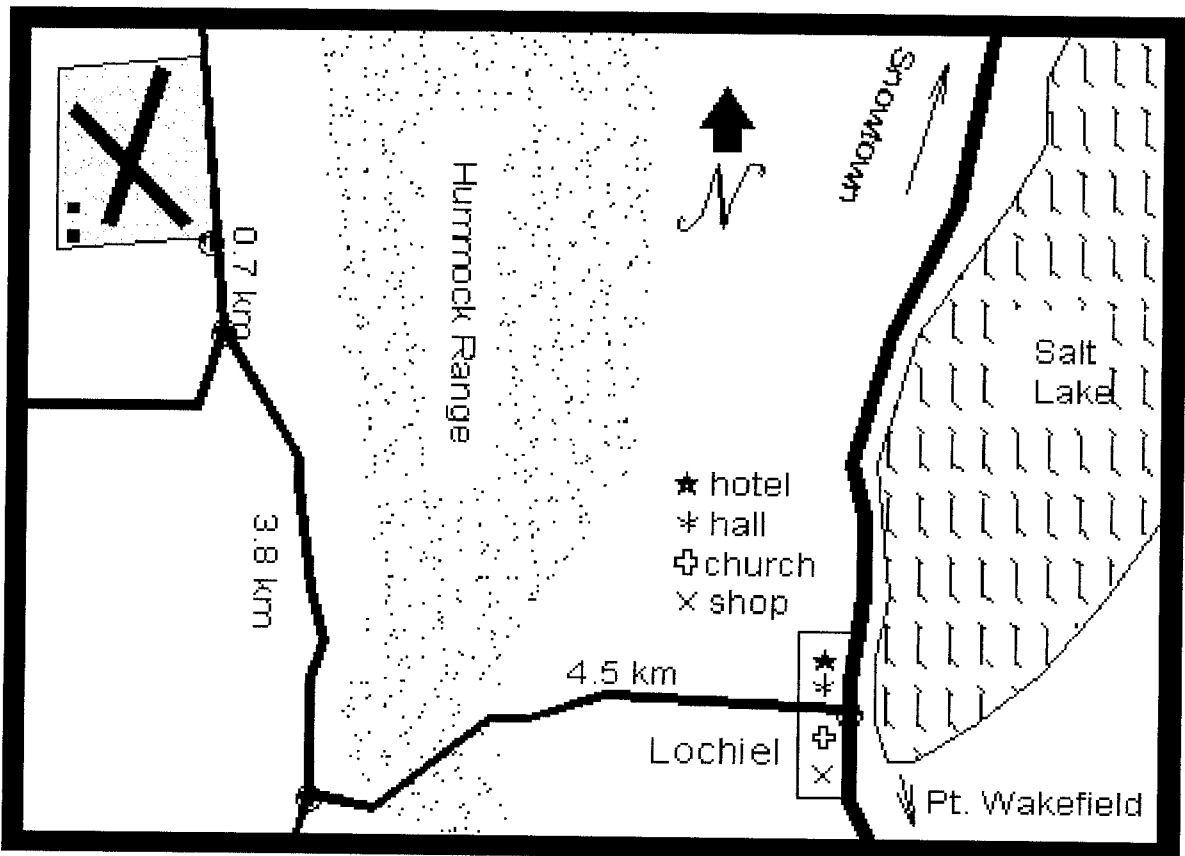
Your turn will come to be strapped into the front seat of a two seat glider and go for a flight...

Enjoy yourself

Normally we finish gliding either when everybody has had enough or the sun sets, whichever comes first. We then pack the gliders into the hangar and head on down to the pub or the roadhouse at Port Wakefield (on the way home) for dinner.

I hope to see you up there sometime soon.

LOCHIEL AIRFIELD



HOW DOES A GLIDER FLY AND IS IT SAFE?

How does a glider fly? A glider is simply an aeroplane without an engine, and has all the controls and instruments of a powered aircraft (except those to do with engines obviously). An engine does not keep the aircraft in the air; it is the wings. An engine simply provides forward energy. In a glider the forward energy is created by using gravity, that is a glider converts its height into forward speed (instead of turning fuel into speed). Typically a glider converts 1 meter downwards to 25 to 30 meters forwards. Hence a glider flying freely in still air is always travelling slowly downwards.

However, the air is rarely still and blows around the planet as wind etc. There are also rising and descending currents of air. If a glider is in air that is rising faster than the glider is descending, the glider will be carried upwards with the air. If the rising air is consistent enough the pilot is able to remain airborne as long as desired. If the glider is flown out of rising air it will slowly sink back down again.

Rising air can be in the form of bubbles of hot air called 'thermals' which can go quite high and carry a glider with them. Another form of rising air is where wind blows over a ridge or range of hills. Where the wind blows up the face of the hill there is constantly rising air. This colloquially known as 'ridge lift' but it does not go very high. There is a third form called 'wave' and it is where the wind, under the right conditions, produces a standing wave (like the ripples behind a submerged rock in a fast flowing river) that can go extremely high but is rare and difficult to find.

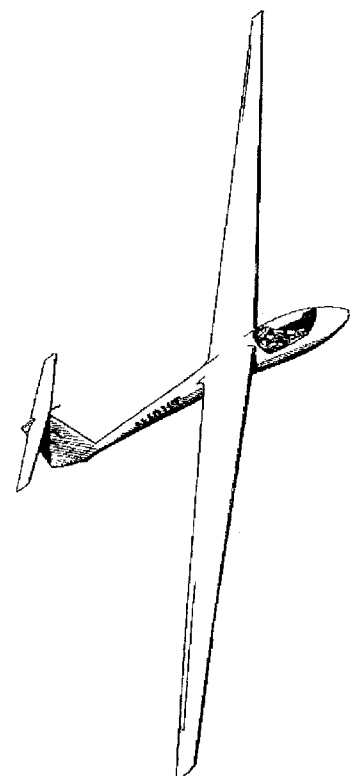
How does a glider take-off? There are a number of ways of getting a glider airborne. The most well known is to tow the glider behind a powered aircraft on a couple of hundred feet of rope. This is called 'aero-towing' and has the advantage that the glider can be towed to any height desired and across country to a desired point of release. The maintenance and fuel costs of a powered aircraft makes 'aero-towing' very expensive and out of the price range of most university students.

The Adelaide Uni Gliding Club uses a much cheaper method known as "winch launching". Here a large engine mounted on the back of a stationary truck is used to wind in cable at high speed, pulling the glider into the air like a kite. Using this method an average launch gets the pilot up to 1300' above the ground. Under the right conditions heights in excess of 2000' have been obtained. At the top of the launch the pilot may unhook the cable by simply pulling a toggle, but if he or she forgets to do this for whatever reason, the hook will automatically open as soon as the cable starts to pull the glider backwards.

How safe is gliding? Gliding is a very safe sport. The most dangerous part of the days gliding is actually the car trip to and from the airfield.

Before a glider is permitted to fly on any day, it must undergo a careful inspection by a qualified inspector and every year it must go through a thorough inspection where the glider is dismantled completely. (See page 8 for what is happening at the West Beach shed).

All of the clubs instructors are experienced pilots that have undergone rigorous training by the Gliding Federation of Australia. Some of the clubs instructors have over 2000 flying hours.



WHAT'S ON FEBRUARY!

The club has a good social life outside the usual flying activities on the weekend. We hold regular events at Lochiel, our maintenance shed at West Beach as well as movie nights and parties. Each year we also hold an annual dinner where we present the club awards, some of which are serious and some not so serious.

All of the social events are organised by the Social Convenor, currently Mandy Wilson: (08) 8263 2778. If you have any good ideas or are holding a party then let her know.

Here is what is happening in the next month or so:

Go Karting, Tue 10 Feb 98

7:30 pm at Adelaide Fast Karts
142 Cavan Rd, Cavan.

All right so it not aviation related, come along and have fun anyway! Can anybody beat Redmond 'Old Age and Cunning' Quinn or Peter Temple? Bookings essential through Mandy or the Contact Person.

Executive Meeting, Tues 17 Feb 98

7:30 pm at Mandy and Peter's place
6 Neptune Ave, Modbury Heights

Everyone welcome to come along and have a say in what happens in the running of the club. If you

don't turn up, don't complain about the decisions.

General Meeting, Wed 4 Mar 98

Introduction to gliding video night. Come along and find out what gliding is all about. Meet the instructors and everybody else in the club and have a drink in the bar with them afterwards.

6:30 pm Uni bistro for dinner

7:30 pm Canon Poole Room, Adelaide Uni
Drinks in the bar afterwards

BBQ and Beers at West Beach, Mon 9 Mar 98

7:30 pm at West Beach Shed,
entry off Foreman St, West Beach.

See map on page 8.

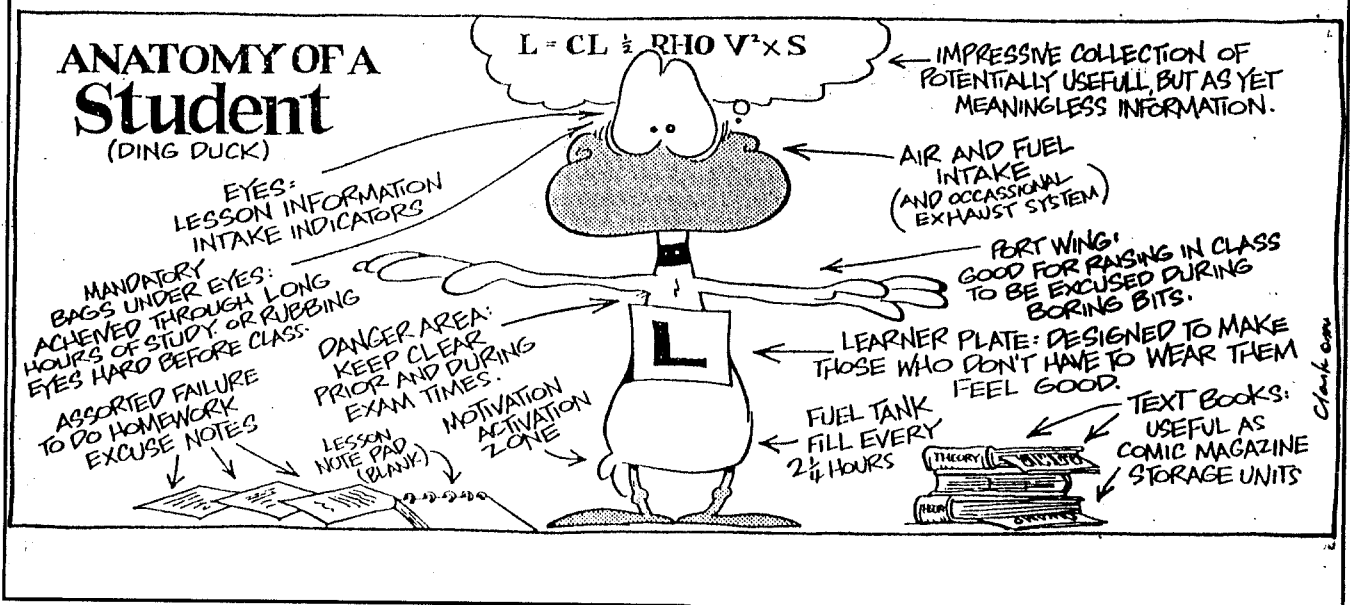
A good introduction to what happens with glider maintenance and winch construction at the West Beach Shed. All welcome.

Annual General Meeting, Wed 1 Apr 98

See page 10. These are the elections for the club executives and other positions of power and influence. Everybody in the club should attend (unless you have a note from your mother) and volunteer to help the club.

6:30 pm Uni bistro for dinner

7:30 pm Canon Poole Room, Adelaide Uni
Drinks in the bar afterwards.



AT WEST BEACH

West Beach is where we carry out the maintenance and repair on our gliders and equipment. There are usually volunteers working down there on Monday and Tuesday evenings.

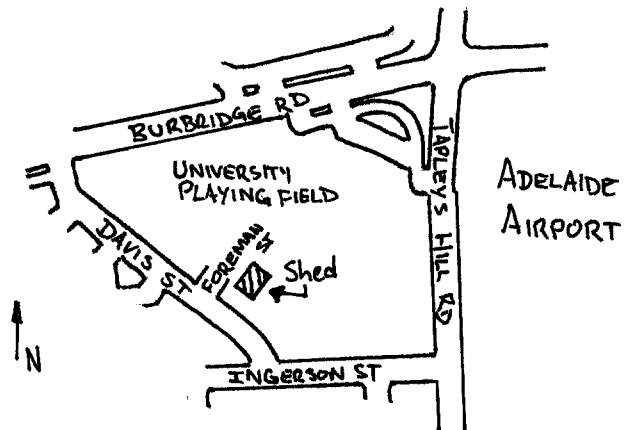
This year we are looking at arranging 3 groups of volunteers for Monday, Tuesday and Wednesday nights respectively, rather than one large group on Monday nights. You do not need any special skills to help out, however it will take some time for you to learn how to do things properly. Here is a summary of what has been going on:

Puchatek: Yes it's finally been fixed (just in time for O'weekends) and should now be back at Lochiel. Please don't let Redmond break it.

Standard Libelle: CY (Charlie Yankee) is in the shed for repairs to its canopy and an inspection after a heavy landing. It will also get a polish and be used for the O'Week display then get dragged back to Lochiel for the Regatta.

Bocian: Yes it's still at the back being slowly rebuilt. It was extensively damaged a few years ago and progress is slow because of the above work. There will be more done now the Puchatek is out of the way.

Winch #3: Mad Max fan? This could be for you. The winch drums and diff have been mounted on the F100 chassis. Part of the back wall of the cab needs to be cut away to fit the winch drive shaft to the transfer box.



SO YOU WANT TO HELP AT WEST BEACH?

- Do you want to help fix the gliders or build the winch 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 acsmith@raaf.defence.gov.au

SO YOU WANT TO GO FLYING THIS WEEKEND?

- You must ring the club contact person, Anthony, on the Thursday before, between 8.00 pm and 9.30 pm, 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** (ie its Friday and you forgot to ring, his work phone is : (08) 8393 2897.
- A lift to Lochiel is available from the Adelaide University footbridge at 7.00 am, from the Caltex Service station on Port Wakefield Rd, Bolivar at 7.30 am, or from elsewhere (by arrangement only) if you have real transport problems.
- **Remember to phone the contact person or you could be forgotten.....**

AUGC: What's on in February?

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
2 7:45 pm West Beach Shed Puchatek Form2 Std Libelle Inspection Bocian repair Winch #3	3	4	5 Call Contact Person 018 810 963	6	7 Go gliding...	8 Go gliding...
9 7:45 pm West Beach Shed Std Libelle Inspection Bocian repair Winch #3	10 7:30pm Go-Karting at Adelaide Fast Karts. Cavan Rd, Cavan. Bookings essential!	11	12 Call Contact Person 018 810 963	13	14 Go gliding...	15 Go gliding...
16 7:45 pm West Beach Shed Std Libelle Inspection Bocian repair Winch #3	17 Executive Meeting. 7:30 pm at Mandy's 6 Neptune Ave Modbury Heights All welcome!	18	19 Call Contact Person 018 810 963	20	21 Go gliding...	22 Go gliding...
23 O'Week 7:45 pm West Beach Shed Std Libelle Inspection Bocian repair Winch #3	24 O'Week	25 O'Week	26 O'Week Call Contact Person 018 810 963	27	28 AUGC Regatta Try out competition flying. Aeroflow Conversions Go gliding...	1 AUGC Regatta Try out competition flying. Aeroflow Conversions Go gliding...
2 7:45 pm West Beach Shed Std Libelle Inspection Bocian repair Winch #3	3	4 General Meeting. Gliding Video Night. 6:30pm Uni Bistro tea 7:30pm Canon Poole Rm All Welcome.	5 Call Contact Person 018 810 963	6	7 Go gliding...	8 Go gliding...

ANNUAL GENERAL MEETING NOTICE

The Adelaide University Gliding Club Inc's Annual General Meeting will be held in the Canon Poole Room, Adelaide University (Level 5 of Union House) at 7:30 pm on Wednesday 1 April 1998. We will have tea in the Equinoxe Bistro (Level 4 Union House) at 6:30 pm.

Every club member is requested to attend.

FREE BEER

REPORTS ON LAST YEARS OPERATIONS

EXECUTIVE AND NON-EXECUTIVE ELECTIONS

SPECIAL MOTION: WHETHER TO EXPAND THE CLUB'S OPERATIONS TO INCLUDE HANG GLIDING.

FREE BEER

DECEMBER ON FIELD

Sat 6 Dec: A few dedicated pilots flew after New Years Eve on a very marginal ridge day with a light north westerly. After a late start there were a few bubbles off the ridge but no real thermals. The ridge faded and came back throughout the day making it difficult to stay up the whole time.

Flights: 19 Total Time: 2 hr 09 min

Sun 7 Dec: This was a cross country flight in MI from Denmark after the competition was cancelled.

Flights: 1 Total Time: 2 hr 35 min

Sat 13 Dec: Maurie Bradney was on field for some cross country coaching. There was ridge and weak thermals but not enough to go cross country. Mandy and I did instructor training and practised circuits at Gawler.

Flights: 5 Total Time: 5 hr 59 min

Sun 14 Dec: Another good day with ridge and thermals to 5500'. Maurie Bradney gave a lecture on cross country skills and Mandy and I continued our instructor training at Lochiel. A good day marred only by Peter Cassidy being sprung for a low approach in a power plane and the Bergfalke blowing its tyre on the last take off of the day at the tree end. We had to get the old hangar dolly and push the aircraft sideways down the length of the runway to get it back to the hangar prompting a lot of surfing jokes (the dolly was balanced by someone standing on it and holding onto the wing. Unfortunately the photo didn't scan very well.)

Flights: 18 Total Time: 10 hr 23 min

Sat 20 Dec: I can't remember. I had an hour in MI so there must of been some thermals.

Flights: 23 Total Time: 6 hr 12 min

Sun 21 Dec: Cancelled due to lack of numbers and an instructor. Very windy day. Mandy had the check flight from hell at Gawler and got her Level 1 Instructors rating. Congratulations mandy!

Sat 27 Dec: Not really good weather and there were no thermals. everyone got lots of circuit practice though.

Flights: 22 Total Time: 1 hr 58 min

Sun 28 Dec: A good day with a light southerly and thermals to over 4000'. Everyone had plenty of flying but only a few managed to get away in the thermals and we packed up early

Flights: 12 Total Time: 5 hr 46 min

NEW BATTERY!

Everready Batteries have announced a new battery using revolutionary technology. Tentatively named "The Dunstaliser", Everready claim it will last twice as long as Energiser batteries and produce twice as many volts for the same size.

'These Dunstall batteries simply don't give up until they are completely exhausted' stated a company spokesman. 'When we put them in the Energiser Bunny, it's arms flew off and its legs exploded. It simply couldn't handle the power!'

'Interestingly enough, the technology for these Dunstall batteries has been around for some time, but we have only recently been able to harness its potential. This technology is likely to remain the backbone of the company for some time to come. The potential for development is enormous as you only need half as many batteries to do the one job.'

However Everready cautioned users who were trying to do too much with their "Dunstaliser" batteries. Placing too much strain on the batteries causes them to flatten quicker and users run the risk of them burn out and suffering an early death.

Your technology correspondant

Anthony

JANUARY ON FIELD

Thurs 1 Jan: A few dedicated pilots flew after New Years Eve on a very marginal ridge day with a light north westerly. After a late start there were a few bubbles off the ridge but no real thermals. The ridge faded and came back throughout the day making it difficult to stay up the whole time.

Flights: 16 Total Time: 5 hr 32 min

Sun 4 Jan: A pleasant day with a hint of a few thermals early on. The thermals didn't develop in the strong southerly and the best anyone could do was an extended circuit in the bubbles. Steve and Karen Were returned to Lochiel after their brief life in Sydney.

Flights: 28 Total Time: 3 hr 02 min

Sat 10 Jan: A huge thunderstormy sort of day with a south easterly wind and strong turbulent thermals to 5000'. I tried to go cross country but the sea breeze came in early and I landed in a paddock at Burra. Claire is writing the story of the retrieve that took over 4 hours to cover the 90km to get to me. After the sea breeze everyone had circuits at Lochiel.

Flights: 23 Total Time: 6 hr 38 min

Sun 11 Jan: Another good day that stopped early from the sea breeze with thermals to 5400' early on. Michael tried for a cross country but couldn't get away. Matthias tried to break the

Bergy's airbrakes with his shoulder.....

Flights: 22 Total Time: 3 hr 10 min

Sun 18 Jan: Rough and windy day with narrow, broken thermals to 3300' in a strong southerly. The air was very turbulent and was not a very comfortable day for flying and we packed up early. New screen door installed on clubhouse

Flights: 21 Total Time: 4 hr 11 min

Sun 25 Jan: A good day with a light southerly and thermals to over 4000'. Everyone had plenty of flying but only a few managed to get away in the thermals and we packed up early

Flights: 27 Total Time: 8 hr 13 min

Sat 31 Jan: Local soaring with thermals to 5000'.

A good day and everyone enjoyed themselves.

Flights: 16 Total Time: 11 hr 00 min.

Sun 1 Feb: Three people on field at the start of the day and a pair of passengers later. Mandy attempted to fly CY and I scratched around in MI. There was a strong northerly and a 40+ degree day but the thermals were only going to 3000' and I was drifting a very long way downwind in them. The day later calmed and went due west. The two passengers enjoyed 20 minutes each flying along the ridge.

Flights: 4 Total Time: 2 hr 10 min

Uni Gliding

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

