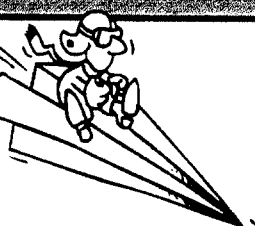


# Uni



# Gliding

The Official Journal of the Adelaide University Gliding Club



"I suspect Andrew's finally given up on the winch!"

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## EDITOR'S PAGE

Hi everyone and welcome to (hopefully) my last attempt at a newsletter. I have enjoyed being newsletter editor and I hope everyone found them entertaining and informative. For those who have chosen to amuse themselves with my dyslexic typing ability I now offer them the opportunity to have a go themselves. I will continue to produce a few cartoons when I can and I hope Don Hein chooses to continue with his as well (unless Dennis gets to him first). I also hope to progress further with the glider design for Redmond and write further on that project.

Anyway, it is good to see a lot of new faces up on the airfield and I hope to continue to see them up there. For those people who missed out on a long flight, have patience, there are many short flights but there are also plenty of long flights to be enjoyed, but you have to be there to enjoy them. The thermals might be fewer in winter, but it is

compensated by the thrill of soaring the ridge on the westerly winds. There was a brief hint of things to come this winter on Sat 28 Mar which was enjoyed by Michael Sautner and myself in the Puchatek (albeit too briefly).

The regatta that was held at the end of February was quite successful with everyone enjoying themselves despite the less than optimum weather on the first day. Congratulations to Andrew MacCauley who got his aerotow conversion on the second day and a good try by Kevin Zietz as well. Peter Temple won his class on both days and Michael Texler and Rob Curtis in the Bergy won on Saturday and Gary Hollands on Sunday in the sports class.

See you all at the AGM

*Anthony (Ex-editor and Ex-contact person)*



**Make the winch work****For this is the only way**

Then spit into the distraught winch's ventilation slots. This will complete different circuits inside the distraught winch, causing its engines to function in ways that our engineers never intended, thereby making your winch compatible with our gliding aspersions.

**WARNING.**

Once the Spitting Paradigm has worked the Winch may spontaneous start it's engines. Take heed of your position in front of the winch and the chance of a selected forward gear.

*Gary Hollands*

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## GETTING HIGH PART 2

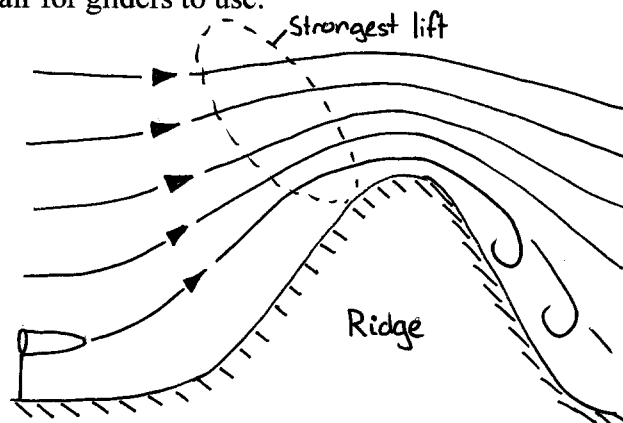
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This article continues on from Part 1 which outlined what thermals were and how they behaved. This part will do the same for ridge soaring since the winter season usually brings westerly winds which are ideal for our ridge.

Obviously as the wind blows across the ground it must go around or over obstacles. In the case of the wind blowing at roughly 90 degrees to a line of hills or a ridge the wind has to blow up over the ridge and down the other side. Flying in the 'up' side of the ridge is called ridge soaring and it has a number of advantages and disadvantages over thermals. Firstly it provides a continuous supply of rising air (unless the wind dies or changes direction) which you can fly in all day if you want to and it also allows you to fly close to the ground and fly extended 'beat-ups'. The disadvantages are of course is that the rising air only extends as far as the ridge goes so you can't travel very far and the rising air over the ridge only occurs reasonably close to the ridge so that you can't get very high with it. The amount of height you do get out of ridge soaring is largely dependant on the wind direction and strength.

The Hummocks, that's the name of the ridge right next to the airfield, run roughly due north-south. Typically a north westerly to south westerly wind will allow ridge soaring. Obviously the closer to westerly the wind is the better the ridge soaring will be. As the wind swings further away from west, the wind blowing over the ridge will lessen until it blows along the ridge. Fortunately winter tends to bring westerly winds with it enabling us to fly all year.

The wind speed also has a big effect. A gentle breeze from the west is sufficient to keep gliders just above the top of the ridge. 5 knots will easily keep you several hundred feet over the top of the ridge and 10 knots or greater will get you over 1000 ft over the top of the ridge. However this is not much considering that a thermal can lift you to over 10,000 ft in good conditions. As the wind swings away from westerly it needs to be stronger produce the same amount of rising air for gliders to use.



A curious thing of ridge flying is that the area of strongest rising air is close to the ridge near the top. This area extends at roughly 45 degrees up from the ridge where it gradually weakens as it gets further away from the ridge. Hence, if you fly lower you will be flying in stronger rising air. If you want to stay low, then you have to fly faster. The end result is a 'beat up' where end up flying at 50 ft over the tree tops at speeds up to 180 km/hr, which is very exhilarating to say the least. A forecast of westerly winds tends to ensure an interesting weekend of flying.

## NEW ZEALAND FLYING

### New Zealand Flying

During my holiday in New Zealand earlier this we happened to be driving through Omarara (site of the world championships) on a near perfect flying day. We stopped at the first Gliding Club we came to and got talking to the pilots there. They were from a club near Christchurch and were having their summer camp. They were planning a 300km task for the afternoon. They intended to do the whole task ridge soaring as they did not think that the wave would be good! After coffee and biscuits, we drove to the other side of town where the full time club operate from.

Their Twin Astair was being used for training and the only other twin was an ASH25 :-). After checking that they accepted VISA we pulled the wing covers off and dragged it out to the launch point (it wasn't too expensive). I jumped into the front seat and the CFI took the rear. We were hooked on to the tug and into the air in no time. The CFI gave me the controls just after we crossed the end fence, telling me to fly high tow. We got off tow at about 2000', half way up the first ridge. We climbed to the top of the ridge using a mixture of ridge lift and thermals. At the top of the ridge the voice in the back suggested that I head south over the next couple of ridges. I commented that the glider didn't accelerate as fast as I expected, he suggested that we put the flaps away :-).

We reached the main range of hills having gained another 1000' from the ridges in between. Then he told me that we were going to have to climb on the rotor. Having heard so many stories about rotor I wasn't too sure what to expect! The lift turned out to be smoother than an Australian thermal, with the flying technique being the same. From the top of the rotor we continued heading South West into wind and towards the bands of clouds forming above us.

We arrived at the first band of cloud and immediately flew into the wave. This was as advertised, dead smooth, going up at 10-15Kts. We stayed in

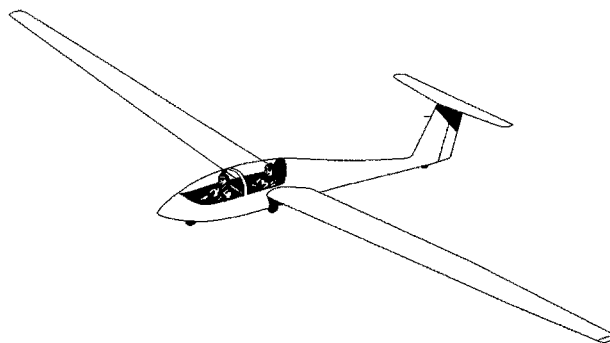
it for a few minutes to gain some height then the voice from the back suggested that we continue towards the next band of cloud. We only slowed down for this wave, speeding back up when the lift started dropping off. We took a couple of turns in the next wave and climbed to just over 12,000'. The view was magnificent (as it had been all the way up). Mount Cook was sticking out of the clouds to the north and the Southern Alps and lakes were layed out in front of us. After admiring the view we headed back towards the airfield, which didn't take too long to reach at 120Kts. On the way back we flew back through the wave, which pegged the variors (and made those long wings bend).

We arrived back at the airfield at 7000' and pulled the air breaks out to descend. On the way down the CFI decided that he wanted to join a LS8 that was thermaling below us. We started circling with it and were almost keeping up, still with the brakes open. The rest of the flight was an uneventful circuit and landing.

If you are ever in New Zealand I would recommend a flight.

On the flight home I was looking at the in-flight magazine and noticed the wingspan of the jet (737?) was less than 3 meters more than the ASH25, about the width of the fuselage.

*David George*



## 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. Here is a summary of what has been going on:

**Standard Libelle:** CY (Charlie Yankee) has a new canopy and will be back at Lochiel real soon.

**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 other aircraft are out of the way.

**Winch #3:** 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.

## WHAT'S ON APRIL!

There has not been too much organised this month due to the imminent change over of committee members at the AGM. However, I am sure that the new Social Convenor will have something to say about that afterwards. For the latest events, call the contact person.

### Annual General Meeting, Wed 1 Apr 98

These are the elections for the club executives and other positions of power and influence. Everybody in the club should attend and volunteer to help the club (and drink the free beer).

6:30 pm Uni bistro for dinner

7:30 pm Canon Poole Room, Adelaide Uni

### Movie Night, Wed 15 Apr 98

"Sphere" at Hindley Street Cinemas at the first session near or after 7:00 pm. Then its coffee at a cafe nearby afterwards.

## 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 on 018 810 963. He/she can organise a lift for those who need it.
- A lift is available from the Adelaide University footbridge at 7.30 pm Mondays and Tuesdays.

## SO YOU WANT TO GO FLYING THIS WEEKEND?

- You must ring the club contact person on the Thursday before, between 8.00 pm and 9.30 pm, on 018 810 963, so that he/she can organise instructors and transport for those intending to fly.
- 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 April?

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
<b>30</b> 7:45 pm West Beach Shed Bocian repair Winch #3	<b>31</b>	<b>1</b> Annual General Meeting. Club elections 6:30pm Uni Bistro tea 7:30pm Canon Poole Rm. All Welcome.	<b>2</b> <i>Call Contact Person</i> 018 810 963	<b>3</b>	<b>4</b> <i>Go gliding...</i>	<b>5</b> <i>Go gliding...</i>
<b>6</b> 7:45 pm West Beach Shed. Bocian repair Winch #3	<b>7</b>	<b>8</b>	<b>9</b> <i>Call Contact Person</i> 018 810 963	<b>10</b> Good Friday Gawler Regatta Try competition flying <i>Go gliding...</i>	<b>11</b> Hangar Building Gawler Regatta Try competition flying <i>Go gliding...</i>	<b>12</b> Gawler Regatta Try competition flying <i>Go gliding...</i>
<b>13</b> Easter Monday Gawler Regatta Try competition flying <i>Go gliding...</i>	<b>14</b> 7:45 pm West Beach Shed. Bocian repair Winch #3	<b>15</b> Movie Night 'Sphere' Hindley St Cinemas. First session near or after 7:00pm.	<b>16</b> <i>Call Contact Person</i> 018 810 963	<b>17</b>	<b>18</b> <i>Go gliding...</i>	<b>19</b> <i>Go gliding...</i>
<b>20</b> 7:45 pm West Beach Shed Bocian repair Winch #3	<b>21</b>	<b>22</b>	<b>23</b> <i>Call Contact Person</i> 018 810 963	<b>24</b>	<b>25</b> Hangar Building Day <i>Go gliding...</i>	<b>26</b> <i>Go gliding...</i>
<b>27</b> 7:45 pm West Beach Shed Bocian repair Winch #3	<b>28</b>	<b>29</b>	<b>30</b> <i>Call Contact Person</i> 018 810 963	<b>1</b>	<b>2</b> <i>Go gliding...</i>	<b>3</b> <i>Go gliding...</i>

## MARCH ON FIELD

**Sat 28 Feb:** Day 1 of the regatta. A strong south easterly made the day difficult. 8 aircraft competed but only 2 made it around the course. The rest either outlanded or didn't start. Typically one of the retrieve crews got lost, but it was their fault as the pilot had given them the wrong directions. Peter Temple won his class and so did the Bergy even though it only made 17.3 km! The lamb on the spit was very tasty. Thank you to all who helped on this day.

Flights: 13 Total Time: 2 hr 35 min

**Sun 1 Mar:** Day 2 of the regatta and a much better day with a lighter easterly and thermals to over 4000'. Everyone made it around the course except for Jeff 'FIGJAM' Brenton. Peter Temple won again and Gary Hollands won his class. Andrew McCauley got his aerotow conversion.

Flights: 17 Total Time: 4 hr 32 min

**Sat 7 Mar:** Cancelled.

**Sun 8 Mar:** Weak thermals that didn't go very high coupled with an easterly wind that made thermalling harder. Most people managed to scratch around and get a longer flight.

Flights: 22 Total Flight Time: 3 hr 42 min

**Sat 14 Mar:** A lot of new people on field and only 3 experienced people on field for most of the day. The thermals started early and died

into the afternoon. Redmond discovered that he couldn't thermal very well and went off to sulk and build the hangar instead. Matthew Swan's car died that night and it took a long time to get it going... a very late night in the end.

Flights: 19 Total Time: 4 hr 3 min.

**Sun 15 Mar:** Cancelled.

**Sat 21 Mar:** A potentially excellent day with mid to strong thermals up to 6000 ft that lasted well into the afternoon. A lot of new people on field who ended up disappointed because the winch decided to die! A few fortunates who got away while the winch was working made the most of it. I finally achieved my 5 hrs in the Club Libelle! Angus made 2 hrs in the Arrow as well. This day would have been truly excellent if the winch had worked. We packed up early, attacked the winch and enjoyed a BBQ.

Flights: 22 Total Flight Time: 13 hr 9 min

**Sun 22 Mar:** Cancelled.

**Sat 28 Mar:** A promising day marred by the delay in fixing the winch and then the waves of drizzle which stopped flying in the mid afternoon. There was a marginal ridge (signs of things to come) with strong intermittant thermals early on.

Flights: 10 Total Flight Time: 2 hr 55 min

**Sun 29 Mar:** An overcast day with only half the people who said they wanted to fly actually turning up. Steve McGuinness started working on his Air Experience Instructors rating and we finished early.

Flights: 5 Total Flight Time: 45 min

### Uni Gliding

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