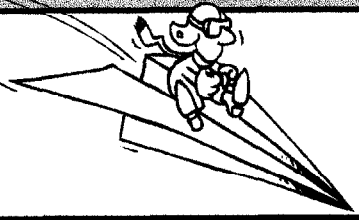


July '98

Volume 23.06

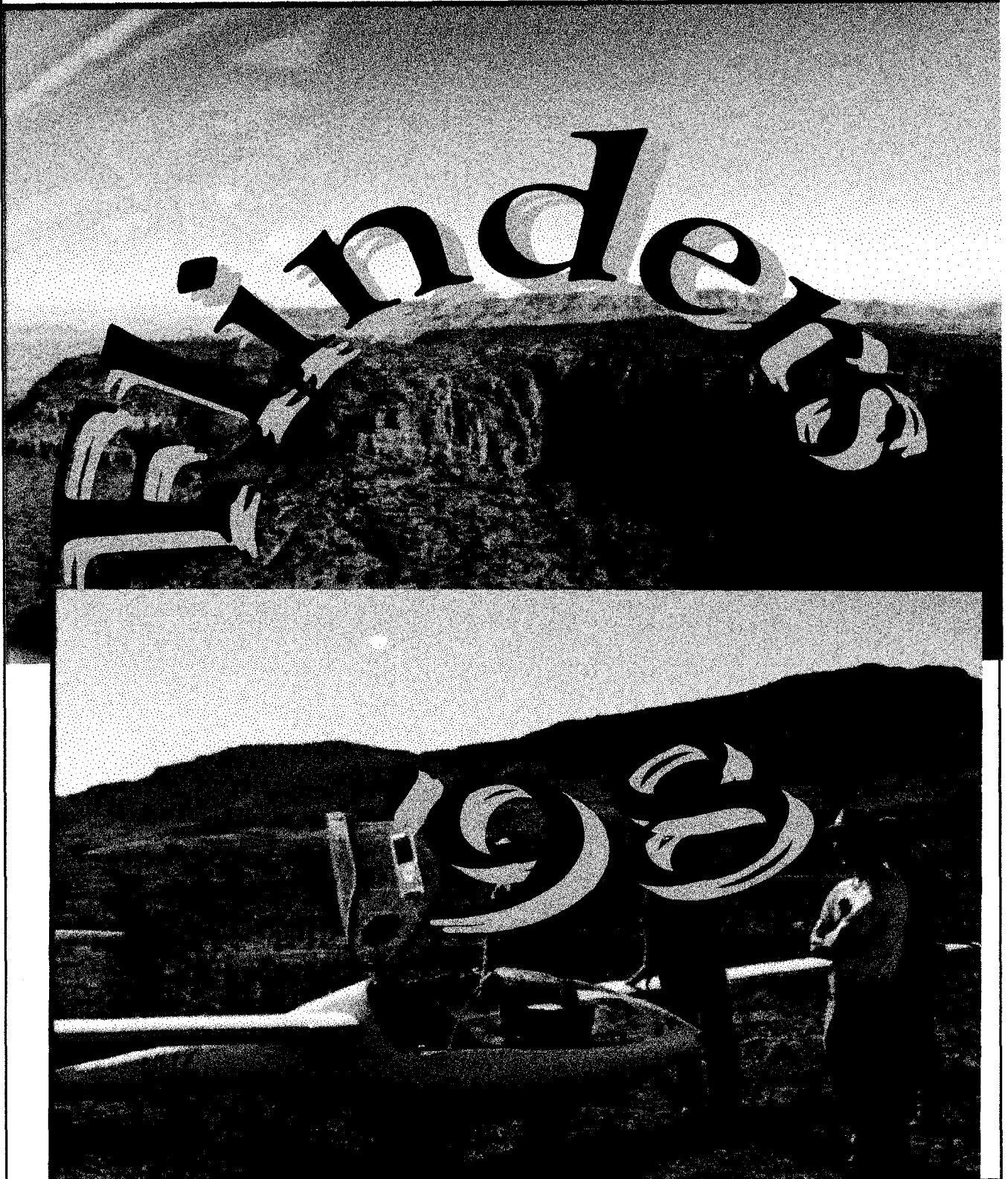
Uni



Gliding

The Official Journal of the Adelaide University Gliding Club

WEBSITE: <http://www.augc.aus-soaring.on.net/>



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CREDITS

Thanks to

Mandy Wilson

for providing the photographs
used in this issue, and to

Rob Curtis

for scanning them into the
computer (at very short notice!).

PRESIDENT'S SPIEL

Did I say that last month was one of contrasts? Well this month has been even more so. The Queen's Birthday long weekend presented many pilots with outstanding flying, especially those who scored the longer flights on the Saturday with thermals, ridge and wave all at once. For those pilots who couldn't make it, have a read of the story inside. Congratulations to **Peter Temple** and **Steve Were** for successfully getting into the wave and climbing to over 12,000' (bastards!). I'm looking forward to going back there next year.

However our cunning plan to have the winch rear engine overhauled while we enjoyed the Flinders came seriously unstuck (never run an engine unless the oil pump is working!). By the time you read this the winch should be back to operating condition again, but only after a huge effort by **Peter Temple**, **Mandy Wilson** and a number of others who got their hands dirty. Thank you guys very much for all that effort (they now have the process of installing and removing that engine down to a fine art, and are just about ready to offer their services to the Ferrari Formula One Team).

The other good news is that the Club has finally sold the *Super Arrow* 'TJ'. This went to the Adelaide Hills Soaring Group for \$5,000. These funds will be used to pay off a portion of the *Puchatek* loan from the Sports Association. The electric vario and radio from TJ were removed prior to the sale. The vario will be fitted to the *Puchatek* and the radio may go into either the *Puchatek* or the *Arrow*.

Lastly, Greg Newbold is keen to make some new Club T-shirts etc. with an embroidered Club logo on the front. These promise to be good value for money. Let Greg know if you're interested in getting a T-shirt so that he has an idea of numbers. If you have a good idea for a T-shirt/sweat shirt design have a chat to me and we shall see if we can make it a reality.

Anthony
Prez

ACTUAL NEWSPAPER HEADLINE:

Something Went Wrong in Jet Crash, Expert Says

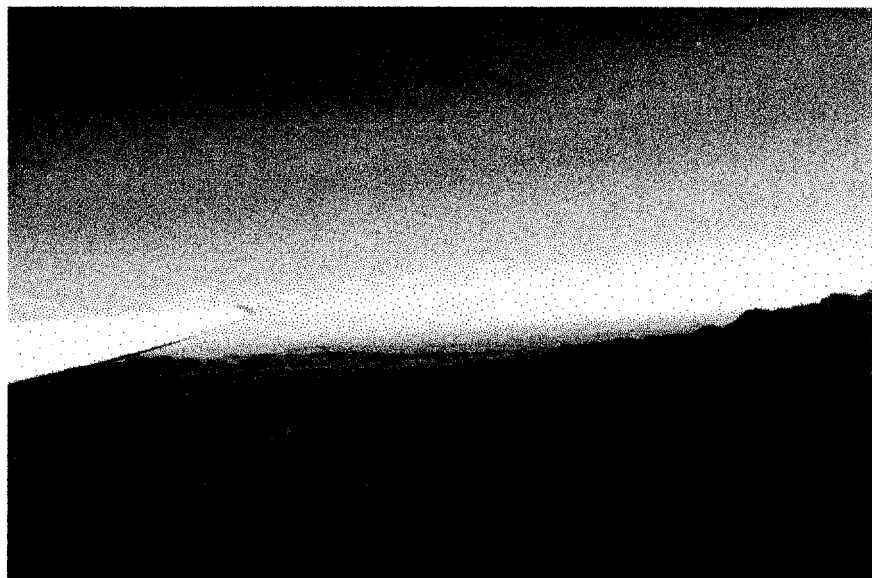
FLINDERS '98

The Queen's Birthday long weekend is Adelaide Uni Gliding Club's usual weekend escape to go soaring somewhere exotic. In recent years this has been the trek across to the Grampians in Victoria, but successive years of poor weather lead to the decision of heading up to the Flinders. The last time the Club went there was about 6 years ago. The area has its own special stark beauty, with spectacular ridges, gorges and, of course, Wilpena Pound. However, due to the ruggedness of the area there are only limited places available for landing, so only the more experienced pilots can fly solo. Less experienced pilots fly with an instructor in the Club's two seat glider, the *Bergfalke* (aka the bongo drum?).

I had taken Friday off from work and was planning a leisurely drive up to the Flinders, towing the "Blue House" (the *Bergfalke's* trailer - originally painted light blue and as big as a house!). Greg Newbold and Angus MacGillivray arrived shortly after 10 o'clock at my "front door" (the security gate at RAAF Edinburgh). I wasn't fully prepared and hadn't packed the car, but worst of all hadn't bought any beer! After transferring everything into my car and stopping at the base canteen for essential supplies (beer for me, breakfast for Angus) we headed off to Lochiel to pick up the Blue House.

The weather had dawned clear and calm, but it became obvious that the expected front was closing in and the wind was picking up. By the time we arrived at Lochiel the wind was easily over 20 knots. There was so much dust being blown off the freshly ploughed paddocks that we couldn't see past the other side of the next paddock. The leisurely drive wasn't looking too

leisurely after all. The huge surface area of the Blue House was going to cause it to be blown around by the wind despite its considerable mass.



The edge of Wilpena Pound, viewed from the Bergfalke

We hitched the trailer and started off I was correct - towing the Blue House in strong winds is not good! To get onto the main road we had to drive at right angles to the wind through Burunga Gap. The wind was very gusty, making us veer all over the road at the impressive speed of 40 km/hr. I was seriously discussing stopping at a pub somewhere and allowing the front to blow through and the winds to die down before continuing,

On the main road the wind was almost pure headwind. We were now doing 80 km/hr, but I was watching the fuel gauge visibly moving downwards as we plowed into the wind. We made regular stops to refuel, let the car cool down and let me relax. Other drivers battling the strong winds were relieved when they saw us - they realised that they were having a much better time than we were! Angus actually managed to get to sleep on the back seat, only to be woken up again shortly afterwards when we were hit by an unexpected side gust. Closer to Port Augusta we again had to slow down to 40 km/hr due to huge amounts of dust blowing across the road. A bit like driving in brown fog!



Ridge soaring - what a view!!

We eventually reached Hawker, where we stopped for dinner. The service station attendant was suitably impressed. He had seen a number of glider trailers pass through that day, but ours was the biggest he had seen by far.

On arrival at Rawnsley Park we were greeted by Peter Temple, Mandy Wilson and John Dunstall. They had driven up a lot earlier in the day and had missed the strong wind (bastards). They did express some sympathy, but not very much.



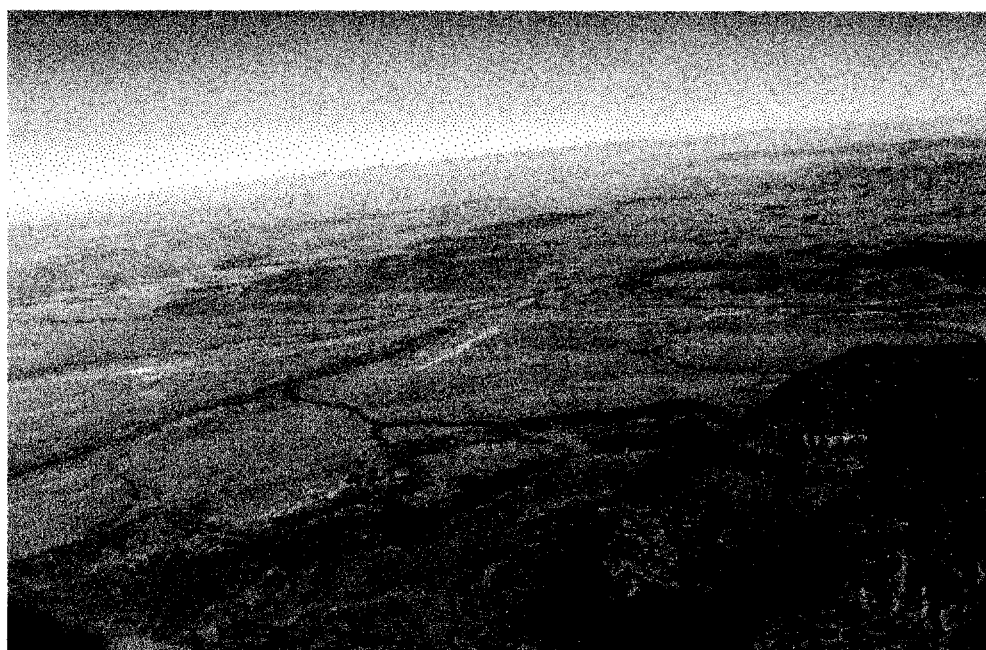
Peter Temple, Anthony Smith, Angus MacGillivray and Greg Newbold in front of Peter and Mandy 's DG200

Saturday dawned and we trooped off to the airfield. After rigging all of the gliders we met Nathan, the resident charter pilot, who discussed flying operations in the area, and laid down a few ground rules so that there would be minimal interference between the gliding and commercial operators. Shortly afterwards Redmond took the first tow in CY. It was an unnerving take-off. The strong southerly wind was very turbulent over the airfield (caused by low hills just off the end of the

runway) and both glider and tug were rocking and bouncing around in this. CY's wings were visibly flexing up and down. I was next in MI and was slightly worried, having seen Redmond's take-off. If something went wrong I wouldn't have too many options open to me. Although rough, the take off wasn't a problem. Tim the tug pilot, having encountered the rough air on the first take-off, was trying to avoid the worst patches.

I joined Redmond on the southern side of Wilpena Pound at Rawnsley's Bluff. The scenery was outstanding. The weather was just as outstanding - the southerly wind produced ridge lift along the entire southern face of the Pound, and there were also strong thermals under the clouds. I worked westwards along the Pound towards Pompeii Pillars and was soon at the base of the clouds, looking down into the sheer walls of Eideowie Gorge. After an hour or so I realised I

Looking back
towards
Rawnsley
Park airstrip&
from the
inbound
reporting
point.



hadn't brought along any nibbles or water but had left them in my car (too worried about the take-off). Meanwhile Redmond had been trying to radio the airfield to see if anybody wanted a turn in CY, but without response (no one had plugged in the base set battery). We decided to make the best of it and enjoy the excellent flying while we could.

Meanwhile Peter Temple in his DG200 had been exploring the ridge lift along the Elder Range. On his way back he had found wave and was quite happily telling everybody about it as he climbed above the clouds. I started searching from Pompeii Pillars at 5000 ft (cloud base) and sure enough found lift working up past the clouds. I think it was the secondary wave with ridge lift from Pompeii Pillars and thermals thrown in. The problem was that the clouds were building up and I had to fly around them, losing height as I did so. Overall though, I slowly climbed, gaining 200 ft in wave and then losing 100 ft going around clouds, and was really enjoying myself! It was only the third time that I have been able to get above cloud base and I enjoyed looking down on the smaller clouds with the larger clouds still towering above me. Below me were other gliders, keen to get into the wave but having trouble finding it. Simon Hackett decided to cheat and turned on the engine of his Motorfalke.

I then got myself into a corner. I was at 7500 ft and clouds had built up all around me - all I could see was blue sky through a hole above me and ground through a hole below me. I had no choice but to dive 2500 ft through the hole below me lest I start breaking the rules and go cloud flying. I had been only 500 ft below the tops of the highest clouds - so close but so far!

Then came the good news. No one else wanted to fly the aircraft for the day, so it was all mine. I had been flying for over two hours and decided to search for the elusive wave again, but without success. Peter Temple on the other hand had climbed to over 14,000 ft, and Steve Were in CY had also found the wave and wasn't far below him.

After more than 4 hours of swanning around the sky, chasing the **Bergfalke**, doing beats ups over bushwalkers at Rawnsley's Bluff and generally enjoying myself, I decided to land, have a rest, stretch and regain some feeling in my legs. My feet had gone numb and the numbness had been creeping up my legs for the last hour.

After landing and parking the Club **Libelle** off the strip, stuffing my mouth full of food and water and doing a silly walk impersonation while I regained some feeling in my legs, Karen Were asked if I would oblige her with a flight in the **Bergfalke**. Her husband, Steve, was still flying the wave high overhead in CY, and she didn't want to spoil his flight by calling him down. More flying! How could I say no?!

Karen unintentionally caught me out. I had taken over control of the Bergy early in the take-off to stabilise things through the rough air but she had since taken over and was flying quite well. As we climbed above the rim of the Pound, Karen started admiring the interior of the Pound to our right, while I was watching other aircraft to our left. When I started paying attention to what Karen was doing, the tug was a long way above us and the tow rope had a lot of slack. Rather than take over and try and ease back into position I simply released.



Find approach into Rawnsley Park.

The ridge was still working well, but the sun was slowly sinking into the western horizon. The dust on the canopy from the take-off was making looking into the sun very difficult, almost to the point where you had to rely on oncoming aircraft seeing and avoiding you before you saw them. We were finally called down by the people on the ground, who were getting cold and hungry.

That night we enjoyed an excellent 3 course meal put on by the Rawnsley Park owners in their wool shed. Later we sat around the fireplace, scene of previous gliding club incidents including Redmond's infamous attempt to make a second Wilpena Pound using an LPG bottle, and talked, drank and generally enjoyed ourselves.

Sunday dawned. The wind had eased slightly and had swung slightly further east. Only the Bluff would be producing ridge lift. The Bergy continued to do a lot of 40 min to an hour flights to try and get as many people through as possible while the conditions were working. Rob Curtis and I tried early on and checked out a small horde of people standing on the bluff. Unfortunately the Bluff wasn't working as well as we had hoped, and the people were soon looking down at us as we struggled to maintain height next to the sheer upper face of the Bluff

Later on, after the day had warmed up, thermals popped up. I was offered MI again and decided to take to the sky. The runway had dried out from Friday night's rain and was now very dusty. As the tug put on power, the world disappeared in a cloud of dust. You had to fly carefully out to one side of the dust cloud so that you could see where you were going! It wasn't nearly as good as Saturday, but it wasn't bad by any stretch. After a couple of hours, Steve McGuinness radioed that he would like a turn, and I happily landed and handed MI over to him. Unfortunately shortly after he took off the thermals stopped rising and the Bluff stopped producing ridge lift. Four aircraft at once decided it was now time to land, which made for some hectic work pushing aircraft that had just landed off the runway to make way it clear for more.

Unfortunately for me my lower back was starting to give me pain and tighten up. Two nights on a soft mattress and several hours in MI with poor lower back support had done me in. The next thing to go wrong was the ignition cutout on my car decided to be overly efficient and prevent anybody from driving it, whether they had the key or not. It was dark, and I was dismantling the ignition cut out system of my car by the light of a torch and the interior light. Upon opening the black box the contacts from two relays fell out into my hand. Doh! I started looking for some aluminium foil to short out the relays with. My back was really hurting now and I couldn't stand up straight. I felt sure somebody would have some foil somewhere.. **no**. After much scrounging around to no avail, I re-assembled all the pieces. Then Angus walked around offering people pieces of a block of chocolate, complete with, you guessed it, aluminium foil. Doh! Redmond eventually towed my car back to the caravan park where Peter Temple and I could work out **what** wasn't working.

I spent the rest of the evening flat on my back on a firm surface and ended up sleeping on the floor of the caravan. Over dinner, Angus became quite upset that his packet of muffins had gone mouldy despite being within the 'use by' date. A wallaby then wandered up to our caravan and ate everything we offered it, except the mouldy muffins much to Angus' consternation. Obviously a reasonably intelligent wallaby.

I am told that the fire that night was much bigger, more alcohol was consumed, and more stories were told. Everyone apparently really enjoyed themselves (except Peter Cassidy when he tried to have a shower afterwards, but you'll have to talk to Rob Curtis and Andrew MacCauley about that).

Monday was pack up and go home day. My back was still very uncomfortable but at least I had managed to bypass the security system of my car. The wind was very still so there was no chance of ridge flying, and the day was cooler than Saturday or Sunday so the chance of thermals was remote. Mandy wanted to try for some photos of the area, so we ventured forth in the Bergy. Tim decided to tow us a long way towards the Wilpena Resort (actually out of sight of the Rawnsley airfield). After release we found no useable lift and coasted back to the airfield (an expensive short flight).

After de-rigging the remaining aircraft we said goodbye to Nathan. Although he was keen to try gliding, work and other commitments (his girlfriend had turned up) prevented him from having a go.

The trip back was uneventful. I was towing CY and there was no wind and could actually do 100 km/hr comfortably. The only thing of interest was the occasional stupid wallaby (no relation to the one in the caravan park) deciding to sit in the middle of the road for no apparent reason until you stopped. Then they would amble off the road into the scrub. In all though it was an excellent weekend and I am looking forward to enjoying next year's trip to the Flinders.



Anthony

*The Bergfalke on
short-final,
nearing the end
of its flight and
a great weekend.*

EDITOR'S PAGE

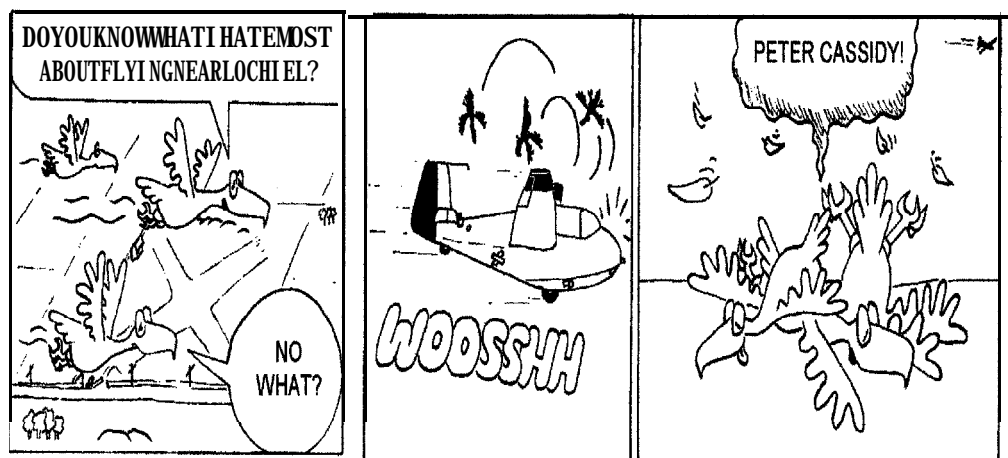
The most difficult thing about producing this month's Newsletter was avoiding the temptation to reproduce the photographs in colour. I doubt the Treasurer would be too pleased with me if I did, given the current financial state of the Club. Unfortunately I don't think the pictures will fully convey, in black and white and after being processed through the computer circuits and re-re-produced, the spectacular beauty of the area we were flying in; nor are they likely to convey the exhilaration and sheer FUN of soaring there by motorless flight! To those who attended you know what it was like - to those who didn't, well, you really missed out. Hopefully the photos and Anthony's article will have you champing at the bit for next year.

I'm directing this especially at the newer members of the Club - there's a lot of students I send Newsletters to each month I haven't seen on field once yet. If you're reading this it must mean that you've expressed an interest in gliding, that somewhere inside you is that yearning to fly. Don't let it lie dormant any longer, but give yourself a break from study and come up to Lochiel this weekend (need a lift? No problem, just see the back page.) You won't find a better, more friendly (or cheaper!) club. At the moment the Club has heaps of instructors and very few students, so you'll be VERY welcome!

Yes, it does need a regular commitment of time and effort for a few months, but nothing worthwhile is ever achieved without that. Start now and next June long weekend YOU may well be one of those taking off in a little single seat glider to explore a fantastic world, one that those poor souls who remain trapped on the ground all their lives will never know. But it won't happen 'till YOU make the commitment.

Steve

**NOTSO LONG
AGO ATAN
AIRFIELD NOT
TOO FAR AWAY. ,**



Note The Editor would like to point out that he is not responsible for the above cartoon, nor will he reveal who IS responsible as he doesn't want to get the President in trouble. Whoops.

JUNE ON FIELD

Sat, Sun, Mon 6,7,8 June: No flying at Lochiel due to terrific Flinders Ranges trip - read all about it elsewhere in this issue.

Sat, Sun 13,14 June: No flying due to winch engine overhaul.

Sat 20 June: Winch still out of action, but too windy and too few people to fly anyway.

Sun 21 June: Winch going, but still very-windy conditions, so only one 5-minute flight achieved - gave Fiona longest flight of the day (onya Fiona).

Sat 27 June: Peter, Mandy, Angus, John D. and Andrew Huggins (visiting from W.A.-welcome back) stayed up to the wee small hours in a bitterly cold hangar to finalise the winch. Unfortunately the strong (northerly) wind continued and a no flying occurred.

Sun 28 June: The wind finally calmed down a little and swung westerly, giving a great day. After a late start due to fog, a total of 17 hours, 53 minutes was achieved off just 7 flights. And the winch has guts - during a launch in WUZ (with water) Peter needed to give a "too fast" signal!

WHAT'S ON IN JULY?

***** NO General Meeting *****

Please note there won't be a General Meeting this month due to the Annual Dinner on Friday.

Annual Dinner Fri 3 July

Fleet St Cafe 7.30 pm

162 - 170 Pulteney St

(adjacent to Hindmarsh Square)

Fully licensed restaurant with private mezzanine area booked for the night.

Come along for the presentation of trophies and awards.

RSVP Angus (843 1149 1) or email:
Steve.s.mcguinness@centrelink.gov.au

West Beach BBQ Mon 13 July 7pm

Come along and help get the Bergy finished - a great opportunity to see what happens during a Form 2. (Nominally \$3 to cover meat, etc.)

Executive Meeting Tue 21 July 7.30pm

At Raj's place - all Club members welcome to attend and have a say in how the Club is run. Not as boring as you might think!

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:

Puchatek: Nearly finished - hopefully will be back at Lochiel around the 4th July.

Bergfalke: Annual inspection - a big effort is called for to get our venerable work horse back into the air as soon as possible. If you can hold a spanner you can help.

Bocian: Still at the back being slowly rebuilt. It was extensively damaged a few years ago and progress is slow because of all the other work.

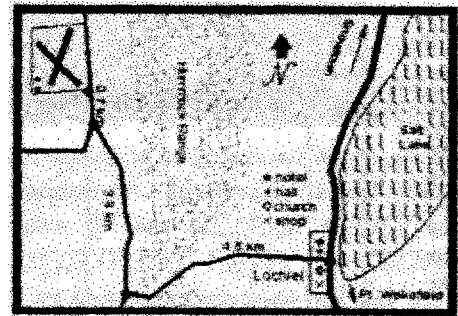
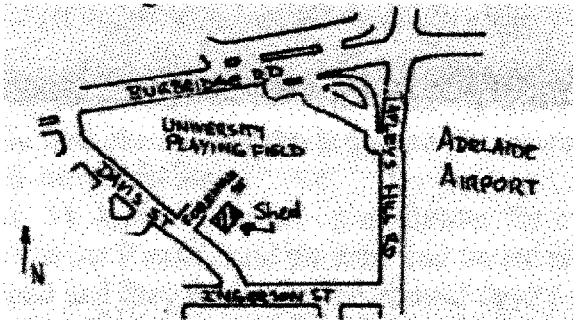
Winch #3: The winch drums and diff have been mounted on the F100 chassis. Part of the back wall of the cab needs to be cut away to fit the winch drive shaft to the transfer box.

AUGC: What's on in July?

<i>Monday</i>	<i>Tuesday</i>	<i>Wednesday</i>	<i>Thursday</i>	<i>Friday</i>	<i>Saturday</i>	<i>Sunday</i>
29 7.45 pm West Beach Shed Puchatek repair Bocian repair Winch #3	30	1 <u>NO General Meeting</u> due to Annual Dinner on Friday.	2 <i>Call Contact Person</i> 018 810 963	3 ** Annual Dinner ** Fleet St Cafe 7.30 pm	4 Lose hangover and <i>Go gliding...</i>	5 <i>Go gliding...</i>
6 7.45 pm West Beach Shed Bergfalke Form II Bocian repair Winch #3	7	8	9 <i>Call Contact Person</i> 018 810 963	10	11 <i>Go gliding..</i>	12 <i>Go gliding..</i>
13 7 pm West Beach *** <i>BBQ</i> ***	14	15	16 <i>Call Contact Person</i> 018 810 963	17	18 <i>Go gliding..</i>	19 <i>Go gliding..</i>
20 7.45 pm West Beach Shed Bocian repair Winch #3	21 Executive Meeting. 7.30 pm at Raj's 8 John St South Plympton All welcome!	22	23 <i>Call Contact Person</i> 018 810 963	24	25 <i>Go gliding..</i>	26 <i>Go gliding..</i>
27 7.45 pm West Beach Shed Bocian repair Winch #3	28	29	30 <i>Call Contact Person</i> 018 810 963	31 See entertainer Chris Finnen at Governor H&narsh Hotel. Call Angus for details.	1 <i>Go gliding..</i>	2 <i>Go gliding..</i>

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?
- + A lift is available from the Adelaide University footbridge at 7.30 pm Mondays and Tuesdays.
- + You can also ring Anthony on (OS) 8393 2646, e-mail: anthony.smith@adelaide.on.net. He can organize a lift for those who need it.



SO YOU WANT TO GO FLYING THIS WEEKEND?

- + You must ring the club contact person, Mandy, on the Thursday before, between 8.30 pm and 10.00 pm, on **018 810 963** so that she can organize 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

Uni Gliding

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

