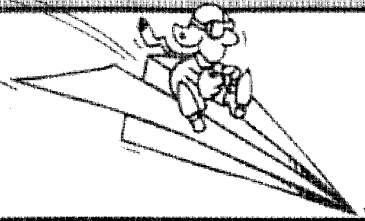


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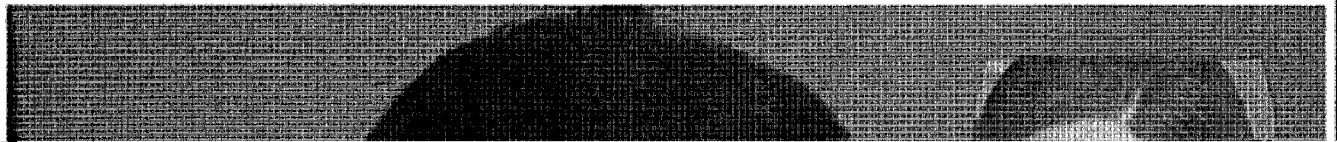


Gliding

The Official Journal of the Adelaide University Gliding Club

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

**DID THE PRESIDENT
HAVE AN AFFAIR WITH THIS WOMAN?**



FOOD and FOD

After 12 months I have finally discovered how to use the photocopier to reproduce reasonably decent copies of photographs, so here are some snaps that have been sent in.....

Greg Newbold

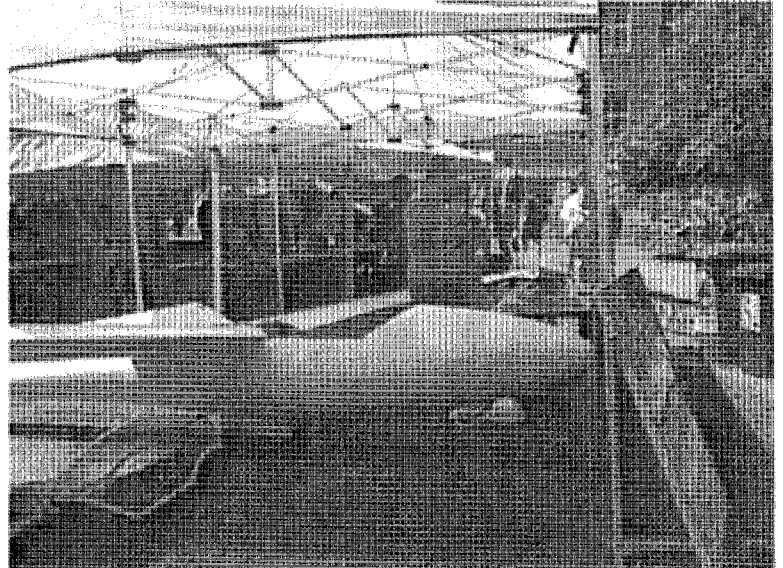
(Club Secretary & formation driving expert)

and

Matt Fenn

(Contact Person & President of the Adelaide Uni Winch Driving and Debauchery Club)

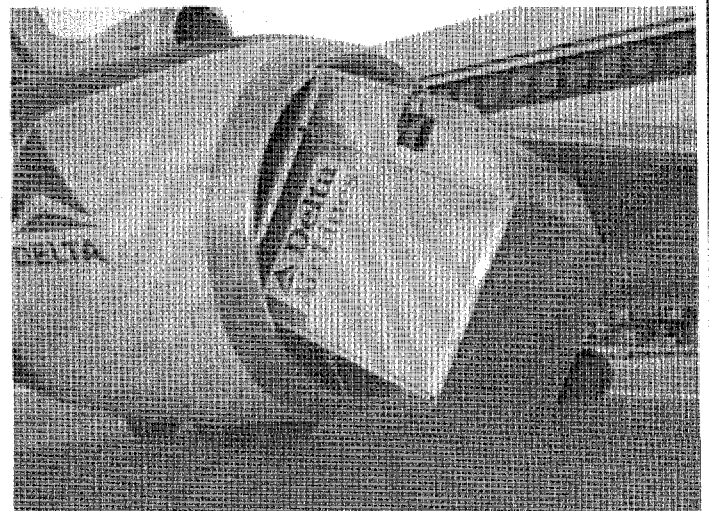
put a great deal of time and effort into the 'O-Week' display.



Peter Cassidy

also put in a huge effort during 'O-Week' (as well as sacrificing *TeX* to the cause) but was no doubt busy chatting up some poor unsuspecting young Uni student when these pictures were taken.

"Irish cargo handling team may be crucial link in accident chain."



PRESIDENT'S FINAL WORDS

Hi Everyone.

The Annual General Meeting is very close, and with a bit of luck this will be my last President's Report in *Uni Gliding*. Not because I don't want to continue, but it is a possibility that work will be sending me overseas for 2 years to work with the New Zealand Air Force. It appears that the cunning plan as described in the May 98 edition of *Uni Gliding* (when I was first elected) might catch up with me yet!

I have invested a fair amount of effort into running the club (and enjoyed doing it too!) over the last year and I think that it is starting to show results. However, I couldn't have achieved this without the ongoing support and effort of the rest of the committee and the other non-official positions. A big thank you to **Raj** for his efforts over the past couple of years as Treasurer, **Greg** as Secretary, **Angus** as Social Convenor, and the mid-term elevation of **Kevin** as Fifth Member. A couple of others also deserve a mention: **Matt** for being Contact Person and not smashing the mobile phone in frustration, and **Steve** for his efforts at keeping us amused with the regular instalments/ravings as Newsletter Editor.

Anyway, this month has featured somewhat disappointing weather and very recently a taste of winter; cold, rainy days and WESTERLY WINDS which means RIDGE SOARING! Watch the weekend weather forecasts. Westerly winds bring crap weather to Adelaide, but mean great flying for us! Come up and give it a go.

Also this month, congratulations go to **David Hichens** for going solo, **Ruth Curtis** for re-soloing after a five year absence, **Trent O'Connor** for converting to his first single seater (the *Arrow*), and **Andrew McCauley** for gaining his Air Experience Instructor's rating.

I hope to see you all at the AGM,

Enjoy your flying,

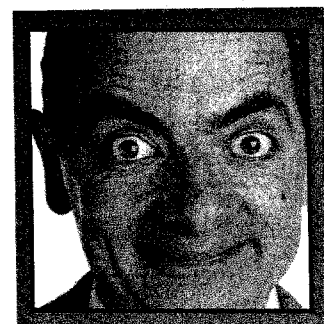
Anthony Smith



EDITOR'S FINAL WORDS

Um. Err. Well ummm.... Bye.

Stephen McGuinness



SURFING THE FRONT

A thin wall of dust stretching from the far south to the north-western horizon made the cold front clearly visible as it marched towards the airfield. The gusty wind still burned from the north west and the thermometer indicated 44 degrees in the shade of the tree near the clubhouse. The days had been hot for the previous week and the air had that 'cooked' feel.

We had been flying earlier in the day but the thermals had been intermittent and weak. Although those thermals had allowed soaring flights, it had been very uncomfortable, and the greenhouse effect under the glider's canopy made the heat all the worse. After everyone had flown at least once, we had retreated to the relative cool of the clubhouse to drink copious amounts of water and regain our energy. The air conditioner struggled to bring the air temperature down to a comfortable level.

With the approaching change and a renewed vigour we drove out to the end of the runway where we had tied down the glider. Trent and Judit, both trainee pilots, discussed who would get the opportunity to fly first with me, the instructor. Trent won as we untied the glider and turned it so that it faced down the runway into wind.

As Trent completed his pre-take off checks he closed the canopy and waited for Judit to hook on the cable that was connected to the winch at the other end of the runway. The temperature in the glider began to climb quickly. As the winch wound in the cable, the glider leapt into the air with the aid of the gusty wind. We climbed rapidly, and the interior temperature of the glider became more tolerable as wind from the glider's speed spilled in through the open side vents.

After we had released the cable at the top of the launch, I instructed Trent to turn and head towards the filmy wall of rising dust out to the west. The approaching cool front was even more obvious from the air. The steep wedge of cooler air was moving eastward towards the airfield and was driving the warmer air upwards as it came. The rising warmer air and gusty wind was pulling the dust off the paddocks below, clearly marking the interface with the cool, clear air behind the front.

As we neared the dust laden front I took over control of the glider. I wanted to feel out how turbulent the conditions were as we got closer. I was pleasantly surprised as we entered the dusty wall. We started to climb with the rising air and the variometer was chirping happily. Visibility was still good and there was very little turbulence. We turned south to fly almost parallel to the front such that we would slowly fly closer and closer to the edge. As we penetrated further towards the interface we began climbing faster and we gradually left the dust below us. It was markedly cooler as we gained altitude.

It reminded me very much of surfing: the dust wall looking like an immense wave rolling across the country side, then the initial rush upwards as we catch our ride and finally cruising along the face of the wave, effortlessly climbing.

Now confident with the conditions, I handed control of the glider back to Trent. We zig-zagged gently along the edge of the front trying to find areas where the air was rising faster. We were now climbing through 7,000' and I instructed Trent to turn through 180° and head north. One thousand five hundred feet above us was controlled airspace, but there is a step just north of the airfield where the lower limit of the controlled airspace is higher. Now however it is a double edged

sword. The further north we head, the weaker the front gets until we are no longer climbing but maintaining our altitude at 8,500'. Although we now have uncontrolled airspace above us, the rising air of the front is too weak to carry us any higher. If we head south to where the front is stronger, we run out of airspace.

Despite this Trent and I are enjoying ourselves immensely. The conditions are relaxing, the air is cool, comfortable and very smooth. The view from 8,500' is spectacular and the panorama stretches from the Southern Flinders in the north down to the top of the 'boot' of the Yorke Peninsula. The Adelaide Hills, normally visible from this vantage point, are obscured by the wall of dust, cloud and some rain from the front. We elect to leave our ride as we pass over Snowtown and turn back for the slow gliding descent back to the airfield.

The flight was a memorable one. Not because of how high or for how long we had been up; I have been higher and up for longer. It was not because of the view; I see that regularly as well. The flight was memorable because it was the first time I had flown in those type of conditions, and I had also managed to teach a trainee pilot how to handle those conditions in the same flight that I had learnt myself. It gave me a sense of achievement; I had applied what I knew to something different and had succeeded beyond my expectations.

I am now looking forward to my next opportunity to surf the front. But next time with a higher performance single seat glider! In my mind's eye I am already there - racing across the leading edge of a wall of dust, pulling up into a graceful climbing turn and then plunging headlong back along the wall as the front keeps lifting me effortlessly higher.

Anthony

REMINDER

THE 'C' IN AUGC STANDS FOR 'CLUB', NOT 'CHARITY'.
ALL FLYING MUST BE PAID FOR ASAP AFTER FLYING.

There are three ways to pay your account:

- 1) Put it in the till at Lochiel when you go flying (appropriately recorded on the Flight Sheet or it will be assumed to be a donation!);
- 2) Post a cheque to the club's mailing address:
c/ AUSA, University of Adelaide, North Tce, Adelaide 5000;
- 3) Post a cheque directly to the Treasurer, currently:
Raj Bholanat, 8 John St, South Plympton 5038.

If you are a student, you don't pay the Sports Association fees.

(Please provide the Treasurer with your student number.)

If you are not a student but have already paid the Sports Association fees, let the Treasurer know which club you have paid it to.

If you have not paid the Sports Association fees, you need to pay it!

Check the figure in the top right hand corner of your address label; if it's in brackets it means you owe the club - PAY UP NOW!!! (Or the boys will be sent 'round....)

Claire Clements was
5th Member of the AUGC Committee this
year, before mysteriously being replaced
by Kevin Zietz (or should that
be "before being replaced by the
mysterious Kevin Zietz"?)



THE ART OF COARSE SOARING

A MISSPENT YOUTH

On finding out that I was quite good behind a pool cue, one of my long suffering school teachers made the remark that it was a sign of a misspent youth, thinking that such a skill could only be got by long hours spent at the pub. If such an upbringing could be considered misspent at least it is one relatively free of failure, unlike the fate of most fledgling pilots. The main question I pose is: where does the wanton desire to take to the air really begin? It must start at a very young and tender age, as one or more failures impress upon an impressionable youth a desire to excel above all others in their class.

The education system provides ample opportunity to give enough experience of failure to last anyone a lifetime. One can easily pick a future pilot in the school yard. These are the students whose kites refuse to stay in the air, paper planes folded from their assignments and greatest sporting achievement being able to avoid competing in any event in the annual sports day. One time I had been forcibly coerced to represent my school house (Angas, the perennial wooden spooners) in the 400m running race - I was the only one without an event and no one else wanted to do it. As I was standing on the line, desperately thinking of a way to get out of it without looking a complete goose, I gave the guy next to me a gentle nudge. Reacting like the short tempered Neanderthal he was, he pushed back, and for a good 4.7 seconds we traded blows until every other competitor was in on the act, only to be broken up by concerned teachers who called the race off. My reputation actually received quite a boost, compared to what would have happened if the race had commenced and I had collapsed after 40m due to sheer exhaustion. In much the same way, a coarse pilot's reputation can become a good substitute for actual ability.

Reputation can be a fickle thing. While there is no substitute for sheer brilliance, this is the hallmark of only a few. A reputation can go a long way but how do you get one? There is but one code of conduct to be followed in gaining a reputation, and that is to *lie*. Lie through your back teeth, if you have any. If someone else isn't going to spread rumours about your talent and level of ability then you must spread your own. It need not be related to flying at all. Any hackneyed anecdote ranging from past service history to bizarre dietary habits can be used to imbue others with the idea that you are willing to push through the envelope of common sense, for this is an essential part of any ace pilot's psyche. Blend this in with enough false modesty and you can have an excellent coarse-all-purpose reputation that, if well pitched, can last for years.

Next issue ... The Down to Earth Pilot.

(The first of Angus' "Art of Coarse" series was published in the November '98 issue of *Uni Gliding*.)

Angus MacGillivray

(Editor's Note: Angus has been Social Convenor this past year, as well as one of the few club members willing to put pen to paper and contribute to the newsletter; thanks Angus.)



Adelaide University Gliding Club

Regatta Day 1

| Reg | Pilot | Start | Finish | Task Time | Dist | Speed | H'Cap | H'Cap Speed | Points | Place |
|-----|--------------------|----------|----------|-----------|------|--------|-------|-------------|--------|-------|
| WUZ | Peter Temple | 14:44:00 | 15:31:20 | 0:47:20 | 118 | 149.58 | 0.92 | 137.61 | 1,000 | 1 |
| BE | Bernard Eckey | 14:48:30 | 15:34:20 | 0:45:50 | 118 | 154.47 | 0.82 | 128.67 | 920 | 2 |
| TX | Peter Cassidy | 13:37:30 | 14:38:30 | 1:01:00 | 118 | 116.07 | 1.02 | 118.39 | 860 | 3 |
| TJ | Emilis Prelgauskas | 13:03:30 | 14:12:45 | 1:09:15 | 118 | 102.24 | 1.16 | 118.60 | 862 | 4 |
| QZ | Simon Hackett | 14:38:15 | 15:53:30 | 1:14:48 | 118 | 94.65 | 1.16 | 109.80 | 798 | 5 |
| WUZ | Mandy Wilson | 12:58:57 | 14:00:30 | 1:01:33 | 118 | 115.03 | 0.92 | 105.83 | 769 | 6 |
| PN | Andrew McCauley | 13:02:04 | 14:32:20 | 1:30:16 | 118 | 78.43 | 1.16 | 90.98 | 661 | 7 |
| CY | Steve McGuinness | 14:34:10 | 16:02:30 | 1:28:20 | 118 | 80.15 | 1.02 | 81.75 | 594 | 8 |
| MI | Rob Curtis | 14:27:30 | 15:59:17 | 1:31:47 | 118 | 77.14 | 1.04 | 80.22 | 583 | 9 |

Regatta Day 2

| Reg | Pilot | Start | Finish | Task Time | Dist | Speed | H'Cap | H'Cap Speed | Points | Place |
|-----|--------------------|----------|----------|-----------|------|--------|-------|-------------|--------|-------|
| TX | Peter Cassidy | 13:11:29 | 14:09:56 | 0:58:27 | 120 | 123.18 | 1.02 | 125.65 | 1,000 | 1 |
| MI | Anthony Smith | 12:56:53 | 14:04:20 | 1:07:27 | 131 | 116.53 | 1.04 | 121.19 | 881 | 2 |
| CY | Rob Curtis | 13:12:56 | 14:15:00 | 1:02:04 | 120 | 116.00 | 1.02 | 118.32 | 860 | 3 |
| TJ | Emilis Prelgauskas | 12:32:40 | 13:55:30 | 1:22:50 | 138 | 99.96 | 1.16 | 115.95 | 843 | 4 |
| QZ | Dennis Medlow | 12:43:20 | 14:09:50 | 1:14:48 | 120 | 96.26 | 1.16 | 111.66 | 811 | 5 |
| WUZ | Mandy Wilson | 12:30:58 | 13:50:58 | 1:20:00 | 159 | 119.25 | 0.92 | 109.71 | 797 | 6 |
| PN | Andrew McCauley | 13:34:30 | 14:38:00 | 1:03:30 | 100 | 94.49 | 1.16 | 109.61 | 796 | 7 |
| WUZ | Mandy Wilson | 12:30:58 | 13:50:58 | 1:20:00 | 159 | 119.25 | 0.92 | 109.71 | 797 | 8 |
| NF | Michael Texler | 12:47:17 | 14:16:40 | 1:29:23 | 120 | 80.55 | 1.28 | 103.11 | 749 | 9 |

Regatta Aggregate

| Reg | Pilot | Day 1 | Day 2 | Overall | Place |
|-------|--------------------|-------|-------|---------|-------|
| WUZ | Peter Temple | 1,000 | | 1,000 | 1 |
| TX | Peter Cassidy | 860 | 1,000 | 930 | 2 |
| BE | Bernard Eckey | 920 | | 920 | 3 |
| MI | Anthony Smith | | 881 | 881 | 4 |
| TJ | Emilis Prelgauskas | 862 | 818 | 840 | 5 |
| QZ | Dennis Medlow | | 811 | 811 | 6 |
| QZ | Simon Hackett | 798 | | 798 | 7 |
| WUZ | Mandy Wilson | 769 | 762 | 766 | 8 |
| NF | Michael Texler | | 749 | 749 | 9 |
| PN | Andrew McCauley | 661 | 796 | 729 | 10 |
| MI/CY | Rob Curtis | 583 | 860 | 722 | 11 |
| CY | Steve McGuinness | 594 | | 594 | 12 |

AUGC REGATTA RESULTS

Applications are now being considered from suitable persons for membership in the exclusive "Adelaide Uni Mile Long Club". All applications must be accompanied by photographs, video or at least a convincing story (the signature of an Official Observer alone is not sufficient). Direct all enquiries in the first instance to:

Mr Matthew Fenn
Mr Robert Curtis
Mr Anthony Smith

AUGC ON THE NET

Yes, the club has its very own presence on the Internet, complete with pinups of some of your favorite gliders, including the *Libelle* and *Puchatek*. Find out heaps of useful information, and check out what's happened before it's even happened! (Well, almost.) Click away now to:

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

You can also stay in touch via the e-mail list:
augc-people@internode.com.au

If you want to join this list send an e-mail to:
augc-people-request@internode.com.au

MARCH ON FIELD

Sat 6 Mar: 18 flights, total 2 hrs.

Sun 7 Mar: 35 flights, total 5 hrs 14 mins.
(Lots of 'O-Week' flights both days.)

Sat 13 Mar: 27 flights, total 4 hrs 20 mins.
Trent O'Connor converted to *Arrow*.
Dave Hichens went solo.

Sun 14 Mar: 22 flights, total 5 hrs 21 mins.
Ruth Curtis re-soloed.
(Lots of 'O-Week' flights both days.)

Sat 20 Mar: 5 flights, total 2 hrs 45 mins.

Sun 21 Mar: *Overcast skies with light drizzle and a cloud base of five feet offered a promising start to the day's play. Cassidy won the toss and elected to bat, facing up to O'Connor's unconventional underarm style overarm. Hichens was all power, with some impressive forehand drives. McGuinness went for a tumble on the slippery outfield, while Smith's valiant attempt at a runout saw the Air Force drop just short of its target. Skahill had everyone confused with his alternate left/right batting technique, while Ovari let one through between her legs. The late addition of Curtis looked promising, but the threatened appearance of sunshine and westerly wind saw play abandoned and a draw declared.*

16 flights, total 8 hrs 47 mins.

Treasurer must be the worst job in the club, and **Raj Bholanath** has cheerfully fulfilled that position for the past couple of years. He compiles the stats on each day's flying and provides the address labels for the newsletter, amongst a host of other tasks.



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:

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.

Motorfalke: Gosh, a glider with an engine; whatever will they think of next?

Winch: Still at the back being slowly built.

And finally

Thanks to:

*Rob Curtis
Ruth Curtis
Philip Cutler
Don Hein
Monica Lewinsky
Andrew McGrath
Emilis Prelgauskas
Mandy Wilson*

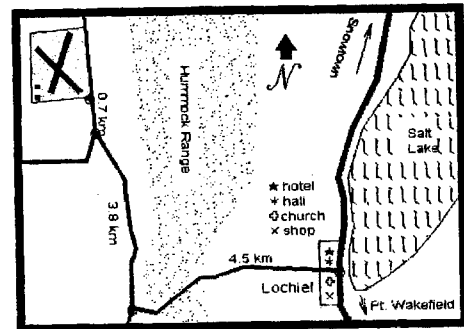
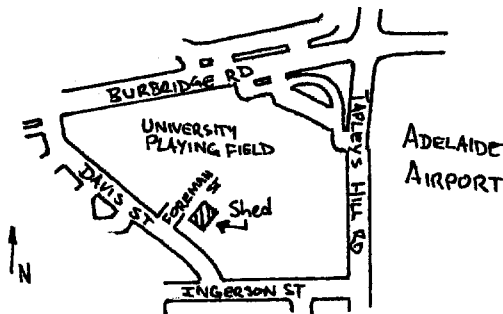
for your contributions/
assistance with the
newsletter this past
year.

AUGC: What's on in April?

| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
|--|-----------|---|---|---|--|---|
| | | | 1 Call Contact Person 018 810 963 | 2 GOOD FRIDAY GAWLER REGATTA Go gliding... | 3 GAWLER REGATTA Go gliding.. | 4 GAWLER REGATTA Go gliding... |
| 5 EASTER MONDAY GAWLER REGATTA Go gliding.. | 6 | 7 Annual General Meeting 7.30 pm Canon Poole Room | 8 Call Contact Person 018 810 963 | 9 | 10 Go gliding.. | 11 Go gliding... |
| 12 7.45 pm West Beach Shed Motorfalke Bocian Winch #3 | 13 | 14 | 15 Call Contact Person 018 810 963 | 16 | 17 Go gliding.. | 18 Go gliding... |
| 19 7.45 pm West Beach Shed Motorfalke Bocian Winch #3 | 20 | 21 | 22 Call Contact Person 018 810 963 | 23 | 24 Go gliding.. | 25 ANZAC DAY Go gliding... |
| 26 Go gliding.. | 27 | 28 | 29 Call Contact Person 018 810 963 | 30 | 1 Go gliding.. | 2 Go gliding... |

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 (08) 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, *Ma††*, on the Thursday before, between 8.30 pm and 10.00 pm, on 018 810 963 so that he 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

