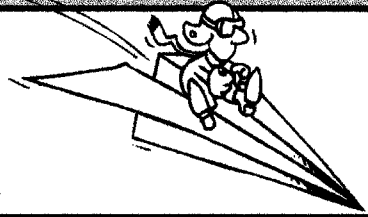


# Uni



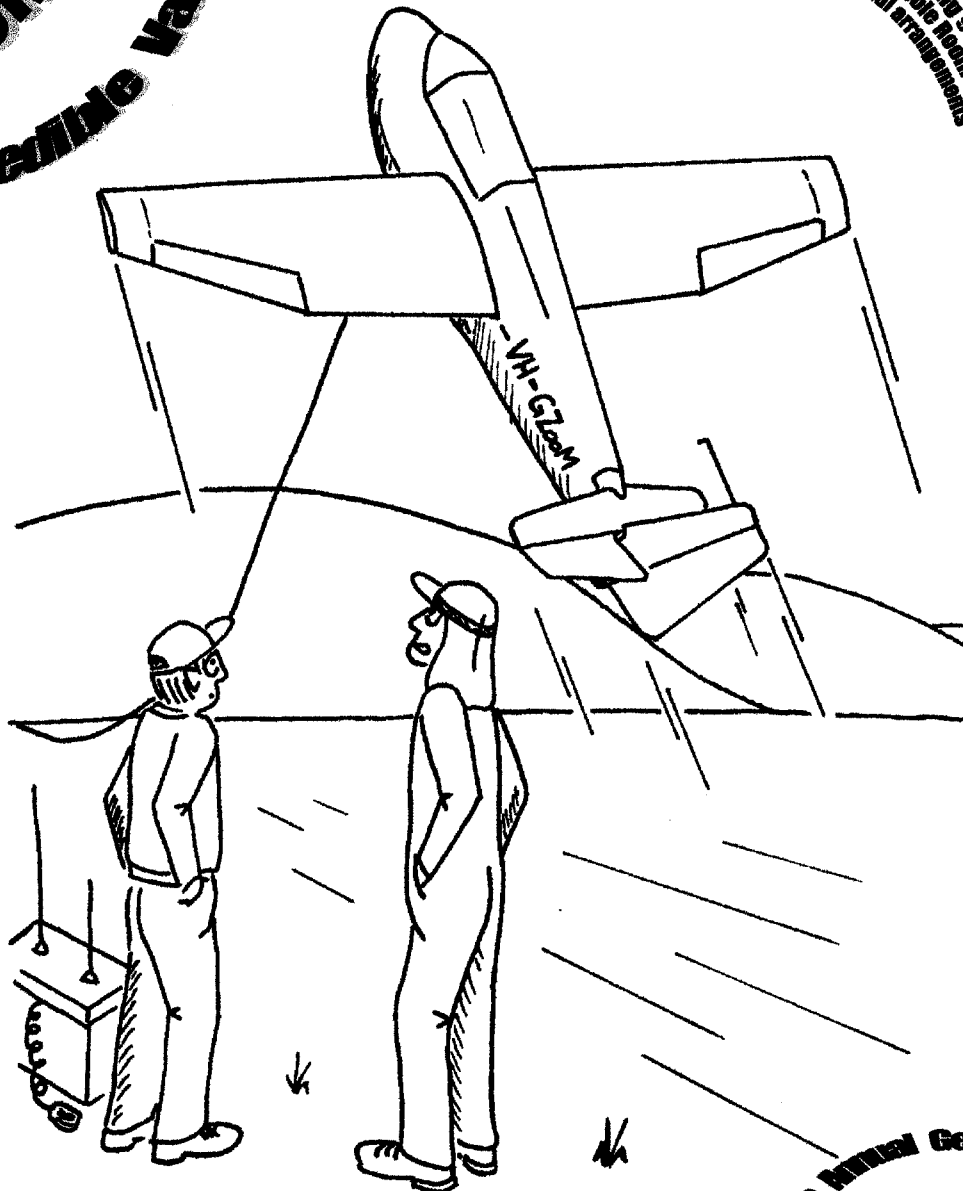
# Gliding

The Official Journal of the Adelaide University Gliding Club

WEBSITE: [www.augc.aus-soaring.on.net](http://www.augc.aus-soaring.on.net)

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Fлиндорс Ranges Camp  
12, 13, 14th June  
Spectacular Scenery  
Bush Soaring  
Horse Riding  
Drinking  
Pyrotechnics  
General Meeting 9th June  
Canon People Meet  
to make final arrangements



I sent her solo because I'm tired of walking back from the cross-strip after each landing!

1999 Annual General Meeting  
**Inside**  
Election Results

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## PRESIDENT'S ADDRESS

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Hi Everyone,

Well my "Final Words" last month were not as final as I thought. Obviously if you have been doing a good job, everyone wants you to keep doing it while they go off and enjoy themselves gliding. This years' Committee sees Steve (I am not crazy) McGuinness unfortunately retained as Newsletter Editor - last month's cover photo saw the esteemed *Uni Gliding* descend to the depths of gutter gossip; I am still wondering how he found out about Monica. We also have Matt (Call me anytime) Fenn continuing as Contact Person after we promised to buy him a new mobile phone. However, we now have the return of Dennis (Paul 'Hallelujah' Keating / Dippy) Medlow into his favourite role as Treasurer. Scott (What are we going to get up to tonight guys!) Lewis was shanghaied into the Secretary position, Andrew (I don't fly anymore because I have discovered girls) McCauley is now Social Convenor, and Rob (I can fix anything) Curtis is Fifth Member. Well you all voted us in, you now have to put up with us.....

Anyway last month has been a huge amount of fun, with even a bit of flying happening now and again with the weather refusing to believe that it is almost winter. The highlights of the month were **Matt Fenn** converting to the *Arrow*, a **commando team** putting the 'Right Turn' sign on the ridge, discovering that **Christine** (Andrew McCauley's new girlfriend) is not plastic (thanks Peter C for that discovery), inventing new ways of disposing of **Black Crow** without resorting to drinking it, and **David Hichens** finally landing without bouncing. If these events seem a bit cryptic then you haven't been up on field or attended any of the social events recently and you have missed out!

Coming soon is the Flinders Trip on the Queen's Birthday long weekend, being organised by Cathy Conway. This trip will feature flying over an incredibly scenic area, bushwalking, touring, wine drinking and bonfire appreciation, amongst other things. We (hopefully) will be doing aerotows from Rawnsley's Bluff airstrip. All you single seat pilots out there may want to have a day at Gawler beforehand to brush up on your skills. Due to the ruggedness of the area we will not be doing training flying, we are really going up there to relax and enjoy ourselves. Don't expect to do a lot of gliding, but do plan to do some of the other activities mentioned above. It will be a great weekend and I hope to see you all up there.

Lastly, it is about time that the club had some new T-shirts and wind cheaters. So put on the thinking caps and come up with a new design. Yes, there will be a prize for the designer of the new shirts - entries close on 17th June. The winner will be decided at the Exec Meeting.

Hope you all enjoy your flying,

*Anthony*

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**ACTUAL NEWSPAPER HEADLINE:**

***Panda Mating Fails; Veterinarian Takes Over***

The 1999 Annual General Meeting of AUGC was held in a mystery location at the Uni on the evening of April 7th. Unfortunately everyone's attempt to hide and keep the doors locked failed to work, as **Stephen McGuinness** still managed to find his way into the room and got re-elected as Newsletter Editor. The other, minor, positions for this year are:

### ADELAIDE UNIVERSITY GLIDING CLUB

PRESIDENT:	<b>Anthony Smith</b>
SECRETARY:	<b>Scott Lewis</b>
TREASURER:	<b>Dennis Medlow</b>
SOCIAL CONVENOR:	<b>Andrew McCauley</b>
FIFTH MEMBER:	<b>Rob Curtis</b>
CONTACT PERSON:	<b>Matt Fenn</b>

### ADELAIDE UNI WINCH DRIVING & DEBAUCHERY CLUB

PRESIDENT:	<b>Matt Fenn</b>
SECRETARY:	<b>Matt Fenn</b>
TREASURER:	<b>Matt Fenn</b>
PUBLICITY OFFICER:	<b>Matt Fenn</b>
FIRST AID OFFICER:	<b>Matt Fenn</b>
RECRUITING OFFICER:	<b>Matt Fenn</b>
LAWYER:	<b>One of Matt Fenn's mates</b>
RECORDS OFFICER:	<b>Matt Fenn</b>

### ADELAIDE UNI RALLY DRIVING CLUB

CHAIRMAN:	<b>(Joint winners) R. Curtis/R. Quinn</b>
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I enjoyed the article 'Coarse Soaring' in the last Newsletter and wondered if anyone had read the treatise 'ONEUPSMANSHIP', circa 1933, and pondered this paradigm in relation to soaring, especially in relation to mutual flights. I will try to find my copy.

I had occasion to fly with [name deleted], in competition, at Renmark in the *Bergfalke* on the very blue day, with [n.d.] to fly the pre-start bit from the front, and me to direct the competition bit. In [n.d.'s] segment of the flight we at one stage descended from some 8000' down to 1800' without so much as a bump. At 1800' [n.d.] desperately asked where we should turn to find a thermal. Given two options, left or right (port or starboard for the techo's) I knowledgeably suggested right (based purely on the fact that the airfield was on the right, donga straight ahead and tiger country to the left) and we promptly hit the strongest thermal of the day. When [n.d.] asked how I knew that the thermal was on the right, I asked if he paid any attention at all to the bulge in the inversion layer some 9000' above us.

*Gary Hollands*

## RIDGE RULES

Now that winter is just about here it's time to get *down* to some serious ridge soaring; here's a few things to keep in mind:

- **LOOKOUT** Always ultra important, but remember the ridge tends to channel gliders into a narrow strip of sky, travelling at very high closing speeds.
- At least **SAFE SPEED NEAR THE GROUND ALWAYS** No room to recover when you're this close to the ground.
- All turns should be made **AWAY** from the ridge, i.e. into wind.
- **DON'T GO BEHIND THE RIDGE** The turbulent air will likely ruin your day. If you do get caught behind the ridge, turn and run downhill and land in a field at the bottom.
- Watch the weather - it can and does change very quickly, and the ridge can "die" very quickly. Always have fields picked out in case you can't make it back to the airfield.
- Watch your wingtip - it's a helluva lot closer to the granite/trees than you are!
- All other things being equal, it is expected that all gliders will **KEEP RIGHT** when passing each other travelling in opposite directions.
- When overtaking another glider **ALWAYS OVERTAKE BETWEEN THE GLIDER AND THE RIDGE**. Very important. The slower glider can't see you coming behind him, and you don't know when he's going to turn. If he does turn, it will be **AWAY FROM THE RIDGE** (Rule 3 above), so you'd better be on the other side, i.e. between him and the ridge. Basically, at Lochiel, this means if you're heading north, overtake on the right, if you're heading south, overtake on the left. (This is an exception to the normal aeronautical rule, where aircraft always overtake on the right. But then we're not normal.)
- The Regulations require you to be no lower than 100 feet when within 100 metres of a person, dwelling or public road. They don't say anything about sheep though.
- Don't bang into the hang gliders - they leave unsightly red stains all over the hillside that are a bugger to clean off.
- **HAVE FUN** but never lose respect for where you are and what you're doing. A mistake or lapse in concentration only takes a split second, but being dead lasts a real long time.

## APRIL/MAY ON FIELD

HEAPS and HEAPS has been happening.

So much in fact that the Statistical Accumulation & Analytical Device (SAD, affectionately referred to as 'Treasurer') has thrown a sprocket.

Apparently the club has been flying *every single weekend* so far this year. Good stuff. Applause to Anthony who seems to have done the vast majority of back seat work.

Hopefully we'll have some stats next month.

## AUGC ON THE NET

Yes, the club has its very own presence on the Internet. 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](mailto:augc-people@internode.com.au)

If you want to join this list send an e-mail to:

[augc-people-request@internode.com.au](mailto:augc-people-request@internode.com.au)

## WEATHER MATTERS !

**T**here are some people who believe that summers are not as hot now as they were years ago. It may be that a few very hot days experienced long ago stand out more in the memory. This January was the hottest by far for the last sixteen years with five days over forty degrees, and three of them coming in succession, on the 4th, 5th and 6th.

Normally January consists of one or two days over the forty degree mark. The highest temperature for the month came on the 10th, with 43.8°C, though this is well short of the record for January of 46.2°C. Minimum temperatures for the month were closer to normal and it seems a little surprising that the lowest temperature for January was 10.5°C on the 13th.

After a promising start with 8mm of rain early in the month it became very dry for the remainder and that one fall, on the 8th, was just about our whole monthly total.

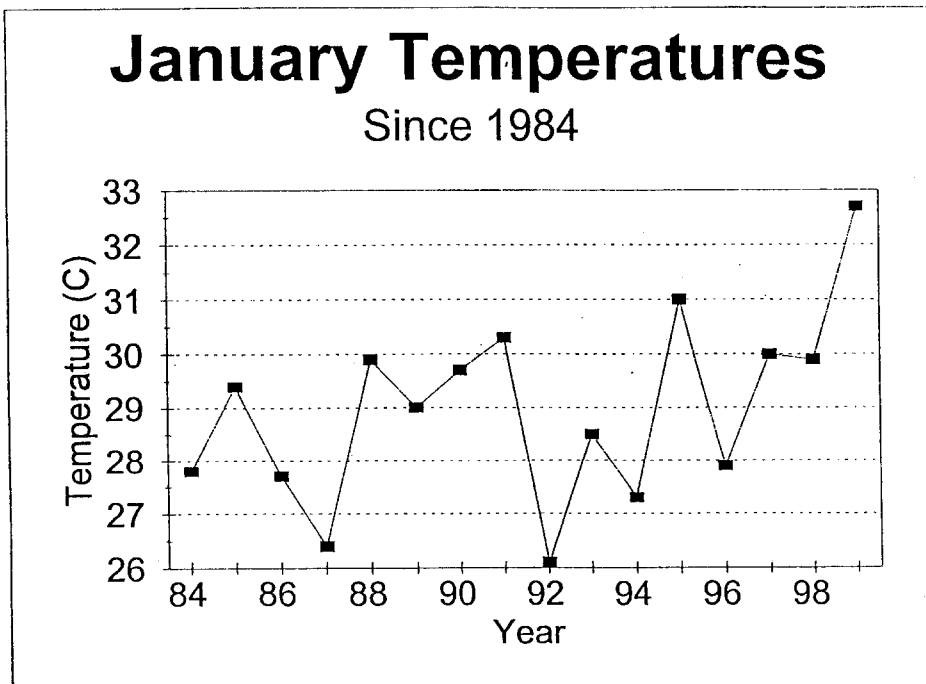
The maximum wind for January was 53 knots, from the southwest, on the 10th, and came with the welcome cold front bringing relief from the 43.8°C temperature recorded on that same day.

Normally February is as hot as, or sometimes a little hotter, than January. The hottest time of the year is that period from about mid January to mid February. February is also the driest month of the year but there is still a reasonable chance that good late summer rainfall may occur given favourable winds aloft. There is plenty of tropical storm activity going on to the north, and northwest of the continent and this is the primary condition for rainfall in the southern half of Australia during the first three months of the year.

The graph shows January average monthly temperatures for the last sixteen years. The tendency to warmer January's over this period is evident here, however the period is too short to draw any definite conclusions regarding a long term warming trend.

Rowan Lloyd, Met. Office, Edinburgh.

*FROM "AIR FORCE SOUTH AUSTRALIA"  
CONTRIBUTED BY PETER CASSIDY*



Club Members who didn't attend May's General Meeting missed a fascinating talk on the weather by guru MIKE HANCY.  
Mike has kindly made available the notes from his talk, entitled:  
**An Introduction To Temperature/Height Diagrams and Atmospheric Thermals for Gliding**  
At 17 pages it was felt impractical to include them in the Newsletter - instead they will be distributed via the mailing list very soon. Some hard copies will be kept in the club house.  
We are hoping to arrange another meeting with Mike centred around the World Club Gliding Championships at Gawler. He is presently writing a gliding climatology of the Gawler area, including Lochiel and the Riverland; bound to be of great interest!

You should find a Membership List included with this edition. Please check your details carefully and pass on any amendments to the Treasurer (Dennis Medlow).

# Reflections

## Upon the Newsletter...

Thank you for voting me Newsletter Editor for another year - either I did an acceptable job last year, or I was the biggest mug in the room that night, I'm still trying to work out which! Whilst I did enjoy being Editor last year, 12 months in the job has caused me to question the relevance of the Newsletter in this day and age, and I would like to offer a few thoughts as to why .....

For some time now the idea has been floating around that the Newsletter should be sent via E-mail, as the majority of members now have an E-mail address. (For the few that don't we would of course make other arrangements.) The savings should be substantial - the direct dollar cost of photocopying/ mailing each month is not inconsiderable, and the time involved should certainly be eased. So far no-one (that I'm aware of) has objected to the idea. The plan seems to be that the Newsletter format will continue "as is", only with the source file sent out for people to print at their leisure. To me though, this idea seems like bolting a jet engine onto a Sopwith Camel in the hope of producing a very fast Sopwith Camel - not likely to work as intended!

A major function of the Newsletter has always been to promote upcoming social events, as AUGC has traditionally been an active club, offering many social activities apart from gliding. The club's most recent social event (the video night at Rob & Ruth's) was very successful, with a big turnout of people (including several new faces) braving the cold weather to come along. BUT, this event was initiated, organised and promoted *entirely via the mailing list*. It was over and done with before having a chance to be advertised in the Newsletter. Contrast this with two recent major events, the AGM and the "getting to know you" beer and pizzas night at West Beach. Both were dismal failures in terms of getting new people along, despite being promoted in the Newsletter in the most dramatic ways I could think of (Anthony might suggest the AGM was advertised *too* dramatically!)

The Newsletter is also intended to provide articles for education/amusement/history etc. Leaving aside the difficulty in getting *any* contributions from the current generation, what is the logic in having people E-mail articles to the Editor (the vast majority of contributions I did have last year were E-mailed), which s/he then spends time reformatting to fit in with a load of other stuff, only to be re-transmitted a few weeks later? Why can't the author just transmit the file to the mailing list themselves? Dave sent photo's of the 'O-week' display earlier this year - it was timely and relevant and needed no further explanation. Would people really bother printing the Newsletter if they received it via E-mail? I have my doubts. Personally, I would just edit out any articles I wanted to keep and print them.

Other components of the Newsletter also seem pointless when sent electronically. Being on the mailing list implies the subscriber has basic info such as maps, contact details etc. Advertising the mailing list itself, web site etc. is silly. Statistics on the weekend's flying *are* important, but would be better sent immediately after the weekend, not 3 or 4 weeks later in a Newsletter format (there has recently been a trend towards this happening).

I believe a traditional style Newsletter is redundant in this age of Internet and virtually instant communications. The near-debacle of the AGM location is an example - barely had the Newsletters been posted when word came via the mailing list that the venue would have to be changed; not only was the Newsletter useless for that, it could have been a handicap.

The reason usually given for the Newsletter is, "It keeps the club visible, especially to potential new members". This sounds like the old "Earth is flat" belief - it certainly SEEMS intuitively obvious, but begins to fall apart when examined more closely. To who or what EXACTLY is the Newsletter keeping the club visible? Just HOW is the Newsletter helping recruit/keep new members? The past year has seen a steady stream of new people on field, but from what I have been able to ascertain, not a single one of them (not one) was there because of the Newsletter; most had never seen the Newsletter (leaving aside the 'O-week' edition), didn't know we had one, and weren't particularly bothered whether we did or not.

It appears to be mainly the older members who feel we must have a Newsletter; I suspect this is more due to an emotional attachment to it rather than having any rational argument for its existence. *If social functions are being attended when promoted via the mailing list but not via the Newsletter, if articles can be distributed by authors directly without even needing a Newsletter, if membership is not being affected in the slightest by the Newsletter, then just what function does it serve?*

The problem of recruiting/keeping new members is something that runs much deeper than the Newsletter, despite it often being used as a 'scapegoat' for that purpose. Anthony's attempts to have a regular feature in *On Dit* is the sort of lateral thinking that is far more likely to increase student awareness of the club than a few Newsletters floating around. Certainly the 'O-week' introductory edition *is* important, and perhaps should be expanded into a more permanent form (possibly in color?). A supply of these could be kept in the club house to give to first timers as part of their TIF package. And I would suggest an annual 'Year Book' summarising all of the year's major events, trips, accomplishments, etc., would be a far better way to archive the history of the club.

The idea of keeping the Newsletter "as is" but just distributing it on line is not as simple as it seems. I enjoyed being Editor last year because I thought it was contributing something to the club. However I can't help feeling that the Newsletter has now been superseded by the mailing list. In days gone by a Newsletter was really the only way club members could keep in touch - this of course is now far from the case.



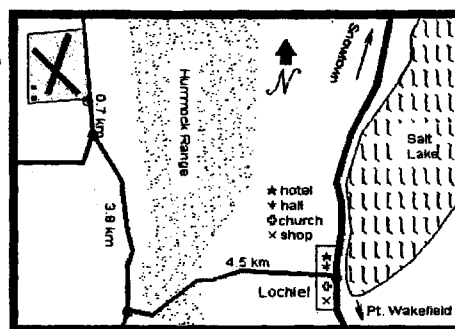
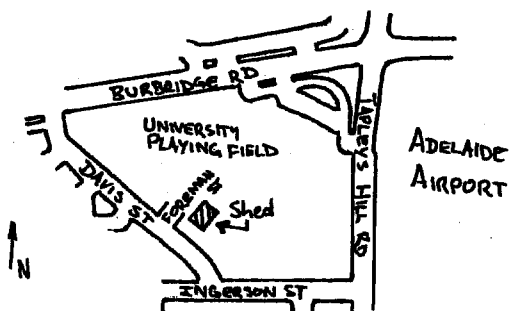
**REMINDER:**

***Flinders Ranges Trip 12,13,14th June.  
General Meeting 9th June Canon Poole Room  
to make final arrangements.***



## 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 8393 2646, E-mail: [anthony.smith@adelaide.on.net](mailto: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, Matt, on the Thursday before, between 8 pm & 10 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 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:  
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Adelaide University SA 5005

