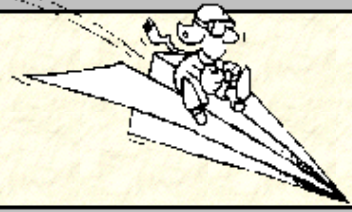


# Uni



# Gliding

The Official Journal of the Adelaide University Gliding Club

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

**FIRST  
A.U.G.C.  
ELECTRONIC  
NEWSLETTER!!**

**WARNING:** Some of the photographs in this publication were NOT taken by Mandy Wilson.

***Cover Story:***

## **Navigating Without Visual Reference**



### **EVENTS FOR THIS MONTH:**

#### **Monthly General Meeting**

**Wednesday 7th July 7.30 pm Canon Poole Room Adel Uni**

*Rob Moore will talk about the Sports Class Nationals to be held at Gawler in January 2000.*

#### **\*\* Annual Club Dinner & Awards Night \*\***

**Friday 9th July 7.30 pm Cafe Fillini's North Adelaide**

*Bound to be an excellent night - anyone not attending must provide a note from their mother (especially if your name is Redmond).*



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## PRESIDENT'S WORDS

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Hi Everyone,

More words of encouragement from your highly esteemed (or is that highly steamed?) President. This month has seen the large amounts of running around and organising of people conclude in the successful Flinders weekend. Despite the weather trying its damndest to keep us grounded everyone managed to get a flight in. Flight of the weekend was probably by [Michael Texler](#) and **John Dunstall** who soared wave in the *Bergfalke* to over 11,000' on the Monday. [Peter Temple](#) also enjoyed the wave but didn't enjoy outlanding some 30 km away at Hawker airfield. Typically the weather was absolutely beautiful on Tuesday..... *after* everyone had packed up and gone home! A big thank you to [Cathy Conway](#) for arranging the tug and the accommodation. I am sure someone will write an article for the Newsletter.

Also last month, congratulations to **Edward Skahill** who escaped those annoying voices from the back seat and went solo.

Coming very soon is the club's **Annual Dinner and Awards Night** to be held at **Fellini Café in North Adelaide on Friday July 9<sup>th</sup>**. This is where we give out the club trophies for various achievements during the year and have a very good time. I look forward to seeing everyone there.

I'd like to give a brief response to [Steve McGuiness'](#) thoughts on the relevance of *Uni Gliding* in this day and age. Prior to becoming President I held the position of Newsletter Editor, so I understand what is involved in producing it each month. My reasons for pushing that the Newsletter be sent electronically are that it should save the club \$400-\$600 in stamps and photocopying each year, and will also save time in stapling and addressing the remaining Newsletters to those 32 people not on e-mail (out of 93 club members).

However, first a bit of history. Long before the days of e-mail, the Newsletter was the only way of communicating to everyone what was going on in the club. True, it was not always on time, but that reflects the nature of being a university club, where study tends to come first. It is also true that it has always been a struggle to get enough articles, pictures, jokes and similar material to keep the Newsletter looking fresh and interesting. Now that we have e-mail, Stephen is very right, the Newsletter probably has been superseded by e-mail.

The exception is, not everyone in the club has e-mail (as above), and even if they do, being on the [augc-people](#) mail list is voluntary. I suspect that there are a substantial number of members who are not in contact with the club electronically at present, *but they do receive a Newsletter*. And it is these people that I think the Newsletter should be produced for. They have all expressed an interest in aviation and the club by joining. Some may not have even been up to the airfield yet. Some may have been up and not come back yet. It is these people that need to be encouraged (or prompted) to come and enjoy what the rest of the hard-core gliding addicts like myself enjoy on the weekends.

Personally I think the Newsletter keeps the club visible to a lot of people (a copy goes to GFA and elsewhere) and I put some of the spare copies in the Sports Association Office at Uni for those people passing through to read as well. I wouldn't object to it being replaced by a Year Book, which sounds like an excellent idea, providing that we can still maintain contact with the people on the fringes of the club.

(Continued on page 4)

## [Flying Without Visual Reference](#)

by [Peter Temple](#)



Wave flying above cloud is always potentially dangerous, much more so when there is almost total cloud cover which extends to the ground. This was the case on 14 June 1999 at the AUGC Flinders Ranges wave camp.

In WUZ on that day I was flying with two GPS receivers, one of which is linked to the flight computer giving me information such as true airspeed, ground speed, bearing, track, and glide heights. So how did I end up outlanding at Hawker?

The answer is lack of preparation and BECAUSE I HAD A GPS. Without it I would not have been there in the first place. The problem was that I had a GPS and was not proficient in using it in that situation.

The following contributed:

The wind speed at altitude was very high and varying in direction and speed with altitude;

I aerotowed through a gap to above the cloud, the cloud underneath closed in completely within minutes of releasing off tow;

I was busy at the same time trying to untangle the oxygen mask that had become tangled around itself;

Using the instruments, I had heading, track and bearing information. The track can wildly fluctuate when the ground speed is near zero and I was not sufficiently proficient with using the readouts to be able to interpret the information quickly enough to stabilise the track in the direction I wanted to go;

The visual cues (i.e. the cloud whizzing by underneath) gave a false sense of track which is hard to ignore (there was no lenticular to fly relative to);

I was paranoid about ending up downwind of the airfield.

The result was that, despite my efforts, the distance to the Rawnsley Park airfield where I departed from continued to increase. This was resolved by flying to another airfield that was well upwind and therefore much easier to stabilise a track to. I stayed above the cloud for three hours over Hawker practising my navigation skills before descending through a hole. I'll be practising in flight simulators a great deal more.

**It is very easy to be seduced by technology. Don't let it happen to you.**

Note 1: *Heading* is the direction you are facing, *Track* is the direction you are actually going and *Bearing* is the direction to the point you are trying to get to. For example, if you had 240, 337 and 030 degrees for heading, track and bearing respectively with 5 kts ground speed, would you know to make a small correction (20 degrees) to the left? If you speed up such that you are flying at the same speed as the wind strength, and on your original heading, the track is then 320 with 17.4 kts ground speed. Now the only direct way of tracking along the bearing, without changing airspeed, would be to turn to 020 (i.e. almost a 180 degree turn) whereupon the ground speed is 98.5 kts.

(There is a prize of a bottle of wine for the first person to correctly identify what wind strength and direction I used for these calculations.)



Note 2: The GFA Operational Regulations state:

A sailplane shall be flown under Visual Flight Rules (VFR) at all times, that is:

- (a) With constant visual reference to the ground or water when within 2000 feet of the surface;
- (b) In a flight visibility of at least 5000 metres below 10,000 feet AMSL or 8 kilometres when at or above 10,000 feet AMSL;
- (c) If monitoring the appropriate VHF frequency and below 3,000 feet AMSL or 1,000 feet above terrain (whichever is the higher), clear of cloud;
- (d) If above 3,000 feet AMSL or 1,000 feet above terrain (whichever is the higher), 1,500 metres horizontally from cloud, or 1,000 feet above or 500 feet below any cloud within 1,500 metres horizontally.

When navigating visually, the pilot must be able to positively fix the aircraft's position by visual reference to features shown on topographical charts at intervals not exceeding 30 minutes. Flight over more than 4/8 cloud may make visual navigation impossible.

*(Continued from page 2)*

Following on from the Year Book idea, it occurred to me on a very wet Saturday at the airfield as we sat around the fire telling stories, that a substantial amount of club history is in danger of disappearing forever. This history has been previously saved in the form of legends and stories told around the fire and at the Uni Bar. But it is in danger of fading away as the older members of the club move on. As yet I am not certain how to record 25 years worth of anecdotes, but if there is anyone interested in taking on the task of typing them up and possibly getting them published, please let me know. You certainly won't look at another light switch again without laughing, eh. David :)

Hope to see you all flying one day,

*Anthony*  
President

## JUNE ON FIELD

## AUGC ON THE NET

**THIS SECTION NOT FINISHED**

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)

# FLINDERS FOTO'S



Photography by [Mandy Wilson](#)



[Peter Temple](#), [Anthony Smith](#), [Angus MacGillivray](#) & [Greg Newbold](#) in front of WUZ, Peter & Mandy's DG200.

[Anthony Smith](#) flying the Club Libelle, photo taken by [Steve Kittel](#) in the [Pt Augusta Gliding Club's Twin Astir](#) ([Trent O'Conner](#) in front).







*Not quite as spectacular as Lochiel's ridge, but you could get used to it!*



*The Bergfalke on final approach.*

A few stats from the Flinders trip ...

Total flying (min):

Saturday 990, Sunday 0, Monday 998\*

Best (longest) flight:

Saturday Peter Temple in WUZ (192 min)

Monday Anthony Smith in GMI (129 min)\*

OK, so why the \* next to Monday?

It would appear that Peter Temple launched on Monday at 0834 and hasn't been seen since. As WUZ didn't fly again that day I assume he's STILL UP THERE!

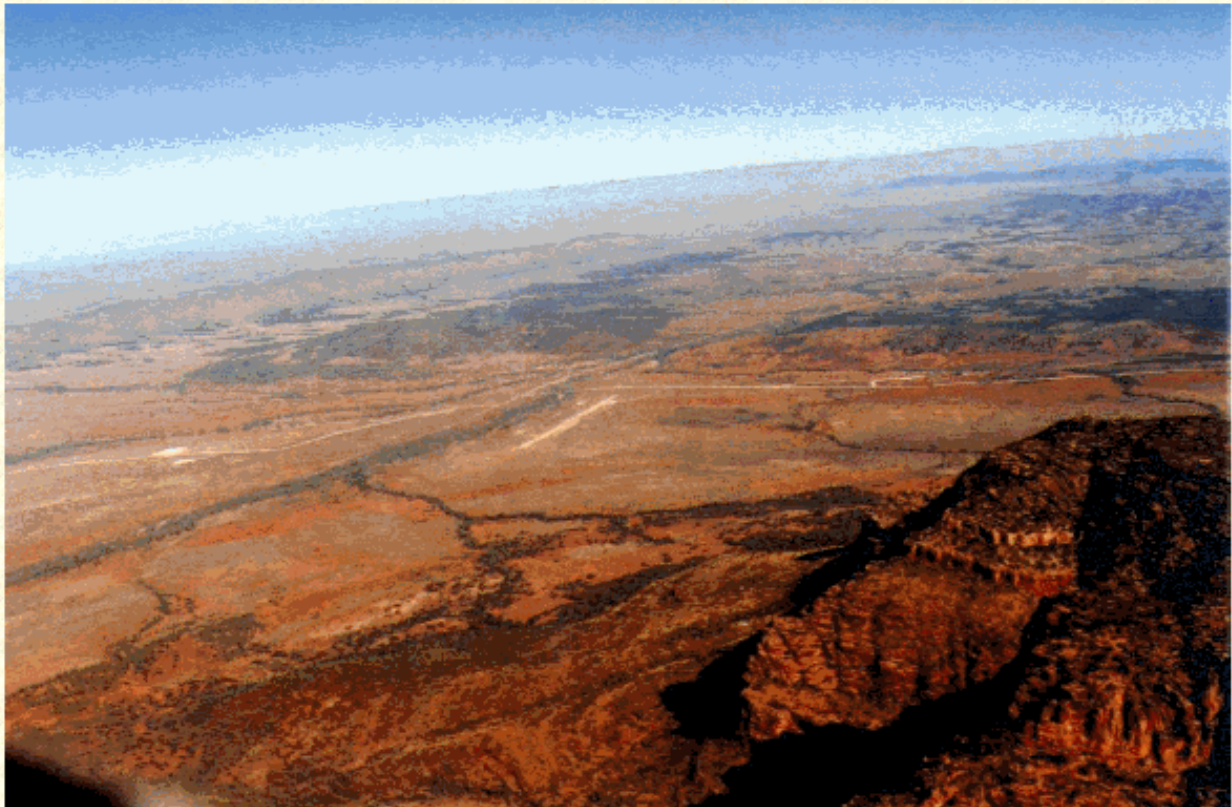
Now folks this breaks a couple of CARs but certainly qualifies for flight of the day (or better yet, flight of the week).

However if WUZ did land on Monday (or indeed on any other day) I would appreciate having a landing time. I don't care what it is as it doesn't affect club logbooks, but I do like to have a tidy flightsheet.

*Dennis*

[Treasurer](#)





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

*On finals into Rawnsley Park airstrip.*





# CFI SAYS ...

Hi Folks

Apparently, for insurance purposes, anyone with a 'C'-Certificate who wants to fly passengers requires a certificate in their logbook, including AET's and instructors. We will need to make sure that everyone has this certificate.

Can you let me know if you haven't?

Safe Flying,

[David Conway](#)  
CFI AUGC



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## Would You Trust This Man With Your Finances ?



A prize to the first person who can name this pilot and give the year it was taken.

Hint: It isn't [Raj Bholanath](#).



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## WHERE TO FROM HERE ?

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I read with interest Steve's article in the recent *Uni Gliding* Newsletter.

Good points are raised about the relevance of the Newsletter in the context of this mailing list.

Simply converting the current Newsletter to electronic (HTML) format and emailing it to the mailing list is not appropriate, however we do need an official forum for communication within the club. The existing mailing list is far from ideal for that purpose. I suggest that official information (such as CFI/airworthiness/executive reports, contact information, announcements of major events, moderated/edited articles) continue to be maintained by the Editor. This can be done in electronic form with archiving (preferably with a search facility available to members).

The task of the Editor could be to archive relevant emails from the mailing list, after forwarding contributions sent by snail mail to the mailing list as appropriate. The archived material can then be regularly posted to members and clubs without email. The Editor would also retain the job of trying to extract contributions from members. A monthly email with contact information, Editors whinge etc. may also be appropriate.

With this approach those with email access get the information immediately, those without get the relevant bits eventually (as is the case now). We also retain the historical reference.

Just my 2.2 cents worth (GST applied).

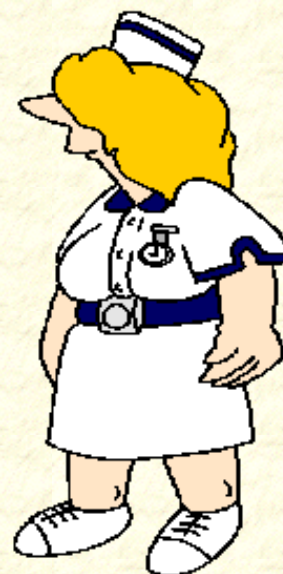
[Pete](#)

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Ever cheerful [Raj Bholanat](#) is currently in hospital for approximately 6 weeks having a knee reconstruction.

After driving all the way to Rawnsley Park for the Flinders Camp (and ending up acting as a courier for Cassidy/Curtis Airlines - ask them about it), and then towing the Blue House all the way back to Lochiel (on slippery roads and a minor detour - ask him about it), and then driving all the way BACK to Pt Augusta again the NEXT DAY to go into hospital, he could probably use the rest !!

I'M SURE EVERYONE IN THE CLUB WISHES YOU A SAFE AND SPEEDY RECOVERY RAJ.

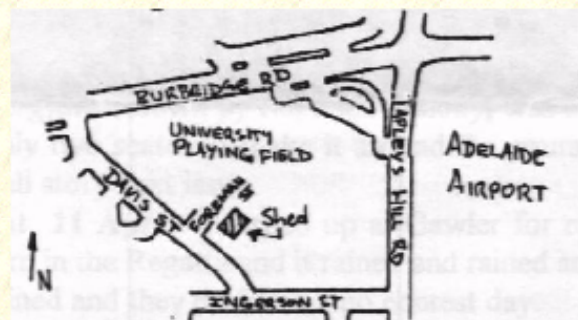
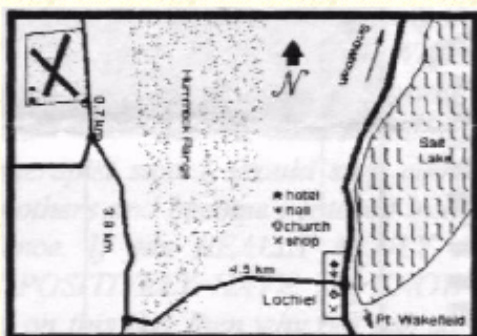


### **STOP PRESS:**

**Microsoft has announced it will delay delivery of its WINDOWS 2000 operating system until the first quarter of 1990.**

## 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 addressed please return to:  
 AUGC Inc.  
 c/o Sports Association  
 Adelaide University SA 5005

