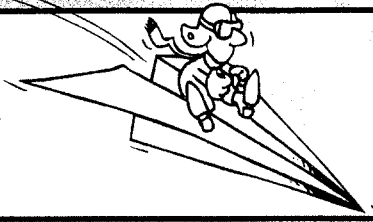


February 2000

Volume 25.01

*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)

**YOU CAN FLY**

## REMINDER

Orientation-Week at Adelaide University  
21 - 24 February

Volunteers needed to man the club's stand;  
if you can spare a couple of hours contact Anthony.

## PRESIDENT'S RAMBLINGS

Hi and welcome to this year's first edition of *Uni Gliding*.

Welcome to another year full of excitement, adventure and really cool things, especially to those people who have recently joined (or are thinking of joining) at O'Week. This year should be a lot of fun and I hope everyone joins in and enjoys themselves.

So far the year has been very good. Anyone who went flying in the second week of January would certainly know what I mean. A lot of people have made good use of the excellent weather. Scott Lewis achieved his 'C' certificate and converted to MI, Trent achieved his Silver 'C' before disappearing over to the US for a year, David Hichens also converted to MI, I achieved my gold distance but missed out on the diamond distance (500 km) by a mere 5 km, and both Raj and Rob have become Level 1 Instructors.

The big question asked at this time of the year is: "**What is gliding?**". Gliding is the art of flying an aircraft without an engine. Gliders are designed to be very efficient aircraft, so efficient that they can use air currents to gain height and hence stay airborne for hours. Without the air currents we glide slowly back to the ground, much like the paper plane that you will see occasionally floating down the lecture room. Because we don't have an engine, the flying cost is very low and makes it a very cost effective way of learning to fly. It is a sport which provides constant challenges and a wide range of opportunities.

The next big question is: "**Is it SAFE?**". The answer is YES! Gliding is far safer than driving a car. The most dangerous thing about a day of gliding is the drive to and from the airfield (I am not joking! We have not had any gliding related injuries in the last couple of decades, but several people injured in car accidents). Remember that gliders are airplanes that are designed to fly without an engine. Powered aircraft are designed to fly with an engine; when the engine stops the now unpowered aircraft becomes a very inefficient glider. It is carrying the weight of a now useless engine, has a now useless propeller sticking out into the airflow creating drag and it has a less efficient wing (and probably a pilot who isn't practiced in flying without an engine).

Throughout the year the club will organise a variety of events including a gliding trip to the Flinders Ranges as well as visits to other clubs, participating in competitions and much more. So come along and have a go.

Hope you have great flying,

*Anthony*

*"When you have tasted flight, you will always walk with your eyes turned skyward,  
for there you have been and there you will always be."*

Leonardo da Vinci

## GLIDING FOR THE FIRST TIME ?

Well you've heard all about the Adelaide University Gliding Club, seen the glider on display on the Barr Smith Lawns and are now really keen to have a go at gliding!

The first thing to do is ring the contact person (currently Matt - 0412 870 963) on the Thursday night before the weekend you want to fly. He will be able to tell you if there is flying on and how busy we expect to be. The club has two, twin seat training gliders which are the most used gliders at the airfield. Don't be too surprised if the day you want to fly is expected to be really busy; this is common at this time of year with many students trying gliding for the first time. It is first in, best dressed, so call early!

The contact person will also be able to arrange a lift if you need it. We normally pick up from the Uni footbridge at 7:00 am and the Caltex service station at Bolivar at 7:30 am. If you are driving up yourself, or with friends, drive through Port Wakefield (approx 100 km north of Adelaide) then veer right onto the Port Augusta road. About 30 km further on is Lochiel. Turn left at the "Gliding Field" sign, between the church and the hall (if you go past the pub you've gone too far!) The road from there to the airfield is dirt, but in good condition. **Please take care at all times, as some of the corners on this road can be quite treacherous.** (There is a map on the last page of this newsletter.)

The gate to the airfield is in the south eastern corner of the field, and is easy to spot as it has both a sign and a windsock next to it. After shutting the gate behind you, drive down to the hangars and clubhouse and say g'day. Be aware that gliders (or for that matter, other types of aircraft) could land anywhere on the paddock at any time. So please be watchful when driving on the airfield, and stop if you see something landing. ("Watch the Skies")

We tend to start early because there is more to the gliding club than just flying. In order to keep the costs down, club members carry out all of the operations of the club themselves, including glider maintenance. In the morning we need to check and prepare the gliders and the winch before flying can begin. Everyone in the club should help out where they can - the more experienced members will show you what to do. The club operates on the principle of every member helping every other member to fly. People who turn up after the operation has begun can expect to be last on the list to fly.

The airfield is actually a farmer's paddock, quite exposed, so be sure to bring at least the following with you:

- hat, sunglasses, sunblock;
- water;
- wear something cool, and that you are prepared to get a little dirty;
- lunch (but usually there is a small selection of soft drinks, pies, etc available);
- camera or video if you wish;
- last but not least, your sense of fun and adventure!

Once you've arrived you will find everyone friendly and laid back; experienced club members will gladly show you around and answer your questions. Your participation in all aspects of the day's operation will be encouraged, and you will be shown how to handle gliders on the ground, launch them, and use the radio. Soon your turn will come to be strapped into the front seat (a qualified instructor will be in the back seat!) and you will experience the exhilarating rush of a winch launch, then the amazing sensations of unpowered flight.

### Enjoy yourself!

Normally we finish either when everybody has had enough, or the sun sets, whichever comes first. We then pack the gliders back into the hangar and head on down to the pub or the roadhouse at Port Wakefield for dinner.

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## HOW DOES A GLIDER FLY ?

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A glider is simply an aeroplane without an engine. It has most of the same controls and instruments as a powered aeroplane. Contrary to popular belief, engines do not keep aeroplanes in the air, wings do! But for wings to work they must be moving forward. Engines are used in powered aircraft to supply this forward energy in a steady, convenient form. Gliders use gravity - they are effectively always "falling" downwards, though their particular design and construction means they "fall" at a very shallow angle (typically only 1 meter downwards for every 30 meters forward). Hence a glider flying freely in still air is always travelling slowly downwards, and we prefer to think of this as "gliding" rather than "falling"! (Incidentally, a typical light aeroplane, such as a Cessna, will glide about 10 meters for each meter downwards - still quite controllable, but nowhere near as efficient as a true glider!)

Air is rarely still, however. It moves both laterally (felt as "wind") *and vertically*. If a glider is in air that happens to be going up faster than the glider is coming down, then the glider will be carried upwards. This is where the magic really starts! If the rising air is consistent enough, the pilot is able to remain airborne for as long as desired ("soaring"). When the glider is flown out of the rising air it will slowly sink down again. Of course air is invisible, and its motions can't be directly observed. Although there is much theory and some instrumentation to assist the pilot in finding the rising air, it is here that gliding tends to pass into that nether world between science and art. The challenge of using the air to best advantage is akin to the sailor using the winds and currents of the ocean - it is a life-long learning process that can be constantly improved, but never truly mastered, and is what keeps most enthusiasts coming back.

Rising air can be in the form of bubbles of hot air called "thermals", which can go quite high. It can also be found where wind blows over a ridge or range of hills. The air is forced up over the face of the hill, providing continuous, predictable lift (known as "ridge lift"), although it does not go particularly high. One of the advantages Adelaide Uni Gliding Club has at Lochiel is the range of hills near the airfield which is ideal for producing ridge lift - all that is required is a reasonably strong westerly wind. As this is the predominant wind direction throughout winter, the club is able to fly all year round. Most gliding clubs suffer throughout winter as they are dependant upon thermals, and these tend to be very weak at that time of year.

**How does a glider take off?** There are a number of ways of getting a glider airborne. The most well known is to simply tow the glider behind a powered aeroplane (called a "tug", although it should probably be called a "pull"! ) This has the advantage that the glider can be towed to any height or position desired for release. But there is a downside - cost. The maintenance, fuel costs etc associated with tugs make "aerotowing" very expensive and out of the price range of most students.

AUGC uses a much cheaper method known as "winch launching" (which, incidentally, many would argue is also safer and more fun). Here a large engine mounted on the back of a stationary truck is used to wind in cable at high speed, pulling the glider into the air like a kite. An average launch gets the pilot up to 1300' above the ground, although heights in excess of 2000' have been obtained in the right conditions. At the top of the launch the pilot simply releases the cable, although it will also release automatically if s/he forgets to do this.

**How safe is gliding?** Gliding is a very safe sport. The most dangerous part of the day's flying is probably the car trip to and from the airfield. That's not to say there are no risks, which is unrealistic, but rather that the risks are fully understood and catered for - procedures are put in place and religiously followed to make sure the risks are minimised to the lowest extent humanly possible. Our self preservation instincts are just as strong as yours!

Before a glider is permitted to fly on any particular day, it must be carefully inspected by a qualified inspector. Furthermore, every year it undergoes a very thorough inspection where the glider is dismantled completely. (See page 10 for what is happening at the West Beach shed.)

All of the club's instructors are experienced pilots that have undergone rigorous training and testing by the Gliding Federation of Australia. Some of our instructors have over 1400 flying hours. You learn at your own pace and more advanced aspects are only introduced as you are ready for them. Our aim is to produce a safety conscious, competent pilot. Someone who flies regularly (once a fortnight) could expect to go solo after about 10 hours flying. There are no formal time requirements - once your instructor is satisfied that you have reached the required ability you are given the opportunity to go it alone!

The club has never had a flying related injury in its 25 years of operation. *Every club member is committed to keeping this record intact.*

**TO ALL CURRENT MEMBERS:**

To renew your membership for this year you **must** let Dennis know **directly** (**8337 3265, 04 1618 3705, dmedlow@adelaide.on.net**); if he doesn't hear from you he will assume you don't wish to renew.

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## WEST BEACH

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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. However, most gliders are currently in service at Lochiel, ready for the regatta and O-Week duties. But there *is* the new winch and poor old *Bocian*. It's suggested you ring Anthony to find out exactly what's happening when, or check the e-mail list ....

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## AUGC ON THE NET

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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:

[www.augc.aus-soaring.on.net](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 (and you should) send a 'subscribe' e-mail to:

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

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## INSTRUCTOR PROFILES

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### **David Conway (Chief Flying Instructor)**

David started flying in 1984 and has been an instructor since 1986. He is most commonly referred to in the gliding community as 'Catherine Conway's husband'. He claims to work as an engineer, but this has yet to be witnessed by anyone in the club. His hobbies include balancing light switches so that they can be turned on by an errant gust of wind, setting off fireworks and landing in other paddocks after cable breaks and whilst doing hangar runs.

### **Redmond Quinn**

Redmond joined the club a very long time ago in 1980 and still hasn't given up yet. He has been instructing since 1983 and was the club's Chief Flying Instructor for the decade or so before David. Redmond is an engineer who is occasionally accused of actually 'working' whilst being paid by *Santos*. Redmond enjoys hitting things with hammers, flying sideways and trying to create Wilpena Pound size craters with burning LPG cylinders.

### **Catherine Conway**

Catherine was famous for her never ending appearances in *Australian Gliding* magazine. She started flying in 1986 and has been instructing since 1989. Cathy enjoys flying her Boomerang, QZ, whenever she can leave the kids with David and tries to forget that she ever worked for *Telecom* on the Jindalee Project.

### **Dennis Medlow**

Dennis became an instructor in 1984 after joining the club in 1982. Dennis is not allowed to tell anybody what he does, but it involves communications and the army, which are two mutually exclusive items. He enjoys flying powered aircraft, which he finds are easier to gain height in, doing tail slides in the Bergfalke and objects to being called 'Dippy'. The silliest thing Dennis has ever done was send Peter Cassidy solo.

### **Peter Cassidy**

Peter Cassidy started gliding in 1987 and has been instructing since 1991. When questioned about his job, he will eventually confess to being a software programmer. Peter is famous for many things, most notable of recent are: his relentless pursuits of the fairer sex, trying to plough the ridge with the Bergfalke's wing tip and trying to lift the tail of a Twin Astir single handedly and doing his back in.

### **Peter Temple**

Peter Temple is rarely seen at Lochiel these days as he is regularly flying the DG200 that he shares with Mandy Wilson. He started flying in 1982 and has been an instructor since 1989. Peter is 'another engineer' who works at the DSTO at Salisbury, beyond that he won't say anything. He is a prolific competition pilot and regularly competes in the Nationals. We are sure that Peter has done many silly things in the past, but he won't tell us what they were, so we can't write anything here.

**Stephen Were**

Stephen has been flying since 1985 and an instructor since 1986. Steve is a chemist, who now works at the Bolivar Sewerage works. He owns half of a Pik-20B, which he hasn't flown for a very long while (he got married). Steve's hobbies include driving very fast into very big fence posts and kicking tyres when he is frustrated.

**Bradley Gould**

Bradley started flying in 1988 and has been an instructor since 1991. He unexpectedly became State Champion in 1991 as well, much to everyone's surprise and Bradley's embarrassment. Bradley is famous for his 'Top Gun' antics (and that is not just with his flying either) and briefly became notorious for having a romance with an inflatable doll (which he later put out of its misery by tying it to a tree and shooting it several times).

**Michael Texler**

Michael started gliding in 1987 and became an instructor in 1996. He is a doctor who cuts up dead people, which is OK as his patients don't complain about it afterwards. Michael also flies powered aircraft and is often found tugging at Gawler (*i.e. towing gliders. Ed.*). Michael collects jokes about bottoms, which he will tell you and then apologize for it afterwards.

**Greg Newbold**

Greg also started gliding in 1987 (what a great year that was) and was co-erced into being an instructor in 1996. He is currently a mechanical engineer with the CSIRO. Greg's hobbies include letting his student pilots make him air-sick and using the airfield fence as an arrestor wire for the Bergfalke.

**Mandy Wilson**

Mandy began gliding late in 1995 after deciding that gliding slowly down through the air was better than plummeting out of the sky (skydiving). She then became an instructor in 1998. She is famous for supplanting Cathy Conway in *Australian Gliding* magazine by getting her photos of gliders, mostly of her DG200 which she shares with Peter Temple, published. Mandy enjoys making matching cushions for her glider and cooking dumplings for Peter.

**Anthony Smith**

Anthony started gliding in 1987. After escaping to Melbourne for a while, he was eventually cornered and extradited to Adelaide and forced to become an instructor in 1998. He can now be found on most weekends in the back seat of one of the two seat gliders. Anthony is an aeronautical engineer who has recently departed the Air Force to become a civilian, and was promptly contracted back for more money. Anthony's hobbies include being President of the gliding club for the term of his natural life and outlanding as far away as possible when flying cross-country.

**Rob Curtis**

Rob began flying in 1992 and began instructing in 1999. Rob runs his own electronic engineering business and works whenever he feels like it. Rob specializes in collecting broken things and occasionally fixing them.

**Raj Bholanat**

Raj began flying in 1995 and also became an instructor in 1999. Raj works as an engineer at *Mitsubishi*. Raj's claim to fame is his inability to find thermals (when they are going to 10,000ft) but still being able to find anything that has been lost on the airfield, no matter how small.



## GLITING DERMITOLOGY

*Some time ago somebody came up with the idea of making up new words that either have a letter changed or added, but still sound similar to the old words.*

*Here is what we have come up with for the gliding club...*

**Bare-ograph** - Barograph that you failed to put paper in before your gold height gain attempt.

**Bleat Up** - A beat up over sheep.

**Cheque Flight** - Check flight demanded of a student just because the club needs more money.

**Cokepit** - The inside of the piecart.

**Crudhouse** - The clubhouse when it needs a clean up.

**Daily Insection** - Removal of bugs from the canopy and wings each morning before flight.

**Dune Boggy** - Driving the dune buggy around on a wet day.

**Dune Beggy** - Asking Rob to let you drive the dune buggy around on a wet day.

**Dune Baggy** - The old clothes you wear while driving the dune buggy around on a wet day.

**Dune Biggy** - Male reaction after driving the dune buggy around on a wet day.

**Egotestical** - Why men think they are better pilots than women.

**Egotitical** - Why women know they are better pilots than men.

**FAST Check** - Pre-landing check started at the turn on to final.

**HAGLL Check** - Pre-aerobatic check where pilots argue about what maneuver to pull:

- Height (Can we afford to lose some?)
- Airframe (Am I going to get in the shit for doing it in this aircraft?)
- Girls (Is the student a good looking girl and will she be suitably impressed?)
- Location (Will lots of people see us and be suitably impressed OR will the Duty Instructor see us and not be impressed?)
- Lunch (Will the student lose theirs?)

**Mid-air Collusion** - An inflight decision to fly formation.

**Multiplied Circuit** - Going around (again) to lose height.

**Overshit Approach** - When the far fence looms.

**Undershit Approach** - When the near fence looms.

**Pike Art** - The art of hiding in the pie-cart to avoid driving the winch.

**Radiobatic Lapse Rate** - The shorter the pauses between radio calls from Bernard Eckey, the better the day is.

**Ruinway 190** - A runway with a crashed Cessna on it.

**Side Slop** - Inaccurately pulled side slip manoeuvre.

**Stall Recarvery** - Going from a stall into a spin.

**Spin Recarvery** - Going into a spin of the opposite rotation to the one you are in now.

**Stimulated Cable Break** - The cable not being strong enough to launch both a pilot's ego and the glider at the same time.

**Tale Slide** - How a cross country flight story gets better and better every time you tell it.

**Wangover** - A wingover by a visiting Chinese pilot.

**Whinge Launch** - A winch launch that is always too fast or too slow.

**Wind Suck / Whinge Sock** - Conical tube of fabric on a pole, pointing away from the ridge.

**Wing-hover** - Failed wingover that turns into a stall turn.

*Anthony (With thanks to Curt Robis and Bat Scottersby for their contributions.)*

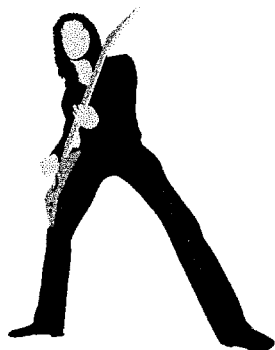


## WHAT'S COMING UP?

The club has a great social life outside the usual flying activities on the weekend. We hold regular events at Lochiel, at our West Beach maintenance shed, as well as movie nights, parties, etc. Each year we also hold an Annual Dinner where we present the club awards, some of which are serious and some not so serious!

All of the social events are organised by the Social Convenor, currently Andrew McCauley 8271 1770. If you have any good ideas or are holding a party then let him know.

Here is what is happening in the next few weeks:



### General Meeting Wed 2nd Feb

Discussion on "Advanced Flying Topics", by Anthony Smith.  
(But not advanced enough to go an extra 5km? Ed. ;-)

Canon Poole Room Adel Uni 7.30 pm.

### Contact Night Thurs 10th Feb

Why ring Matt when you can talk to him over a beer or two??

The Austral 205 Rundle St 7.30 pm.

### Executive Meeting Tue 15th Feb

7 pm at Dippy's place.

All club members welcome to attend and have a say in how the club is run.

### AUGC Regatta Sat 19th - Sun 20th Feb

Regatta / Dedicated cross-country weekend.

Last year's was brilliant - don't miss this one!

### O-Week Mon 21st - Thurs 24th Feb

Volunteers needed to help set up, display and dismantle the club's stand and MI.

Even a few hours would be appreciated.

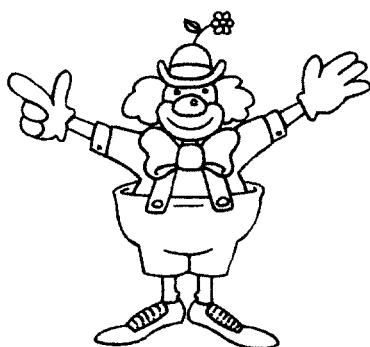
### General Meeting Wed 1st March

Welcome to the O-Week people.

Video night and welcome to the club.

Canon Poole Room Adel Uni 7.30 pm.

(Dinner at the Equinox Adel Uni 6.30 pm.)



### Annual General Meeting Wed 5th April

Elect a new President night!

(Correction: 'Elect a new President and Newsletter Editor night'. Ed.)

Canon Poole Room Adel Uni 7.30 pm.

(Dinner at the Equinox Adel Uni 6.30 pm.)

### General Meeting Wed 3rd May

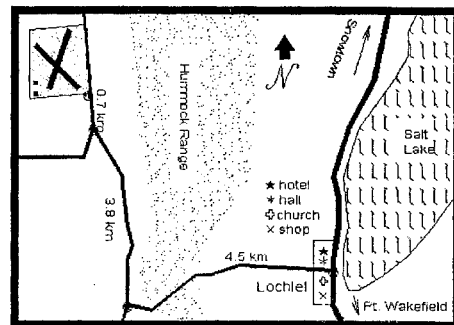
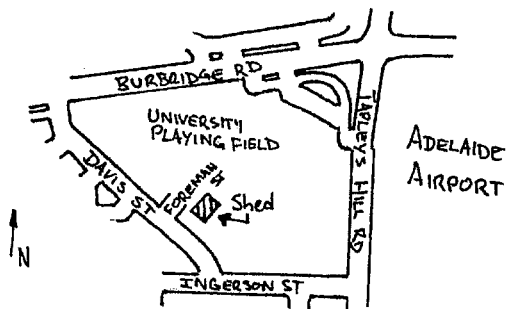
"Basic Aerodynamics".

Canon Poole Room Adel Uni 7.30 pm.

(Dinner at the Equinox Adel Uni 6.30 pm.)

## 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](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 8.30 pm and 10.00 pm, on **0412 870 963** 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

