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Uni Gliding

February 2003

The Official Journal of the Adelaide University Gliding Club



Anthony in the back of ZQ over the Riverland (Photo: Justine T)

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Puchatek Form-2 in progress

We want all hands on deck at West Beach in the week of the 10th to get the annual inspection completed before O-Week.

QUOTE OF THE MONTH

"Release after the tug crashes and thermal away in the heat of the inevitable fire" - Dave H describing aerotow tug upset recovery procedures

Club News

I didn't get many positive comments last time about increasing the issue frequency from quarterly to bimonthly, so I've dropped it back to quarterly. Hopefully that's more along the lines of what people want out of the newsletter :-)

We're more or less at the peak of summer at the moment, and it's been another big one. The hardest part of writing a news column with so much in it is knowing where to start; Let's begin with some pilot achievements over the last few months.

Solos first: **David Battye** flew his first solo on the first Saturday in February. Fantastic effort, now the real training can start.

Frank Fonovic resoloed at the start of January. His progress was interrupted a bit by letting his currency lapse, which probably serves as a demonstration of what can happen if you get "out of the groove" during the crucial period immediately following solo. It's pretty vital to keep your skills up, and can take a while to regain them after a lapse.

We've also had some badges coming our way. **Catherine Conway** has achieved Diamond Height in wave near Omarama (more about that elsewhere in the newsletter, during her NZ report). **Adam Stott** chalked up his Silver badge after flying GMI from Gawler to Lochiel, **yours truly** (finally) attained the five hour flight I needed for my Silver badge by flying a 300km cross country in the Pik out of Waikerie. **Dirk Seret** has also received his Silver, attaining all three legs in one flight during the Basic Cross Country course held at Waikerie in early December. **Roger Chapman** gained his Silver during the Vintage Regatta by flying the Arrow home. And **Jon Sieburn** has completed his C Certificate badge during the first weekend of February.

There's been plenty of other cross country flying: While Dirk was clocking up the kilometers in the cross country course, **Cathy** and **Dave Hichens** were racing around tasks for SAGA Performance Week (they were outlanding too: By complete coincidence I happened to call Cathy on her mobile a few minutes after she landed; she answered the phone with a gruff, "What do you want?"). **David Conway** flew in the Club Class Nationals at Temora in January. **Adam Stott** flew a non-FAI 300km out of Lochiel at the end of December. **Michael Texler** ended a 3 year cross country drought by flying WVA around a 150km task at the start of February (which included an "I can see my house from here!" moment over Clare). Several people (even instructors!) have been doing a fair bit of flying in GTX, which has been stationed at Gawler for December, January and February. And **Anthony** and **Justine** flew some 100km/hr legs in GZQ during the Stonefield Vintage Regatta in January, which was also attended by **Roger Chapman** with GNF.

I hope I haven't left anyone out; there's been so much X-C lately that it'd be easy to forget someone, and I've been amazed at the amount of cross-country flying that the club has done this summer. Compared to the last couple of summers, this one has been a boomer for the club. My WVA bill certainly stands as testimony to the financial windfall that the club will get out of all the extended flights that our cross-country pilots have been having.

As usual, there has been good news and bad news on the airworthiness front. The good news is that the Puchatek is flying again, after **Igor Blazujevic**, **Adam Stott**, **Genaya Misso** and **myself** trailered it to Balaklava on a very hot day for some TLC, as mandated by the airworthiness directive which grounded it in October. Adam and I worked out that our last pilgrimage with the Puchatek in the Blue House was exactly one year to the week earlier, when we visited Camden to retrieve it from the clutches of Tom Gilbert. Hopefully we can break the trend in 2003; I'd hate to turn the "Mark and Adam road trip" into an annual event.

The bad airworthiness news is that the GFA has issued another AD which requires a part to be replaced on GMI. The part in question needs to come from Germany, and must be fitted before the end of March. Hopefully it'll arrive in time, otherwise GMI might have to spend some quality time in its trailer. The glider be coming back to Adelaide for O-week soon anyway, hopefully the bits will have arrived by then and we can take the opportunity to sort it out without needing another trip.

Moving on to operations: The crop is out and the sheep are in; so we need to apply some different thoughts about how we use the airfield. Firstly, beware of the sheep when doing hangar runs near dusk, because they like to congregate near the clubhouse at that time of day, which is close to where you'll probably want to land. Secondly, don't be fixated on landing on the airstrips if there's a good reason not to — Almost the entire paddock counts as a safe landing option, and landing close to obstacles like pie-carts, other gliders, cars, etc is just adding a completely unnecessary element of risk to your circuits.

The instructors panel is planning another safety seminar early this year, to be held in a meeting room at Adelaide Uni somewhere. The exact date and location are yet to be determined, so stay tuned to [augc-people](#) for the details.

Some thanks are in order for some recent events. Firstly, thanks to the instructors and helpers who made the Christmas period flying at Lochiel happen—particularly Anthony and Justine, who were there to enable ops every day between Christmas and new year.

Thanks also go to Anthony and his family for hosting the Christmas Party. Strangely enough nobody has sent me any photos from that, so I can't include 'em in here; suffice to say that it was a great night and a good time was had by all.

Finally, there are also a couple of general meetings on their way, including the AGM in April. That means you have about two months to decide to nominate for newsletter editor — I've done a resoundingly crappy job of getting it out on time this year, and I'm looking forward to handing it over to someone who's a bit less busy than I am :-)

- mark



Breaking the shower rule at the Christmas Party

February 2003



A slightly different kind of ridge to the one we're used to. It'd probably be very bad if the wind changed :-)

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
3	4	5	6	7	8 Go Gliding!	9 Go Gliding!
10 Puchatek at West Beach— Come and help!	11 Puchatek at West Beach— Come and help!	12 Puchatek at West Beach— Come and help!	13 Puchatek at West Beach— Come and help!	14 Puchatek at West Beach— Come and help!	15 Go Gliding!	16 Go Gliding!
17	18	19	20	21	22 Go Gliding!	23 Go Gliding!
24 O-Week — come and help!	25 O-Week — come and help!	26 O-Week — come and help!	27 O-Week — come and help!	28	Go Gliding!	Go Gliding!
					1 Go Gliding!	2 Go Gliding!

Diamond Height at Last

Catherine Conway

Cathy Conway spent most of January in New Zealand competing in their Nationals for the Tasman Cup. Apparently it's traditional for the visitor to lose in that contest, so we won't say much about that. But just before leaving Cathy managed to finally attain her Diamond height.

The competition finished on Friday and I'd given myself an extra day before heading back to Australia. My flight was 3:30PM Sunday from Christchurch - 3.5 hours drive from Omarama.

We did some local flying Saturday then went out for a big dinner at the local winery (Clay Cliffs) on Saturday night. I had resigned myself to returning home without a diamond height flight since we had no wave at all during the contest.

As we sat around the table, the wind began to blow and the lencies started to stack up in the sky. People near me started to get very excited and talk of 1000km flights. They asked if I could move my flight but that wasn't an option. I had cheap seats that carried a penalty for that sort of behaviour.

So we decided that if I could squeeze in a quick flight it might be possible to get a height gain and still make my flight. The airline wanted passengers there 2 hours before an international flight but we thought we could squeeze that to one. That meant an 11am departure at the latest.

Jenny Wilkinson was going to take me to the airport but she desperately wanted to fly. There was rumour of Mike Grey returning to Christchurch at 10am in the morning so I should talk to him. Nigel lent me his truck to leave the restaurant and drive back to the airfield (only 5 mins away) to see if I could tee up a lift with Mike.



I did this and made arrangements to leave my luggage outside Mike's caravan in the morning. When I got back to the winery my main course still hadn't arrived.

Nigel also offered me his glider - an LS3a ZK-GMG. I had flown with his wife earlier in the day.

All wine consumption ceased for the night - can you believe it?

The winery had nice food but were slow and we didn't leave there until after 11:45pm. I was told to be up and getting the glider ready at about 5am. But I still needed to go home via Hugh and Wills house in the town and burn a CD of my photos.

It was 1:00am by the time I got home, packed and cleaned the caravan and got to bed. This is not recommended!

I was up at 4:30 (couldn't sleep :) and was showered and breakfasted by 5am. It was starting to get light but I still needed my torch to start to look for the glider in one of the 3 enormous hangars. Of course it was in the last one!

Within the next 1/2 hour, lots of other pilots arrived and started to prepare gliders. At 6:15 Terry arrived to help me. The glider was already D'ed but we hooked it on his car and took it the first hangar to fill it with oxygen.

By 6:45 I was on the grid with about 8 other gliders. Its been ages since I remember a start like that at Lochiel - but we have done it - that's another story.

I launched about 7:30am. We had to wait for the wind to come up on the ground which meant the wave system had connected through to the lower layers. I was about 4th to launch.

I released from the Pawnee just above 2000'AGL on "Nursery Ridge" and began to work my way up the face of the ridge and towards the top of "Mount Horrible" just behind it.

When close to ridge-top height (about 5500 AMSL - the airfield is 1380'AMSL) I followed the other gliders that were pushing forward to the wave systems generated by the mountain ranges to the west. The locals call this the "rotor walk" You sneak forward in the rotor pulling up in everything that smells like lift until your climb becomes consistent and smooth. Wow! Great feeling. I met up with Jenny in her Kestrel 19 and we both climbed to 17000' before the climb rate dropped off. Jenny organised us a clearance with ATC and we were transponder equipped (as are most NZ gliders).

I'd been told that the better wave was over the back of the Ben Ohau range so we decided that we'd give back the clearance and we flew west over Magic Mountain into the next wave system.

Tracking North to the Ben Ohau range lost little height but I was down to about 10,500 and time was running short. I found another climb to 17,000'. No clearance was required this far north.

But that looked like it was it! All that effort and no diamond height. Still it was higher than I'd ever been.

Others were calling encouragement on the radio including Terry Delore who was Steve Fosset's flying partner. He suggested trying over Glentanner airport. I did and found 2-4 knots with occasionally 6 in a narrow band. I stayed with it and found it worked better if I actually thermalled in it. It was also very rough - not at all like the smooth wave. But it was going up and I didn't have a lot of other options.

I was also freezing! I'd forgotten to close the LS3's air vent and now it was frozen open and pouring frigid air right on my feet. I was wearing my special new Possum/Merino Wave Socks that the locals told be were great but they were not up to warding off the effects of a stupidly left open air vent.

I thought I had enough height but took an extra 1000' to be sure to a total of 21,556' AMSL.

I then eased the brakes out about 1/2 and flew at 70 knots back to Omarama. This was a good final glide since I was 60km out.



When I landed, my logger was whisked away, everyone offered to look after the glider and I was taken to put the rest of my stuff in a bag in Mikes car.

I was starting to feel my toes as I walked into Alpine Soaring to retrieve my logger and claim form. The trace was good!

We left immediately for the airport and made the plane in good time. Unfortunately I scored an aisle seat next to an American who didn't even look out the window as I tried to peer past him at the wave clouds. He just complained about the bumps from patches of rotor. I giggled to myself.

The people at Omarama was truly fantastic. All through the competition they were helpful and supportive. But they really, really went out of their way to help me achieve the final component of my diamond badge. Thanks again guys.

Absent Friends—Letter from Zhen Hao

Adelaide - Lockel

Clubhouse

- Sat. 23.11.02.

midnight

Dear Gliding Club,

Thank You for a very special time

(Adelaide would always be linked to

the AUGC for me), lots of fun, gliding

experience and all the other good things I

didn't mention. (=∞)

I DO intend to come back later, because

I like to be a member, be one of you!

I would feel proud if some of you, coming to

visiting Gruppe, would let me know. You are

always welcome at my place!

Zhen Hao

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HAVE FUN!

(& I'll be
back!)

Zhen

Editorial

Mark Newton

When I started the newsletter editor role, I put a monthly "Editorial" column in near the front.

I started calling it "Club News" instead when I reached the conclusion that I wasn't really editorializing much. But, there's a time and a place for everything, and "Feb 2003 Page 6" seems like as good a time and place as any.

Anthony Smith has arranged a few "Strategic Planning" evenings over the last few years. These evenings are intended to get a large group of people together to brainstorm ways to grow the club.

The "first flight to solo" deal last year was the product of one of these evenings, intended to accelerate membership growth in our club and promote the use of our fleet. We thought that by offering that package we could gain some "buy-in" from the members who took up the offer, and they'd be more likely to stick with the club through the early training days until they could experience the unique joys of taking command of a glider for themselves.

The committee has to do some number crunching to determine whether the scheme has been an unqualified success, but on the face of it it looks like it was a good idea. In particular, the amount of training we did during the second half of last year broke records, and our club had its biggest year since 1992.

It's unfortunate that the people who will be analyzing the data to evaluate the success of the plan are probably the same people who came up with the idea in the first place, because they're the same people who have done just about everything in the club for years. Like a lot of clubs, AUGC has a membership which consists of a small core group of people who are dedicated contributors, and a larger group of people who enjoy the fruits of those labours.

It's easy to see why: For example, when you're in the middle of a launch, you're unlikely to be thinking about the hours that have gone into winch maintenance — even if you were inclined to think about it, you probably have no idea that those hours have been spent, because the people who have put in the work aren't the kind of people who blow their own trumpet about it.

But if the winch breaks down, will you be thinking about the fact that the person who does virtually all of the winch maintenance hasn't been on the airfield for a while, and nobody else has taken up the slack?

There's more to flying with AUGC than just turning up on the appointed day, strapping in and getting hurled into the air. There's a lot of unglamorous stuff behind the scenes which passes most people without being noticed, but it needs to be done anyway. We're not unique in that respect, but that doesn't mean we should just sit back

and enjoy the status quo.

There's an AGM coming up in April. The AGM is when AUGC works out who is going to fill the "official" positions in the club, and it's often characterized by a great deal of awkward silence following questions like, "Who's going to nominate for President?" I'd like to think that this year's committee will have a lot of new faces on it, and that someone other than the usual suspects will be filling a lot of the non-committee roles. Are you up to it? Think about it — Does an objection like, "But I'm studying/working/breeding herrings!" hold much water, considering that dozens of other similarly challenged people have held down positions in the club in past years?

But even if we ignore the AGM, there's no reason to not get more involved. Give it a try, even if only to see if you enjoy it. Every bit of new blood making a positive contribution (including our new members who will be reading this at O'Week!) will revitalize and energize the club; that's exactly the atmosphere and attitude we need to promote the growth that'll carry us into the future.

Welcome to New Members

I'd like to welcome our new O-Week members. When you come to visit our airfield to experience gliding, your eyes will be opened to experiences and sensations which you're never likely to have felt before in your life.

There are lots of dimensions to gliding: It can be an exhilarating adrenalin rush, or it can be the source of the most peaceful and serene moments you can imagine. There are opportunities for competing with other pilots if you're a sporting type; if you don't have a competitive streak you can get a lot out of the sport anyway by putting yourself to the test in cross-country flying, using your skills as a pilot and your knowledge of the weather to successfully complete flights of hundreds of kilometers. And there's the opportunity to become the stuff of legends, talked about around the bar or the BBQ for years to come, when people exchange stories about the times when you *haven't* successfully completed those flights and everyone else has come to retrieve you from a paddock.

Anyone can do it; if you can drive a car, you can fly a glider. The club has a team of qualified GFA gliding instructors who can teach you the skills you'll need and tutor you about the safety culture which should be every pilot's obsession.

You've taken the first step by joining our club. The next step is simple: Just come along to our information night next Wednesday, then call the Contact Person one Thursday evening to arrange everything else you'll need for your introduction to sports aviation with AUGC.

What's a Grunau?

Leigh Bunting from the Balaklava Gliding Club has completed restoration of VH-GDN, a 1930's vintage Grunau Baby.

Thousands of these wooden gliders were built in Germany during the 1930's, when the concept of sailplanes was just beginning to take off (haha. Take-off. Get it?). The design came from Edmund Schneider, father of Harry Schneider, the designer of the Arrows and Boomerangs that AUGC members are more familiar with.

The Grunau has a 13.6m wingspan and weighs about 160kg, making our Arrow look big by comparison. It's an open cockpit design; In World War II the Germans winch-launched a Granau with the windscreen removed and replaced with a machine gun, allowing the glider to spray troops on the other side of rivers with bullets before hastily joining circuit and re-loading. Pilots joining the air force today probably fly different aircraft!

Leigh's restoration job is top notch. If you have some spare time, nip over to Balaklava for a look and a chat with Leigh, it's well worth it.



2003 National Club and Sport Class Championships

David Conway

Last year Cath and I went to Temora (NSW) for the Club Class comps. It was great fun, great flying and we met lots of fun people.

With Cath being in New Zealand this time around I had the Ventus all to myself!

The idea of the Club Class is just that – a competition for ‘typical’ club gliders which club members can take.

Having said that there is a wide spread of performance, from PW-5's and Bergfalke to LS8's and ASW22's. So each aircraft is handicapped. (Look at <http://www.gfa.org.au/clubclass/Handicaps/handicaps.html>)

Even the handicap doesn't adequately work if the gliders are expected to fly the traditional fixed task, as the faster gliders will get around in the best part of the day, thus achieving higher average speeds, and the lower performance gliders have to fly in the poorer conditions at the end of the day and may struggle to get home. No handicap will compensate for an out landing!

The way around this is to use assigned area task (AAT). First of all the task setters consider the weather, and determine how long the race will be. (2 to 5 hours for example)

A task is then chosen that will allow the ‘scratch’ (Handicap = 1) glider to get around in that time. For example if a Libelle should achieve 90kph on a given day, a four hour task will see a nominal task of about 360k's set.

To cater for the lower and higher performance aircraft, each turn point has an assigned area of a radius of 20, 30 or 50K's (whatever the task setters see fit).



Approx. 40 gliders lined up on the starting grid each morning

So how it works is that you start, and fly the furthest you can in the time set. This will mean a Bergfalke may just cut the corner of each assigned area, and the ASW22 will have to go to the extremes of each area. Both fly the same time and therefore in the same weather, and the handicap is applied on top of that. (ASW22 is 0.8, Bergfalke is 1.32, so the ASW22 has to go 65% further in the same time to get the same score.

In practice the works out pretty well. If you get home inside the task time, your speed is calculated on the task time so you are penalized for getting home early. If you get home overtime, your speed is calculated on your actual time, so there is no penalty. In practice though, your final glide home will be the fastest part of your task, so you want to keep your final glide leg the largest proportion of the task time, so you will be aiming to get home within a few minutes of

the task time.

This makes for pretty interesting finishes, as everyone generally gets home within 20 minutes or so, so the circuit can get pretty busy. (5 or 6 gliders in circuit at once sometimes)

This all means that while on task you are continuously evaluating your progress, and expected time home, and deciding how far to penetrate each assigned area to maximize your average speed.

It makes for fun and interesting flying. One advantage of flying with 40 other gliders is that they often mark thermals for you ahead. So you can bore off with some confidence. On the flip side, if you find a ripper thermal you can expect to have company – sometimes lots of company!

Temora is 11 hours drive from Adelaide, across the Hay Plain, which I did on the Saturday. Sunday I rigged the Ventus, taped it, checked everything was ready and had an early night. Paid the competition entry fee and bought tug tickets (aero tow only).

Monday was the Practice Day which started off with a briefing at 9AM. The focus is very much on safety, and with 40 gliders milling about lookout is the big issue. A detailed met report and thermal predictions for the day are provided. A task sheet is handed out showing the task details.

After briefing you generally have a couple of hours to get the glider ready, think about your strategy for the task and have some lunch. Dehydration is a real risk so you need to maintain your fluid intake.

The organizers nominate a gridding time, when everyone tows their gliders out the launch point and awaits the word from the competition director. They can't start launching until the thermals are going to at least 3000' above the ground. (Otherwise it's a bit crowded).

Eventually the 5 tugs start up and they usually have the forty gliders launched within the hour. You are not allowed to start until 15 minutes after the last launch.

Meanwhile you take the opportunity to figure out how the day is developing, how strong the thermals are, and get yourself positioned ready to start.

To avoid gliders congesting over a single start point, there are three groups of three and each pilot is assigned a random group on each day. The spreads everyone out reducing the chance of a mid air collision.

The start point is just a GPS location and may or may not correspond to a feature on the ground (like most of the turn points).

And this is a good thing because the last thing you want to be doing is unfolding a WAC chart in the cockpit. You can't afford to have your eyes not scanning for other aircraft for even a few seconds.

In the old days you had to use cameras to verify you had made a turn point, but this won't work with assigned areas (what paddock is that?). These days everyone has to have a logger (like the club's Volkslogger) which records time, Latitude, Longitude and altitude. A normal GPS track log is also OK. These make it very easy for the organizers (who don't have to spend all night developing 40 films) and for the pilots who just have to fly around the task. The logger is handed in when you get back, the scorers download the log into a PC and the scoring software does the verification and scoring. Results were out by 8PM most evenings. The loggers also provide a permanent record of your flight which you can analyse later.

The highlights of the comp were:

Day 3, where the met man forecast 'one of the best temp traces he had ever seen' which was encouraging, given he had seen a few.

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(Continued from page 7)

Forecast temps of 35deg suggested strong thermals with Q at 10,000'. Winds were light. A nominal task of 404k's was set with a 4



Morning briefing: weather info and task setting

hour task time. The 'B' task was the same task but 3 hours. However the day started later than expected and the B task was eventually set.

Working on a speed of about 120kph, I knew I had to fly about 360k's in the three hours.

It was a great day, everything seemed to work out well and I finished 5th, with an average speed of 116k's.

Day 4 looked even better, 37 deg C with the met man suggesting Q's at about 14,000.

Today was a 4 hour task of 457ks. Unfortunately I was first to launch, so I had about 75 minutes before the start gate even opened.

This flight started off spectacularly, when the tug dropped me off in an 8 knot thermal which I took to 10,000'. After milling around under the Q while everyone else launched, I started at 10,500' and headed off to Grong Grong 77k's away. There was a decent headwind on this leg (20 knots) so I thought the best plan was just to fly fast as far into the assigned area until I got down to 2000' or so, find



Grounded due to dust-induced poor visibility. The competing gliders lined up next to the runway vary from the latest open-class ships down to 30 year old wood-and-fabric vintage gliders

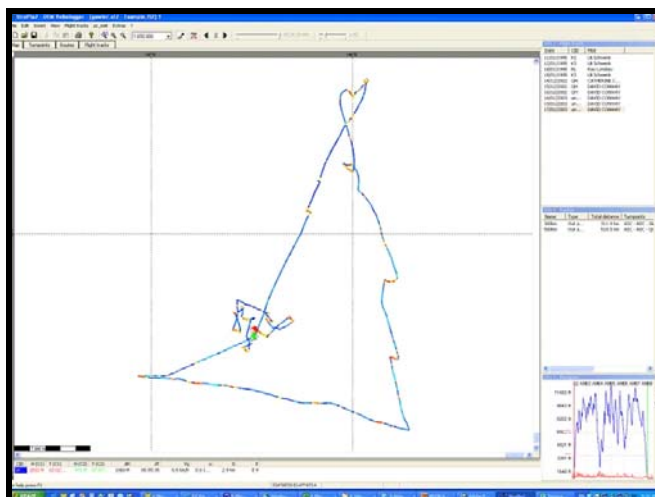
a thermal and drift along the second leg while climbing. This way I wouldn't do any thermalling on the into wind leg. So I headed off at about 110knots, and as I approached Grong Grong saw many huge dust devils everywhere. It was just a matter of picking the best one, about 10 knots it turned.

Average speed to first turn point – 185kph.

The second leg was even better. Strong climbs of up to 12 knots to 12,500', with a speed over the ground between thermals approaching 300 kph. (20 knot tailwind now!) I went well into the Cootumundra area as it was looking like I was going to finish very early at these sort of speeds. I turned when the GPS said I was 29.5ks the other side of Cootumundra (30k radius assigned area) and still at 12,500', headed North to Forbes.

Average speed at the second turn point was 155kph, and that was at 12,500'. Looking good!

The third leg (North to Forbes about 100ks) started off just as well, but a bit slower because it was a due cross wind now. It was looking like the Q was overdeveloping ahead, with large areas of shadow. Not so good. Then I heard on the radio 'Haven't had a climb for 40 minutes' and 'I'm having to take only four knots'. Definitely not so good. Change down a gear and back the cruise speed off to 90 knots. A couple of OK climbs but starting to look grim. Lots of bad news on the radio. Then ahead a Libelle thermalling – I darted off and joined him – it was Tom Gilbert, and got about 7.5 knots on the averager. We climbed to about 11,000' and Tom headed home for



A logger trace: The logger takes position and altitude measurements every five seconds. The bottom right hand corner is the height trace, the large part of the display is the map showing your ground track.

Temora. I had final glide but would have arrived home way too early. I had to press further into the Forbes area. It was all overcast except for some Q out in the NE corner, where I headed. A good climb to about 11,500', but 125k's to get home, and now a 10 knot head wind. Even at best L/D I was about 1000' too low. All I could do was head home at 60 knots and hope for a thermal to get a final glide at a decent speed. Meanwhile my average speed was ticking down. Some 40ks later I saw Tom ahead again, thermalling. I flew underneath him and the vario didn't even twitch. He was working 0.5 knots I heard later. There were reports of outlandings on the radio. It looked like I was going to do the same about 15ks short of Temora. So I pressed on under the overcast at 60 knots, and eventually (for no readily apparent reason) the air felt bubbly – and then a solid 6 knot thermal. Yee Ha! I wound the speed ring to 4 knots, set a finish height of 500' and climbed until the Borgelt said I had final glide. Meanwhile Tom had left, saying on the radio he had final glide. It was a good climb, and I felt more comfortable taking another 1000' and flying home faster. As it turns out I passed him little while later, and had a great run back to Temora at about 100 knots, finishing at about 500'.

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(Continued from page 8)

The visibility was terrible around Temora and I didn't even spot the airfield until about 15 ks out. GPS is great!

At the end of the day, I had flown for 6 hours, the task time was 4hrs7 minutes, 468ks for an average speed of 113kph. But many others had been slowed down by the overdevelopment, and I managed 9th place. About 5 gliders out landed.

Day 6

Well this was a pretty good day as well, the highlight being seeing 14.2 knots on the averager up to cloud base at 10,000'.

Unfortunately on the last leg I continued through a thermal at about 4000' that I should have stopped for, and got down to about 1500' before I found a decent one. It was a good 10 knot climb, but I had lost time. Even though this gave me (I thought) final glide back to Temora, a large patch of sink left me 1000' below glide and I had to stop again to top up. More valuable minutes lost! So I placed 19th. Overall I came 12th which I was pretty pleased with.

Unfortunately Monday through Thursday of the last week was not flyable due to smoke, but luckily the last day (Day 6) turned out just great and everyone finished the week much happier than they might have otherwise. Friday night was the closing dinner and trophy presentations.

So, is the Club Class Nationals for you?

Firstly, it doesn't matter if you are not into competition flying – these comps are friendly, low-key and pilots are not flying for sheep stations (as in the FAI Nationals for example). Many pilots are just there to have a couple of weeks good cross country flying.

Having said that, a reasonable amount of experience is required in particular gaggle flying, joining and leaving thermals with other gliders, so you don't cause a hazard.

You need to be comfortable flying a task by GPS without having to unfold maps in the cockpit. (I do not use a map at all. Just the GPS). You must have an effective lookout. Otherwise these comps are great fun, you learn a lot, you will have a pretty good idea where you stand with respect to your peers, and this may even encourage the competitive spirit in you!

Next year I would very much like to see a couple of pilots bring TX and WVA. Anyone interested, who has the minimum requirements, please get in touch.

Pilots in-command must hold a minimum of Silver 'C', have completed Gold 'C' distance, be in current practice and have competed in at least three competitions or regattas. (The cross country or performance week at Waikerie would count for one of these).



How much does it cost to go flying?

AUGC provides a safe and cost-effective way for Adelaide University students to learn how to fly. The skills you pick up with our club are portable to other forms of aviation, so it's possible to learn airmanship, flight theory, and the practice of safely controlling an aeroplane with us, and apply those skills to powered flight later. Some of our past members have gone on to fly for the RAAF, one of our younger members has joined the Qantas Cadet Scheme after learning to fly with us, and at least one of our ex members now flies as Captain on Qantas Boeing 767s.

Adelaide University students can try gliding for the first time for \$20, which includes your first launch and up to 20 minutes of flying time in one of our two-seat training gliders.

Subsequent flying (including training from our qualified instructors) can be obtained for 30c per minute (\$18 per hour) in our two-seat gliders, with each additional launch costing \$4. There is also a \$2 per weekend fee for membership of the Gliding Federation of Australia (a legal requirement for gliding in Australia), and a \$2 per day clubhouse levy to assist with the provisioning of airfield facilities.

If you try it out and enjoy it, you can choose to pay-as-you-go for ongoing hire of the aircraft you fly during your training and subsequent solo flying as outlined above, **or** you can pay a once-off fee for our "bulk deal" to cover all of your aircraft hire, launches, clubhouse levy fees, the training textbook ("*Basic Gliding Knowledge*"), and your log book.



The Bulk Deal runs for 12 months, 15 hours, 50 launches, or until you reach solo standard (whichever comes earlier), and is available to Adelaide University students for \$280. This represents a 30% saving over the "typical" cost of training. Note that

the bulk deal doesn't cover GFA membership (either \$2 per weekend or \$55 per year: if you're flying with us more often than every 3 weeks it's cheaper to pick the yearly option, but it is a legal requirement that you *must* become a full GFA member before your first solo flight).

Non-students are also welcome — their first gliding experience can be had for \$40 (includes first launch and up to 20 minutes of flying time). Subsequent two-seater flying is 40c per minute (or \$24 per hour) including training, launches cost \$5 each, and GFA membership costs \$5 per weekend or \$175 for a year. The "Bulk Deal" is also available to non-students with the same limitations as outlined above for \$350. The clubhouse levy also applies to non-students. Finally, anyone who isn't an Adelaide University student must join the Sports Association to be a member of AUGC, which costs \$60 per annum.

Talk to us if you're a student at an institution other than Adelaide University — Pricing will fall in somewhere between the Adelaide Uni student and the non-student alternatives detailed above.



2003 Vintage Regatta, Stonefield

The Vintage Regatta was hosted by the Barossa Valley Gliding Club at Stonefield from January 4th to 11th. Roger Chapman had expressed interest in taking the club's Arrow to the event and Justine and myself were interested in taking our Bergfalke along as well.

The original plan was for us to find a couple of volunteers to drive the cars and trailers over, whilst we flew our respective aircraft cross country from Lochiel to Stonefield. To complicate matters, Emilis' Blanik was due to be returned to him on the same weekend. It was considered to be easier to try and fly it back to him via the Barossa Valley rather than derigging it and trailering it back. It also would allow a couple of trainees to experience cross country flying if an agreeable instructor or two could be found to sit in the back seat. So the plan was amended to include three aircraft to cross country from Lochiel to Stonefield.

Friday

Next came the hard bit, organising people. After many e-mails and a large number of phone calls, enough volunteers were scrounged to crew the cars and trailers and Sonya Fennel and Don Hein were lined up to fly the Blanik. Of course we now needed an extra car with a towball to drag the Blanik trailer to Stonefield too. In the end Justine decided to loan her car to Sonya for the weekend. The plan now consisted of:

Sonya and Kevin to swap cars with Justine on Friday afternoon (sometime before we left for Derek's).
Justine and myself to meet Heather and Derek at Derek's place sometime later on Friday afternoon.
Heather, Derek and Justine and Anthony to drive their respective cars to Stonefield on Friday night.
Everyone to pile into Anthony's car and then drive to Lochiel.
(Derek and Heather were to leave their cars at Stonefield so that they would have some way of getting home.)
Everyone else was going to meet us at Lochiel on Saturday morning where, my car was going to tow the Bergy trailer, Justine's car was going to tow the Arrow trailer, and Roger's car was going to tow the Blanik trailer

Having finally organised everyone else, I had the mad panic to get everything I needed into some sort of order. Justine and I got to Derek's place only one hour late. Not too bad really!

We all headed off towards the Barossa Valley in convoy. After a brief stop for food, we arrived at Stonefield without incident. We all piled into my car and set off for Lochiel. Here is where it started to get interesting. It was now night with no moon. We had a car load of people with dubious navigation skills and an assortment of aviation maps (we didn't look at the road maps till we were sure that we were going in completely the wrong direction). After exploring some



The River Murray from ZQ

of the local dirt roads between Tarlee and Owen we arrived at Lochiel, just after midnight. It was a spectacularly clear night and the sky was a blaze with stars, but fifteen knots of icy southerly wind put a dampener on any star gazing.

Saturday

As usual, all was confusion. After sorting out the local flyers from the prospective cross country-ers the aircraft were readied and more importantly, the trailers were inspected and hooked up to the respective cars. The trailer crews and pilots were briefed so that everyone was at the same level of confusion.

When all seem prepared, the aircraft were dragged out to the launch point. Here is where Murphy raised his head. Despite the warm temperatures, the thermals (bubbles of warm air rising) didn't seem to be happening. After a number of circuits, where the would



be cross country pilots consistently failed to find any rising air, we gave up and decided to derig the aircraft and trailer them to Stonefield instead.

The Bergfalke was put away in a few minutes (gotta love Bergfalkes for that). The Blanik, surprisingly, didn't put up too much of a struggle and was loaded onto its trailer. The Arrow trailer however decided that it really didn't want play the part though. The ancient jack pump for raising and lowering the wing frame decided that it didn't have sufficient oil inside it to raise the wing frame. After much pushing, prodding and cursing we had disassembled the pump sufficiently to put more oil in it. After a lot, lot more pushing, prodding and cursing, we had managed to reassemble the pump sufficiently for it to work again.

Having finally secured the Arrow, we set forth. We got through the dirt roads between Owen and Tarlee at about sunset without any navigational disputes this time. We rolled into Stonefield later than expected with me anxiously watching my fuel gauge. Justine had rung ahead and the Barossa Valley members had kindly kept some dinner waiting for us.

Over dinner we were entertained with the stories from interstate visitors and how they had blown up their car engine on the way over.

Sunday

The weather forecast was promising. We rigged the Arrow and Bergfalke. There was quite a crowd attending with aircraft ranging from the ASK-4 through to a smattering of Bomerangs. Leigh Bunting was proudly showing his recently refurbished Granau Baby to all and sundry. There was quite a queue at the launch point. However, Murphy had played his ace card. The Barossa Valley Gliding
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Club had decided to put a load of fresh wire onto both of their winches in preparation for the event. For whatever reason, both winches were suffering severely from tangles whilst winding in the cable after a launch. The result was a very low launch rate.

After some hours waiting, I took Heather for a ride in the Bergfalke. This was an opportunity for me to explore and familiarise myself with the surrounding area as well as an opportunity to say thank you to Heather for volunteering to help out. During the flight, Heather let slip that there was a competition between Troy and herself over who had the longest and highest flights. So after we visited the Murray River and Blanchetown, we soared over to the Truro hills until we found a thermal that was going to 9,000 ft (some 500 ft higher than Troy's highest). After another cruise back towards the river, we decided that it had been 3 hours (almost an hour longer than Troy's longest) and that we should thinking about landing.

Big Monday

The weather forecast was again promising but no-one realised how good it was going to be. A 300km task had been set: Peterborough – return. Again the winches decided to play up causing severe delays at the launch point. Whilst Justine and I waited at the launch point, word filtered in from other pilots that the hills weren't triggering thermals and the plains were far better. To back them up, wisps of Cu were starting to form very high up over the river. But many gliders were only managing to do circuits after launch, having not found any thermals. After still more delays with the winch (and other gliders inexplicably being towed down the runway at inconvenient times), we launched.

We found a small thermal off to the north of the airstrip and hooked into it tightly. It wasn't very good, but then we weren't going down either. We were joined by the ASK-4. After a slow climb to 5,000 ft together, we went our separate ways. Sure enough the ASK-4 was soon rocketing skywards in another, far better, thermal. We flew underneath him and joined his thermal and rocketed to 10,000 ft. By now the Cu's over Waikerie were huge and stretched in a line running NNW to SSE. The obvious decision was to get to them. We picked up another thermal on the far side of the river and watched as a wedge tailed eagle thermalled beneath us. At 10,000ft again we set off towards Waikerie and the clouds that were still an impressive height above us.

Arriving at Waikerie, the conditions were simply amazing. There was not a large amount of sink (descending air) and the thermal strengths were putting the vario needle onto the top stop. We turned over Waikerie and ran up wind to the NNW dolphin soaring along at 10,000 ft. All too soon, Justine advised that we would need to descend to get under controlled airspace. Bigger that! We turned and cruised back to Morgan and then to Stonefield. Looking at the flight later, we realised that we had covered 200 km in 2 hours... without trying. If we had gotten an earlier launch, a 500km flight in 5 hours was truly possible. Oh well, next year!



Tuesday

Too windy. Everyone ensured that their aircraft were securely tied down and then they hid from the wind and the dust. Justine and I tried to do some washing. No sooner had we hung the clothes out to dry than they were covered in dust. We ended up stringing a line inside the Bergfalke trailer to dry out the clothes. Just to be sure we parked the trailers just up wind of the gliders as a wind break for the night. This proved to be quite effective and we continued to move

the trailers every few hours as the wind slowly swung around.

Wednesday

Justine and I didn't fly. It was still very windy and the forecast for thermals wasn't promising. We helped out with operations. The Arrow trailer made an unexpected appearance. It was rolling slowly backwards blown along by the wind towards the runway from the trailer parking area. It was quickly stopped and dragged back to its parking spot and securely prevented from moving anywhere.

Thursday



The weather had improved. The wind had lessened and the thermals were predicted to be going to 5,000 ft. Justine and I did some extended local flying, trying in vain to head into wind without getting too low. We had a good look at some of the local sur-

roundings. The winches were still playing up.

Friday

Very similar to Thursday, but Justine felt a little off colour and didn't want to fly. Roger, Justine and myself were going to drive to Blanchetown in order to fill Roger's car up with LPG in readiness for the drive back to Lochiel on Saturday. No sooner had we driven out the gate, when Roger's car suddenly stopped running. We thought it had run out of LPG. After several attempts to start it, we lifted the bonnet for a look. A water fitting that took warm water from the block to the carby manifold had corroded through and was leaking water on to the distributor. After impromptu repairs consisting of a plastic bag to deflect the leaking water away from the essential electrics we drove back into the airfield.

Sure enough, a lot of starts and short drives had left my battery with insufficient charge to turn over the engine <sigh>. A quick jump start and we were again on our way to Blanchetown, but this time to see if we could get the proper widget for Roger's car. Fortunately the local garage had exactly the right part we needed. Then it was back to the airfield to see if we could fit it.

Of course the corroded widget snapped off in the engine block as soon as we tried to unscrew it. This led to just a few curses in Henry Ford's direction and much head scratching. After much probing, gentle chiselling, a tad of hack sawing and much impromptu 'MacGuyvering' in general we successfully removed the broken end of the widget (without too much out it falling into the engine block). Next we wanted to clean out the remains of the widget from the thread. After searching the back corners of the hangars we found a pair of old air compressors, one of which looked to have a fitting with the right sized thread. After cutting a few slots in the thread, we used it to clean the dregs of the widget out of the block. The new part was fitted without fuss. Roger then took off for a test drive to Blanchetown to fill up his car ready for the trip to Lochiel. I'd hate to think what might have happened if the widget had let go on the way to Lochiel with the Arrow trailer on tow. We would of needed a retrieve crew for the retrieve crew.

Saturday

Time to go home. Derek had kindly organised the required trailer crew (Franko, Trent and himself). Despite being a warm day, the forecast was for thermals to 7,000ft with a NNE wind. At least we weren't going to have to be pushing into a headwind on the way home.

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The main bug bear was some patchy high level cloud that was moving across and keeping the temperatures down. No heat, no rising air, no flight home. After an hour and a half waiting, Justine and I decided to take a launch to see if we could stay up. We had tried to fit the launch into a sunny break, but as the winch would have it, we launched just as a patch of high level cloud drifted in front of the sun.

Despite a reasonable launch, we couldn't find any patch of air that was going up. It was decidedly cooler in the shadow of the cloud. I decided it was time to start thinking about joining circuit. I was now regretting saying how impressed I had been with my prowess of getting away on every launch at Stonefield so far (something that few others had done), when the vario emitted a timid beep. It wasn't much. Just enough to stop us descending. Hopefully just enough to keep us airborne till another glider would start circling nearby to indicate a better thermal... but all the other gliders were landing. After several turns, we had managed to start slowly gaining height. An eagle joined the thermal with us. I was disappointed to think that this was the best thermal going in the sky.

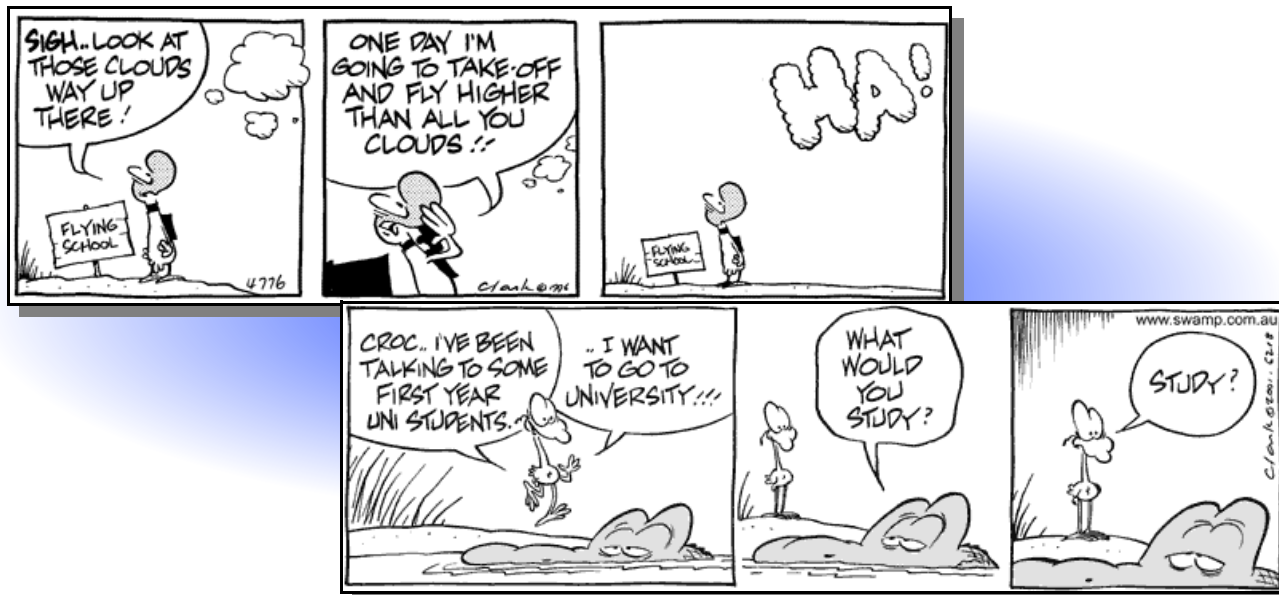
After what seemed like ages, the sun reappeared from behind its cloud and we had struggled to 4,000 ft. The sky was hazy from the

smoke of the Victorian and New South Wales bush fires. We gingerly tip toed away from Stonefield towards Eudunda. The thermals improved and we climbed to a little over 6,000 ft. We decided to have a go and set course towards Lochiel.

We cruised along at a moderate pace as we wanted to get back to Lochiel, not set records. We endeavoured not to go below 4,000ft if we could. The thermals were spread apart. Whilst not sparse, it was enough to make you nervous about where your next climb was coming from. We cruised south of the Clare Valley. Once out on the plain, the thermals got stronger and higher, but more distance between each one. We made it back to the Lochiel Ridge with some height to spare. We rang Trent and the others to say that we had made it back safely. We ventured out towards Snowtown, but encountered strong sink. We decided that it was pretty foolish to outland after telling the trailer crew that we had made it back safely and decided that the clubhouse looked pretty inviting.

Sometime after we landed, Roger appeared in the Arrow. He had taken several launches to find a thermal and get away. He had achieved his Silver C distance and Silver C height gain. Congratulations Roger.

Next years Vintage Regatta is to be hosted by the Grampians Soaring Club at Arrarat in Victoria. Anyone interested?



Who am I?



Neatest correct entry wins nothing at all. But it's good for a laugh anyway...

Congratulations

Despite winning last year's Viagra "Can't keep it up" award, AUGC member Matt Leamouth has been accepted into the Qantas Cadet scheme.



Matt will be carrying out training towards his Commercial Pilots Licence at the British Aerospace training facility at Parafield airport, where they'll be teaching him how to avoid landing out in B767s. After that's finished, he'll be expected to work off the resulting staggeringly large debt, either by washing dishes for Qantas Catering or by serving on the flight deck of one of their airliners.

Congratulations, Matt, and good luck on your future career.

Stay In Touch

The club has an e-mail group address, augc-people@lists.internode.on.net, that is used to either discuss or arrange things within the club. If you want to stay in touch with the club, send a blank e-mail message to augc-people-request@lists.internode.on.net and it will send an automatic reply with instructions on how to join the group list. You can still send an e-mail to the list even if you have not subscribed to it.

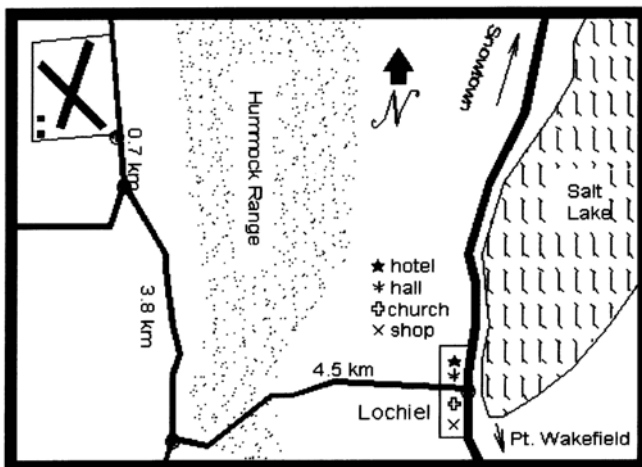
You can also get the latest newsletter and up to date news on what is going on at the club's web page:

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

If your e-mail address is on the membership database, Anthony the club's highly esteemed Treasurer can send you your account updates over the internet, as well as receipts for payments. Send an e-mail to: anthony.smith@internode.on.net

Want to fly this weekend?

LOCHIEL AIRFIELD



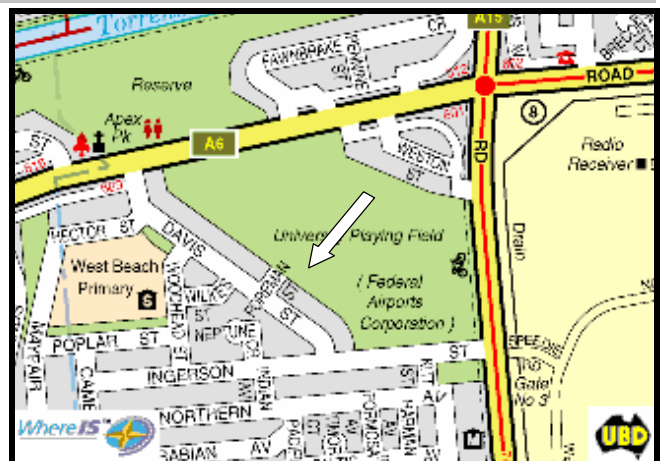
Want to go flying on the weekend? You must ring the club contact person, Mark, on the Thursday before, between 8.00pm and 10:00 pm, on 0412 870 963, (or by e-mail before) so that he can organise instructors and transport for those intending to fly.

You can either drive up yourself by following the map at left, or Mark can arrange a lift to Lochiel either from the Adelaide University footbridge (meet at 7.15am to leave at 7:30 am), or from the Caltex Service station on Port Wakefield road, Bolivar (meet at 7.45am to leave at 8:00 am)

Want to help 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, Tuesday and Wednesday evenings. The entrance is at the end of Foreman St, West Beach.

So you want to help fix the gliders at West Beach, but can't get there? A lift can be available from the Adelaide University footbridge at 7.30pm by arrangement. Ring Anthony on (wk) 8393 3319, (hm) 8269 2687 or E-mail: anthony.smith@adelaide.on.net.



Contact List

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Upcoming Events

Mon 3 Feb—Fri 28 Feb: KRO annual inspection at West Beach. See page 11 for map and directions. We'll need a crew to help out most nights, watch [augc-people](#) for updates. If you've never seen how our airworthiness operation works, now is a good time to experience it.

Mon 24 Feb—Fri 28 Feb: O-Week. We'll need helpers to rig GMI on the Plaza each morning, more helpers to derig it each afternoon, and people to run our stand. If you're enthusiastic about AUGC and want more people to join, contact Scott Battersby <scoota@senet.com.au>

Wed 5 Mar: General Meeting, 7:30pm in the Margaret Murray room at Adelaide University. This is a special meeting to welcome our new members from O-Week. Food and drink will be provided, AUGC personnel will be on-hand to answer questions, and there'll be some cheesy gliding videos to give you an idea of what it's all about.

Wed 2 April: Annual General Meeting. Come along and volunteer to be newsletter editor. (oh, yeah, you can also volunteer to be president, treasurer, etc, etc. But don't forget the newsletter editor!)

Uni Gliding

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