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Uni Gliding

May 2003

The Official Journal of the Adelaide University Gliding Club



Dirk Seret set to launch in TX for his Standard Libelle conversion flight (Photo: David Conway)

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VOLUNTEERS NEEDED SAT 10/SUN 11 MAY.

See Club News on page 2 for details.

QUOTE OF THE MONTH

"Did you pull my stick out?" - Anthony (strolling into the clubhouse living area in his underwear) to David Conway, who after some debate suggested

"Maybe it was the wind."

Club News

Greetings all,

My first newsletter and already a reference to the 'light switch' story. I promise it will be the only one* - after all, the job of newsletter editor is to accurately report club goings-on in a straightforward manner and without innuendo, double-entendres or slurs of any kind, right...? I look forward to exercising editorial control over the next twelve months, and to having the cable released on me by disgruntled instructors on every check flight. On to less frivolous stuff...

The club's Annual General Meeting was held on April 2. I'm pleased to announce the resulting line-up of executive and non-executive positions for 2003:

Executive Committee

| | |
|------------------|--|
| President: | Trent O'Connor |
| Treasurer: | Mark Tyler (to be ratified at the next general meeting on May 7) |
| Secretary: | Tim Bates |
| Social Convener: | Derek Spencer |
| Fifth Member: | Igor Blazujevic |

Non-Executive Club Positions

| | |
|------------------------|--------------------------------|
| Assistant Treasurer | TBA (Trent O'Connor acting) |
| Newsletter Editor | David Battye |
| Web Page Editor | Mark Newton |
| Club House Officer | David Hichens |
| Contact Person | Mark Newton |
| Winch Officer | David Hichens |
| Sports Association Rep | Tim Bates |
| SAGA Representatives | Derek Spencer Redmond Quinn |
| Radio Officer | Frank Fonovic |

Other Positions

| | |
|-------------------------|---------------|
| Chief Flying Instructor | David Conway |
| Airworthiness Officer | Redmond Quinn |
| Club Coach | David Conway |

The Treasurer's position received no nominations at the AGM. Mark Tyler was appointed by the new Executive Committee's at their first meeting on April 17, and this decision must be ratified by the general membership at the next General Meeting on May 7.

Since last newsletter we have had some good soaring weather and lots of members who joined the club in O'week have been enjoying their Air Experience Flights. Whether they 'got away' on a thermal flight, flew a few circuits around the airfield or got their heart pumping with some aerobatics, I haven't yet seen a dissatisfied customer. Inevitably, some have become hooked from that moment and have begun training. **However, a reminder that if you joined the club in O'week, the voucher you received for your free flight is valid only for 3 months after you joined.** This means it will run out late this month, so if you haven't been flying yet get in touch with our contact person, Mark Newton (details on page 13).

Recent pilot achievements include:

First solos - **Igor Blazujevic** in the Puchatek on March 30 (see page 7), **Troy Schuler** in the Bergfalke on February 15.

Conversions - **Troy Schuler** to the Puchatek (over Easter I believe) and the Arrow on April 27, **Frank Fonovic** to a Grob 103 a.k.a. Twin Astir at Gawler (Frank also got his aerotow rating), **Dirk Seret** to the Pik on February 23, and **me** to the Bergfalke on February 22 and the Arrow on March 16.

A few club member's names have appeared in "Soaring Australia" over the last couple of months: **Mark Newton** and **Adam Stott** for their Silver C's, **Jon Sieburn** for his A,B and C certificates, and **David Conway** for his Diamond Distance.

On the weekend of the **10th and 11th of May**, the club will be hosting the Adelaide Uni Mountaineering Club who are holding a rogaining event in the countryside around Lochiel. Don't know what rogaining is? Neither did I. Basically, it's a 24-hour orienteering event where there are a heap of checkpoints within an area and you get points for each one you visit. You can select the checkpoints you will visit and in which order (so it's kind of like the travelling-salesman optimisation problem - maths nerds will know what I'm talking about). If you want to know more about rogaining go to <http://sa.rogaine.asn.au/>.

Back to the issue at hand: the club is doing the catering for the event (and for its own members throughout the weekend). **Volunteers are needed** to do some cooking leading up to the event, and to be at Lochiel to serve food during the event. The plan is to store some pre-cooked items in the freezer at Lochiel. Much of this cooking will be taking place at the Conway residence on Tue 6 and Thurs 8 May. Of more pressing need however, are volunteers to work shifts serving food during the event. The benefit to our club in hosting the event is pretty simple - we're making money out of it. Money that can be put towards new gliders, for example. It would be great if we can get a big turnout of club members that weekend so that the workload can be spread thinly, and those who do help can do lots of flying as well. If you're not busy that weekend and can help out, or can do some of the cooking, please get in touch with Mark Newton (0412 870 963, contact@augc.on.net).

In other news:

- **Bradley Gould** is now a father, and it's a girl. **Jemma** was born on March 7.
- **Redmond's** daughter Catherine was married recently, on the best looking gliding day seen in ages.
- The new pie cart is at West Beach. It has been stripped out by some of our more destructive members and is ready for refurbishing.
- The clubhouse extensions finished, thanks to the efforts of a multitude of people (see page 9).



Club News

- **Igor** has procured a collection of fire extinguishers, saving the club about \$500. These will be installed in the bunkrooms, clubhouse, hangars, winch shed and winch. Thanks Igor.
- The club has bought a compressor for Lochiel, to make inflating pie cart, winch and glider tyres easier. This will live in the new hangar under the battery charger bench. Please drain the water from the cylinder periodically. The club has also organised a small portable air cylinder with fittings that allow it to be filled up from the big compressor or petrol station. It will fit in the boot of a car and can be taken out to the launch point or wherever to inflate tyres out on field.
- An airworthiness directive for the Club Libelle (MI) required the lower rudder bracket to be replaced. This was done by **Gary Hollands** - thanks!
- **Roger Chapman** completed a major rework of the Arrow trailer jacking mechanism (right) - thanks!



See you at Lochiel,

David

Editor

* this month

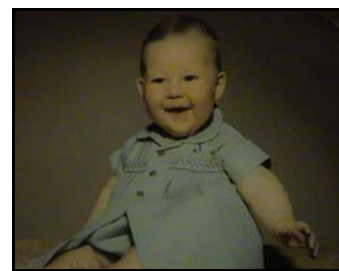
Who am I?

And the answer is.....

<drum roll>

Dennis Medlow.

No-one got it.



And whilst on the theme of instructors in their youth, here's another one, sitting in the club's KA6 (GNB):



New E-mail Addresses

Always losing track of who is on the committee and who does what? Thanks to **Mark Newton** and our friends at Internode we have new club contact addresses that will outlast the tenure of the individuals on the committee. These addresses will be the standard ones used on future correspondence, web pages, etc. Pick the address according to the subject and your message will be forwarded to the appropriate people. E.g.

contact@augc.on.net

clubhouse@augc.on.net

social@augc.on.net

secretary@augc.on.net

editor@augc.on.net

radio@augc.on.net

treasurer@augc.on.net

accounts@augc.on.net

webmaster@augc.on.net

cfi@augc.on.net

airworthiness@augc.on.net

fifth-member@augc.on.net

president@augc.on.net

Arrange to go flying

Report lack of Cherry-Ripes

Suggest a social event

Send some official correspondence

Tell the magazine readers how you flew 500km, or 5.1km, or whatever..

Report problems with radios

Don't ask about your account balance or flying times – instead ask..

Say how great the web page is, or how it could be improved

Complain about the beat-ups done by instructors

Ask whether that big crack in the PIK wing is significant

Say g'day

Complain about there not being enough augc.on.net addresses

.Trent.

May 2003



Multiple choice: The above picture illustrates

- (a) Redmond lighting his gas BBQ, or,
- (b) a large thunderstorm cloud in Australia

| MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|---------------------------------------|---------|--|------------------------------------|--------|--|--|
| | | | 1 | 2 | 3 Go Gliding! | 4 Go Gliding! |
| 5 | 6 | 7 (Special) General Meeting "Basic Theory" WP Rogers Room Union Building 7.30 pm | 8 | 9 | 10 Rogaining at Lochiel - come and help and go gliding! | 11 Rogaining at Lochiel - come and help and go gliding! |
| 12 | 13 | 14 Strategic Planning Night WP Rogers Room Union Building 7.30 pm | 15 | 16 | 17 Go Gliding! | 18 Go Gliding! |
| 19 Adelaide Cup Day Go Gliding! | 20 | 21 Executive Committee Meeting Conway residence 7.30 pm All welcome | 22 | 23 | 24 Go Gliding! | 25 Go Gliding! |
| 26 | 27 | 28 | 29 Deadline for June newsletter | 30 | 31 Go Gliding! | Go Gliding! |

Instructor Roster for May

Duty Instructor

| | |
|--------|------------------|
| Sat 3 | Redmond Quinn |
| Sun 4 | Dennis Medlow |
| Sat 10 | Catherine Conway |
| Sun 11 | Michael Texler |
| Sat 17 | Redmond Quinn |
| Sun 18 | Peter Cassidy |
| Mon 19 | Raj Bholanath |
| Sat 24 | Steve Kittel |
| Sun 25 | Anthony Smith |

President's Report

Trent O'Connor

Greetings. Having narrowly escaped from having to writing a different regular column for this magazine, I can now tell you about some other things you can do to help keep the Gliding Club healthy apart from doing lots of flying and paying your account.

Everyone knows that to keep flying we need to take good care of the aircraft but it is often overlooked that we also need an airfield and a winch, and that we also need to take care of these too - we only have one of each.

Making sure we still have an airfield: As well as avoiding damage to the airfield which directly affects flying, (e.g. driving ruts into the airstrips), we also need to minimise damage that impacts the farmers who share the airfield. Fortunately we do not have to contend with a wheat crop this year but the farmers have other serious concerns such as pollution of the field with bits of winch cable which are a hazard to the harvester and to the sheep and shearers. Even single strands of weak-link cable can contaminate and devalue the fleece and large sections of cable can entangle and injure sheep so please make a special effort to clean up all debris of any size from cable repairs and make sure it finds its way into a bin.

Making sure we still have a winch: There are two ways to do this – to avoid breaking the current winch and to build a new winch. The current winch has given good service for more than ten years but the truck section is getting rather worn and the cage is starting to accumulate significant damage due in part to reckless reeling in of the cable. Please take care of the winch by driving it sensibly and helping the Winch Officer, Dave Hichens, with keeping it maintained. The partially completed "Thunderbird 3" winch has been sitting in the corner of the workshop for some years but will now be the subject of renewed attention, with the aim of having it operational in 2004. All those who are interested in contributing to the design or doing some hands-on mechanical work should contact Dave to find out how they can help (8342 2956, miztadave@internode.on.net).

Your help in securing these vital club facilities in the future will be appreciated.

Weekend soaring weather at Lochiel during the Summer was generally disappointing but things have been looking up in the past month, with some booming ridge days and seven days of flying over the Easter/Anzac-Day period, including some nice soaring weather.

We recently had an AGM which saw some new faces join the committee and the departure from the committee of some experienced members due to outside commitments. Thanks go to Anthony Smith and Catherine Conway for their contributions as Treasurer and President last year.



The current winch, 'Thunderbird 2', under construction about 10 years ago. Be nice to it. (Photo: David Conway)

Congratulations to Troy Schuler and Igor Blazujevic who soloed since last report and to all those who progressed through the fleet. See David Batty's excellent editorial for more detail on this and other recent news.

Coming soon we have a Strategic Planning meeting – your chance to influence the plans for the future AUGC fleet. Also, we need lots of volunteers to help Catherine Conway raise funds for the club by catering for a massive rogaining event based at our airfield. Talk to the contact person immediately if you can help out.

STOP PRESS: Flinders Ranges flying camp is on. Contrary to earlier belief, Rawnsley Park accommodation is *not* booked out by someone else for the June long weekend so there will be an AUGC flying camp there around 7-9 June. This camp typically features ridge and/or wave flying such as you will never see at Lochiel, as well as spectacular scenery. If you want to participate, contact Derek Spencer.

.Trent.

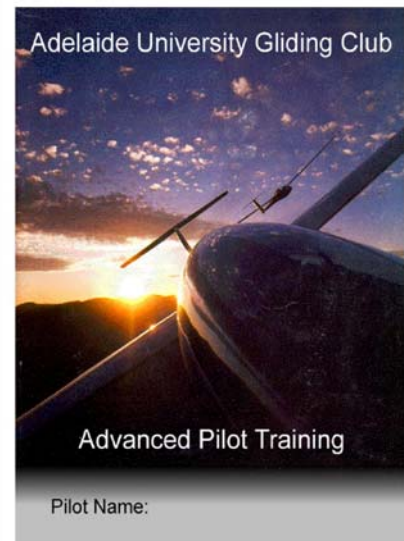
From the Instructor's Panel

David Conway

Copies of the advanced training book are now available at Lochiel. These were produced by Peter and Mandy Temple. So once you have completed the basic training booklet, grab one of these and continue expanding your skills and experience. Please direct any feedback to cfi@augc.on.net.

The basic training book is also being redeveloped in line with the high standard of Peter and Mandy's effort, and then the two will be aligned into a matching Basic and Advanced Training Books.

Also about to be issued is the next edition of the winch training manual, reviewed and updated by Trent. This should also be available for download and hardcopy soon. Please take the time to study the new manual.



Ten Expert Tips on How to Fill Out the Flight Sheet

1. Don't bother writing down who the Duty Pilot and Duty Instructor were – that should be *obvious*. Even better, you can avoid filling out these extra boxes by not appointing a Duty Pilot or Duty Instructor at all.
2. Only write first names on the flight sheet. This saves the club having to buy so many biros and everyone should know who Malcolm and Chris are anyway.
3. You can make up your own flight types to put in the flight type column. - There is an award at the annual dinner for the most creative.
4. If the cable breaks and the plane lands ahead, just cross it out – you don't need to confuse everybody by writing things in the remarks column
5. If you make a mistake, just write over the top of it. If it is still wrong, write over the top of that again. They have special optical filters which make it clear what you meant.
6. Always use your own watch to fill in the landing time – it is always more accurate than the one in the folder and if the landing time is before the launch time that must be somebody else's mistake.
7. When filling in the flight durations, demonstrate your superior grasp of mathematics by doing the subtractions in base-9. Don't forget that there are 100 minutes in an hour.
8. Write in any missed flights out of order and renumber them as 22A, B,C etc. Even better, cross out and shift all the flight numbers following where a mistake was made.
9. If the instructor offered to pay for your hangar-run then they will probably phone the Assistant Treasurer themselves and sort it out. You shouldn't write anything on the flight sheet as that will just make the other trainees jealous.
10. Before leaving the airfield, file the flight sheet away on the desk in the clubhouse. It will be nice and safe there.

.Trent. (wearing Assistant Treasurer hat, backwards)

New GFA and AEF Rates

The new GFA rates for May 03 - Apr 04 are:

| | |
|---------------|-------|
| Standard | \$179 |
| Family | \$143 |
| Student | \$112 |
| Fam/Stud | \$76 |
| 1 month | \$57 |
| 3 month | \$69 |
| Intro | \$10 |
| Intro Student | \$5 |

Due to the increase in intro rates, our AEF rates are increased by \$5, effective immediately, to \$25 for concession holders, \$45 for others.

An updated fees doc will be on the web page shortly. If using an old copy of the AEF rates table, just add \$5.

The AEF package is not otherwise affected - still includes 1 launch + 20 mins (or equivalent value in circuits) plus intro GFA plus levy. AEF vouchers already issued are unaffected.

.Trent.

My First Solo Flight

Igor Blazujevic



It finally happened! After eight months of training I knew that the day was coming closer and closer when I was going to be solo.

The day started as any other flying day where I got the opportunity to fly first. However as usual because of my great excitement that spins my head around whenever I get into the glider I managed to stuff up my first flight. The second flight was nothing better than the first one as I could not put myself together. I felt dreadful because I knew what I was doing wrong and I did nothing to correct such trivial mistakes. I already lost all of my faith in becoming a solo that weekend and I have started saying to myself that there was going to be another weekend when I was going to do everything right and fly solo.

I had to make a break. Other trainees started flying gliders while I started flying winch, and I had no luck at doing that either. While winching I stopped thinking of my previous flights and I was starting to be more relaxed as I got over my excitement. Coming closer to the end of the day I was given the opportunity to fly again. This time being more relaxed and not under a sizeable pressure I made a reasonably good circuit flight that made me more confident as I knew that this time I was having the control over the glider rather than the other way around. Finally I proved to the instructor that I had the sufficient knowledge and the ability to take off, fly the circuit and land the aircraft without giving him the opportunity to say "my aircraft" because I made a mistake somewhere, putting us both in danger. Now the torture started. I was put in tricky situations where I had to prove that I could find the safe way out of the life threatening positions. I could feel that I was getting closer of being solo because I responded properly to the situations that I was put into, satisfying his requirements.

And then finally I was asked: "How do you feel about flying solo today?". I could not believe it! And guess what?! I felt even more excited than when I started but I took the chance, I sat in the glider all by myself. I went through all the checks shaking like the leaf on the tree. I was given final briefing from the instructor. He warned me about the sea breeze that was starting to pick up and about the different behavior of glider due to the reduced weight.

The cable was attached to the glider and I took off faster than I thought. My speed accelerated from zero to seventy knots in just about few seconds. I hardly had any ground run. I was really frightened especially because I knew that no one was behind me who I could rely on. I started giving "too fast" signals but it was too late as the cable broke and I had to land the aircraft. So my first great solo flight lasted for just over a few seconds.

I was given another chance to have a proper solo flight. They hooked me on again. This time I was even more scared as I really wanted to make a good flight. I took off and I concentrated on the air speed indicator that was showing perfect sixty knots. Three quarters through the launch my legs were completely paralyzed and it was only after that I started being aware of this telling to myself to relax and enjoy my proper first solo flight. After a few turns I lost the height and I set myself for landing. I landed and I could not have felt any better. Those five minutes in the air were the longest five minutes of my life that I shared with the beautiful sunset. That was just a perfect flight.

On this occasion I would like to thank to all people that missed on their flying that day in order to enable me to become solo and to the very patient instructor, Mr. Anthony Smith. I will never forget that day and I will always remember the taste of the sand and dust that I ate after the cable breakage. I have the two pieces of cable at home reminding me of my great first solo flight.

Where to from here? (or, 8 years till an ASK-21?)

Anthony Smith

A few years ago the club kicked off an attempt to review what we do and how we do it. The club members involved identified many areas in which the club could improve.

One of the most significant of these was the concept of the club acquiring a self-launching two seater. Whilst these aircraft require slightly more maintenance and are more expensive to operate they have significant advantages. The main advantage being that they are more independent of the weather and would allow longer training flights during days that would otherwise be circuits. My estimates suggest that the aircraft could quite easily fly 2 to 3 times as many hours as one of the existing two seaters.

The club also identified that it should consider upgrading its two seater fleet to fibreglass aircraft.



ASK-21

The club executive committee decided to put in place a savings plan whereby 30% of the club's flying income was to be put aside into an aircraft replacement fund. To date this has been very successful. The fund has raised \$7,000 in the couple of years that it has been in place. \$2,100 of this fund has been used to complete repayments on the PIK-20D. At the moment there is \$4,900 in the fund.

Here is my personal concept of a possible direction for the club to take.



Grob 109

A suitable self-launching two seat glider will have a price range between \$45,000 and \$75,000 depending on the age, performance and appeal. I will suggest that the club

take the cheaper (ie older and lower performance option) with the view that it will be an intermediate step rather than an ultimate solution.

In around 18 months or so, the club should have around \$12,000 in the aircraft replacement fund. At this time I would consider the club selling GZM, the Bergfalke, and purchasing a Motorfalke (Falke SF-25) or similar; there are a number of suitable types to consider including IS-28 M2 and Vivat L 13. The Bergfalke would fetch around \$18,000. The remaining \$15,000 would be from a bank loan which could be paid off in the subsequent three years. The motor glider would become the club's major workhorse and do the bulk of initial flying training. It should speed up the training process considerably and enable trainees to solo earlier and progress into the club's single seat fleet, greatly increasing the earning potential of the club. There is also the potential to operate it as a joyflight aircraft and for the club to offer scenic flights along the wind turbine farm to be built along the ridge.

The following three years after paying off the loan would see the aircraft replacement fund climb back to around \$15,000. At this time I would consider selling the Puchatek and purchasing an ASK-21 or similar fibreglass two seater. Again a bank loan would be required, probably around \$45,000. I don't know how long this would take to pay off, probably 9 years depending on how the flying rate of the club is progressing.

After that the club could consider replacing the motor glider with a Grob 109 or perhaps a Dimona HK-36.



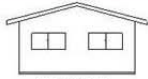
Motorfalke (Falke SF-25)

So a simple time line:

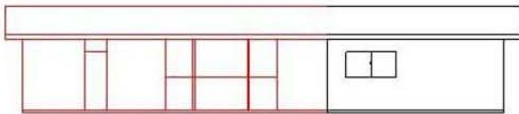
- 2004: Sell Bergfalke. Buy two-seat motor glider.
- 2007: Motor glider loan paid off. Start saving for fibreglass twin.
- 2010: Sell Puchatek. Buy fibreglass twin.

The club is holding a strategic planning exercise on **Wednesday 14th May at 7.30 pm in the WP Rogers Room of the Union Building**. We will be looking at the club's assets, including: aircraft, winches, buildings, the airfield and West Beach. Everyone is welcome to come along and express their opinion.

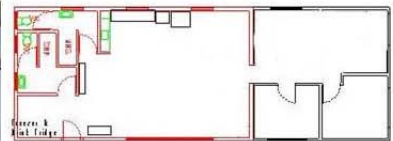
(Information on the gliders mentioned in this article is available at <http://www.sailplanedirectory.com> - Ed)



CLUBHOUSE EXTENSIONS June 2001 - April 2003



Club East's Extension



The following article appeared in 'Gliding Kiwi', Feb/Mar 2001. On January 21 this year Klaus Ohlmann claimed a new record of 3008.8 km in a Nimbus with co-pilot Karl Rabeder, again flying in the waves from the Andes. The record is yet to be ratified.

THE NEW WORLD DISTANCE RECORD - Now 2454 km

Who is Klaus Ohlmann?

Myles Hynd

If you did not know of the German, Klaus Ohlmann in November, there would be few soaring pilots who haven't heard of his name since. Klaus Ohlmann, flying in Argentina, convincingly broke the world distance record, previously held by Terry Delore in New Zealand. He not only broke the record, he literally shattered it by upping the distance from 2049 kms to 2454 kms. A great feat.

A commercial soaring pilot, Ohlmann runs a unique operation training mostly experienced German pilots the art of safe flying in the European Alps. Competent pilots follow him whilst virtual beginners fly with him in a two seater *Calif*. His home base is a little known airfield at Serre in France.

Ohlmann started gliding in 1973, with a simple passenger flight. He returned the following day, joined the club and started training. Bored with the slow pace of learning, he decided to get on with the job and paid for the fast track training scheme.

He won the German Federal Junior championship in 1975. While studying medicine in 1983, he became the Club Class Champion of Europe. He ultimately qualified as a dentist, and started practising in Germany. But soaring was like a drug to him.

Reviewing his future, Ohlmann was aware just how many private owners had sailplanes lying idle for months at time, just hangared awaiting their owners annual holidays. There were innumerable lost opportunities e.g. to fly to Mont Blanc, as they were ill-prepared for such high altitude flying and they wasted time acclimatising to conditions every year. With a vast knowledge and experience in the southern Alps he realised he could help them explore and extend themselves in complete safety, maximizing their fun with wonderful thrill filled flights.

Buying a Discus in 1986, Ohlmann developed his business plan, and in 1987, bought his first two-seater.

He started by running courses in Spain

and the Pyrenees, an area unknown to the Germans at that time. Becoming more adventurous, each year he added another region to places he conducted courses at - The French southern Alps, Vinon, Puimoisson, Gap and eventually, an outlandish paddock was transformed into a little aerodrome - Serres.

While still working as a dentist his expanding client base was not yet paying all the bills. He decided that it was a commercial business he required, not a club set up with its inevitable problems. With a business, Ohlmann says "I am my own boss and I run my projects my way. My eventual aim is to make a living out of gliding but I am still a long way from being able to do that."

Dividing himself between an all-devouring passion and a profession that knows no time limits, he works seven day weeks between flying from Serres and his dental practice in Germany. "For eight months of the year I soar five days a week and then, on Friday morning, fly back to Germany to be a dentist from 11.00 to 19.00. Then back to France on Sunday for the next five days and so on.

It is a difficult life that he has accepted, but he is devoted to gliding and has adapted himself to his dual role, especially as he is also involved in a long-term scientific project, the main aim of which is to scientifically create a mountain wave world database. This involves mapping waves and identifying fiercely turbulent (rotor) areas. The program is designed basically to advise airlines where to expect severe turbulence. Lee wave is a little known phenomenon in countries where gliding is not developed and in some cases flying is prohibited due to a lack of scientific knowledge.

Ohlmann first started exploring the wave structures of Argentina with Ventus in 1998, an expedition he personally financed.

With support from the Stemme manufacturers, he was lent a Stemme proto type S-10VT in 1999, which was to be an exten-

sion of his wave-logging project. The possibilities and potential for breaking the world distance record started to appear and he knew it was totally feasible after achieving a 1500 km flight. Nevertheless, his world record attempts are only secondary to the primary purpose of his research project.

And so to the year 2000.

The wave logging program is a long-term project but is now financed by a small group of dedicated experts. Again Stemme lend a sailplane, which is transported, to Buenos Aires at considerable cost. Particular attention has been paid to the survival equipment in the sailplane. Landing out and road towing a Stemme is simply not an option. Often land overflown has no roads whatsoever.

From previous sorties in the area, Ohlmann knew he can expect 15,000 ft cloud bases with climbs better than 1400 ft a minute. The expedition's third aim is to improve the image of gliding. "Wave is my favourite domain. I want to create spectacular projects to interest industry," said Ohlmann.

It is November 26, 2000 The take off from San Martin de los Andes is around 6.30 am, a little later than planned. The plan was to attempt a world record flight of 1700 km to the south. Conditions were ideal. After completing the first 500 km, the weather starts to deteriorate, so a decision is made to abandon the 1700 km goal flight in favour of a three turnpoint free flight.

At 1.15pm. we are back overhead San Martin having covered 1050 km already. The weather to the north is not encouraging at all due to an approaching cold front. A deviation towards the leeward side is decided and after a long glide we catch lift right over Zapala under a line of rotors. This gives Ohlmann a stepping stone to the wave system reaching from the Valley of Loncopue to the Ordilere del Viento. Still above 5000 metres (16,500 ft) they continue in the lee of the main ridge via Barrancas Valley and the Rio Grande.

At 4 pm. a decision is made to turn back south, knowing that if they make it, they will

have set a new world distance record. However with 120km to go, and viewing the extraordinary conditions in the North, a decision is made to create another leg. This rather than fight the bad weather that was now prevailing over San Martin. This proves to be a wise decision as they learn that a Brazilian DG505 flying in the same area has had a battle returning south.

At this point the Stemme is rarely flying below 250 kph. But for Ohlmann and his copilot the most thrilling part of the flight was yet to come. A decision was now needed as to whether they continue as far north as possible and return to Chos Malai for a landing, or take the gamble and try to make it to Malargue, the only possible landing site at this late in the day. At 8.10 pm. (Sunset 8.34 pm) they decide to fly yet another 180 kms which they achieve in 44 minutes. The ground speed was 300 kph.

With only two minutes left to still make the flight legal they touch down at Malargue after 14 hours and 20 minutes in the air. They felt the icy gusts rushing down from Andes as they pulled themselves from the cockpit.

Turnpoints: No Lago Fointana, Rio Grande, NW from Malargue, Sudi Zapala.



Average speed: 172 kph.

So with more than 11,000 hours in his logbook, Ohlmann is determined to continue with his gliding exploration role which has already added his name to the greats of the soaring world.

A KIWI SOARS WITH KLAUS OHLMANN

Robin Britton (Piako)

Last October I had a great time travelling in France and by chance we had booked our accommodation in northern Provence – just a few kilometres from the gliding site at Serres – la Batié (just north of St Auban home to Lavender Glide). The highlight had to be a most amazing flight in the French/Italian Alps.

I turned up at the airfield one day and between my rusty French and the other's excellent English, it didn't take long to arrange for a flight. It turned out that Klaus Ohlmann and Michel Huici run a commercial gliding school at the airfield over the summer months. There are cabins and camping facilities and also 2 LS4's for rent, or you can take your own glider along. Flying from the site, you can either fly by yourself or fly in the twin Calif or follow the leader – Klaus around the mountains.

Once Klaus turned up – we were away in very short time. Flying in the Calif – first time I had flown seated beside someone – it took a while to fly straight as opposed to centring on my side!! Anyway we took off and ridge soared the thermals from the local small hill to gain some height, and then headed off further and further into the mountains – flying up past Grenoble nearly to Mont Blanc then down the Italian side of the border then back west to home base – a flight of nearly six hours – when all I had been expecting was a trial flight of about an hour!!! The views were magnificent – mountain ranges, ice and snow covered peaks, ski fields, coloured rocks and lakes, WWII border outposts, trampers that could be dive-bombed.....

What an experience flying mainly between 3,000m and 4,500m (the airfield was at 700m) – mainly thermals coming off the western slopes of the ridges – blue ones early in the afternoon then cloud base indicators later in the day. (Previous days there had been wave.) It was also a huge lesson for me in a sea breeze front (if I dare call it that) as the cloud from Italy banked up on the edge of the mountains creating an impenetrable view – but lots of lift as we wandered down that border area.

I have to admit that as this was my first try at mountain flying I felt way out of my depth in terms of decision making and totally lost in terms of locality (no use looking at the ground!!!), but over the flight I certainly learnt heaps, including just how close one can go to get lift off the slopes.

The way Klaus operates is to lead and look after three other single gliders (on that day anyway) as they all wandered through the mountains. At one stage we had to back track and help one of the guys who had got low. And it felt comfortable getting down to his level!! It was an amazing experience – but I have to admit I felt like a total novice when compared to his 11,000 plus hours.

Interestingly in the last Gliding Kiwi he was mentioned as having broken Terry Delore's distance record – flying a distance of 2,459.6 km in Argentina – a goal he had mentioned he was aiming at when I flew with him.

He has also flown at Omarama and knew a number of pilots from that area. Congratulations Klaus and many thanks for a wonderful time. If you want to know more about flying at this site – contact him at QVOhlmann@aol.com.



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.

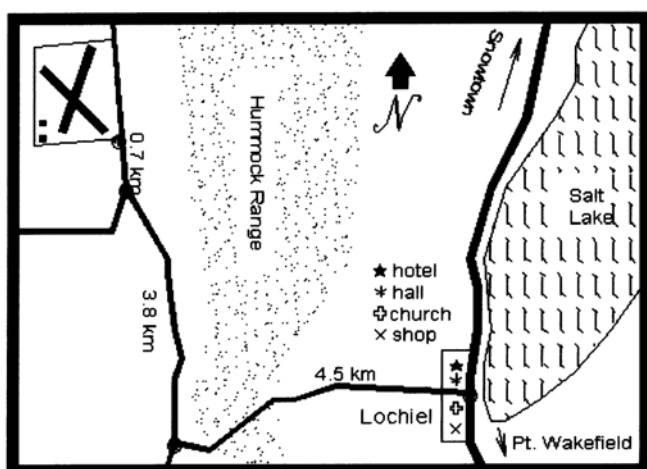
You can also get the latest newsletter and up to date news on what is going on at the club's web page:

<http://www.augc.on.net/>

If your e-mail address is on the membership database, Mark Tyler, 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: accounts@augc.on.net

Want to fly this weekend?

LOCHIEL AIRFIELD



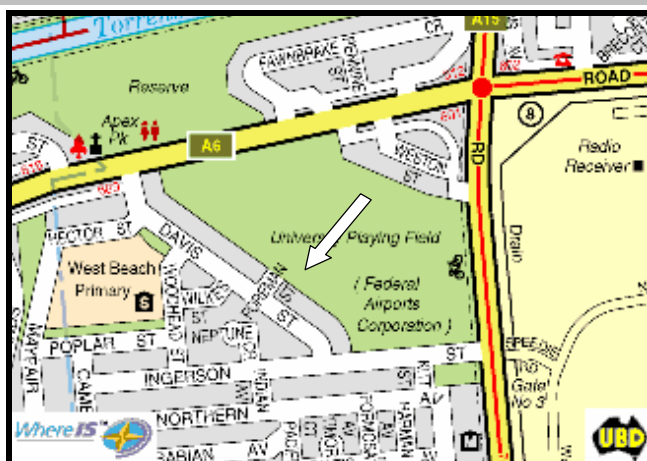
Want to go flying on the weekend? You must ring the club contact person, Mark, on the Thursday before, between 8.00pm and 10:00 pm, on 0412 870 963, (or by e-mail before) so that he can organise instructors and transport for those intending to fly.

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

| | | | |
|--------------------------|-----------------|--------------|--|
| President: | Trent O'Connor | 0429 873 687 | president@augc.on.net |
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| Chief Flying Instructor: | David Conway | 0418 803 705 | cfi@augc.on.net |
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| Contact Person: | Mark Newton | 0412 870 963 | contact@augc.on.net |
| Newsletter Editor: | David Battye | 8331 1451 | editor@augc.on.net |

Upcoming Events

Wed 7 May : Special General Meeting, 7.30 pm in the WP Rogers Room of the Union Building at Adelaide Uni. The topic will be "Basic Theory". Our Chief Flying Instructor, David Conway, will be presenting some convincing arguments for why gliders don't fall out of the sky. It is highly recommended that all of you unfamiliar with the basic theory of flight attend, whether you're new to the club or have been flying for years and just forgotten. Especially for the new members, this is a more in-depth look at the material covered in your possibly rather sketchy ground briefings. It's a 'special' general meeting because we will also be ratifying the appointment of Mark Tyler as treasurer. There will be drinks and nibbles available.

Sat 10/Sun 11 May: Rogaining Event at Lochiel. Come along, help with the catering, take pity on the ~~targets~~ competitors as they exhaust themselves and most importantly go flying! Volunteers please contact Mark Newton (0412 870 963, contact@augc.on.net).

Wed 14 May: Strategic Planning Night, 7.30 pm, also in the WP Rogers Room. The purpose of this evening will be to discuss the future of the club's assets, including aircraft, winches, buildings, the airfield and West Beach workshop. Everyone is welcome to come along and express their views.

Wed 21 May: Executive Committee Meeting. 7.30 onwards, Conway residence, 1 Cuming St, Mile End. All welcome to come along and have a say in how the club is run.

Wed 4 June: General Meeting. Topic will be "Daily Inspections and Airworthiness". 7.30 pm at a venue to be announced via augc-people e-mail group.

Sat 7- Mon 9 June: Flinders Ranges Camp. A camp mainly for solo pilots - you need an aerotow rating and unforgiving conditions make it unsuitable for training operations. However, there are non-flying activities which may interest some people including trail riding, bush walking and more. Contact Derek Spencer (8395 5337, social@augc.on.net) if you want to participate.

Sat 14 June: SAGA meeting at Lochiel.

Uni Gliding

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