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Uni Gliding

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The Official Journal of the Adelaide University Gliding Club



Mark Newton on final approach in the Puchatek during its evaluation flight.

Photo: Anthony Smith

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QUOTE OF THE MONTH

"You can jump on the end of my pole"

Leonard informs Tom of how he can best help him move the pile of sheet metal into the old hangar.

Editorial

The Puchatek is back!

Yes; finally the star of the official AUGC video has rejoined the airworthy fleet. For club members of less than 1.5 years, the Puchatek had never seemed to be much more than a pair of wings in the back of a Lochiel hangar. Persistent work over the past few months resulted in the (heavy!) wings finally rejoining the fuse on the afternoon of 16 July. I was introduced to this nose-dragger the following weekend and broke a couple of weak-links, then a cable on a ground run and pulled out a swage on a launch to 600ft AGL that counted as a conversion flight. Woohoo! It was great that everyone was so keen to help me re-solo before sunset, but then again free beer tends to incite that sort of dedication :). Congratulations to Derek Eilers who also achieved an AEI rating that day.

I'm sure everyone who hasn't flown the Puchatek before will be pleasantly surprised at just how easy she is to fly... Breaking news: Colin Starr converted to the Puchatek and MI on 31 July! An excellent effort.

A number of improvements have been made at the airfield this month. Redmond Quinn took the initiative and rolled in the stones that bane the strips on a particularly wet day with superb results. All tie-downs have been replaced with those extracted from Lochiel and the drogues can now be spared unnecessary wear and tear by removing them from the cable with quick-release sister clips. Fortunately, just as three dead mice under the old fridge with failing seals were beginning to create an interesting clubhouse atmosphere, we brought up the huge glass-doored fridge from West Beach as a replacement.

Since the last newsletter, there has been healthy discussion on the augc-people list regarding our future options and, as a welcome incidentally thread, the impression we make on AEF recipients. The main point that was reiterated in the latter discussion is something that we should all aim to address: don't try and impose personal perceptions on people who know little or nothing about aviation. All too often experienced club members try and excuse the appearance of the Bergfalke and thus lead ignorant people to question her airworthiness. On a related note, I couldn't begin to count how many times I've heard members volunteer the Arrow as kindling!

The following page features images from the AUGC's Annual Dinner. Most of the awards require a little explanation:

Harley Award: Reclaiming the 'Come and Get it' Trophy from Balaklava in the Arrow.

Viagra Award: Outlanding the Boomerang when attempting a flight from Lochiel to Stonefield on a 14,000ft day.



*The Puchatek charges back into service.
Photo: Anne Philcox*

Wildlife Award: Killing the Easter Bunny and generating lots of road kill.

Wheels Up Award: Landing an LS-1...

Creative Rim Award: ...and almost losing it off the side of the road when its trailer gave way.

Something to consider for October is another gliding holiday to the Flinders Ranges with the BVGC. To remind everyone of what the Flinders trip was like, an article by one of our friends of the GCV, Roger Harrop, begins on page 8. It's great to hear that Roger, Brian and John all had a rewarding time with our club.

The 3rd Women's World Gliding Championships are underway in Klix, Germany. A full contingent of Conways are there to help fly the Australian flag, with Cath Conway as team manager. Stephen Kittel wrote an account of last year's sightseeing in Germany that begins on page 10. Vinon, France has just finished hosting the Club Class Pre-worlds and the Temples.

Yours truly,

Anne

Caption Contest

This photo unfortunately did not spark much response as I suspect everyone was too busy laughing. However, Mark Newton did suggest that Dave H looks as though he's "having one of those 'Who farted?' moments".



"Where did I leave that washer?"
-Igor Blazujevic

"No Igor, the bolt goes in the neck!"
-Guy Harley

"Make a 6mm hole here to let the pressure out..."
-Mark Newton

August 2005



A summary of the Annual Dinner with some notable missing items.

Photos: Peter Cassidy

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
1 Help at West Beach	2 Help at West Beach	3 General Meeting: Aerobatics 7:30pm, Canon Poole Room	4	5	6 Go Gliding!	7 Go Gliding!
8 Help at West Beach	9 Help at West Beach	10	11	12	13 Go Gliding!	14 Go Gliding!
15 Help at West Beach	16 Help at West Beach	17 Executive Committee Meeting 7:00pm, Derek E's place	18	19	20 Go Gliding!	21 Go Gliding!
22 Help at West Beach	23 West Beach Social BBQ Help at West Beach	24	25	26	27 Go Gliding!	28 Go Gliding!
29 Help at West Beach	30 Help at West Beach	31 SAGA Winter Lecture: Weather Forecasting for Gliding				

President's Report

Derek Eilers

Hi all,

This busy month was pretty well kicked off with our Annual Dinner. It was a very successful event with about 40 people attending the evening and allowed the mixing of both AUGC and BVGC who attended by invitation. The awards were given out with fun and flair by Mark Newton to the deserved winners for their great or not so great deeds and in all I believe that everyone had fun and enjoyed the social event. So thank you to our social convenor for organising the evening and to everyone who attended and patiently endured my speeches.

The deconstruction of Lochiel was started the very next day after the dinner and I'm happy to say that it was strongly supported by club members. Due to a magnificent effort by about ten people each day, the work progressed much faster than expected and over the weekend we were able to completely dismantle the large (new) hanger and store it in the old hanger. Then with the help of Dirk and Greg, the effort was repeated on the Monday with the winch shed.

Both structures are now able to be erected as soon as practically possible and will give us much needed hangarage and winch storage space. This of course will only occur after the members have voted to accept one of the proposals for permanent relocation in the coming Special Meeting this September.

The weekend also had its lighter sides with a great feed from Justine and Anthony on the Saturday night and a top bonfire with our old fire-pit. I'm happy to report that the club fridge is now much less full than before :). Overall the support shown is a hearty sign that individuals within the club are keen to help out and do what is needed; something that the club will be counting on in the near future.



Sunday's team at Lochiel standing by the last pole of the 'new' hangar. Photo: Derek Eilers

How the hangar met its demise. Photos: Derek Eilers

At Stonefield our 'new' drinks fridge has finally been placed in the club room and whilst in the swing of things we took the chance to alter the set up so that it is a little more user-friendly. I'm sure that BVGC won't mind. Thank you to Derek S, Syd, Steve and Anne for helping to move the fridges and other associated materials.

Now changing the focus to the fleet and flying operations, after a long 18+ months the Puchatek (KRO) has finally come back into service. This excellent training and passenger aircraft is now able to be used as our primary training aircraft, allowing work to commence on the Bergfalke in the near future. As many of you may have been putting off bringing friends and family to the club for AEFs or passenger flights, now is the time to bring them out! This is the perfect plane for the job; easy to get into, nice to look at and it climbs really well in thermals. Just don't try to go very far as it sinks fast (Best L/D is about 24 or 26!) and if you outland you'll really need to buy a lot of beer as it's not easy to de-rig.

Congratulations to Anne who has just converted to KRO and to Kerry Battye who has converted to MI. I'm expecting many more conversions (beers) to both these planes soon :).

Adam Stott and Greg Newbold are soon to become our new instructors. This is great news for our club as they will help relieve the strain that falls on the few available instructors we have. So cheers to you guys! Also our CFI has seen it fit to grant me my AEI rating. I decided to do this after we were caught short of AEIs a couple of weekends ago and now I'm keen to give some new blood a zoom. I'd like to encourage those of you who are suitably experienced and would like to have such a rating to talk to Mark about it. The more abilities each of us have, the more we will help the club and make the 'work' lighter for all.



Mark Newton oversees the Puchatek's first AEF in 18+ months.
Photo: Anthony Smith



The sorry state of the Arrow wing.
Photos: Derek Eilers and Stephen Kittel (inset)

As expected we have had a mix of weather at Stonefield so far this winter. The days have ranged from excellent conditions with amazing cloud formations and thermals to 4000' to days where we just couldn't fly due to rain or more importantly wind. I ask that in high wind conditions we do what is needed and look after the aircraft!

The bad news that must be given is that recently the Arrow wing was damaged due to a shortage of suitable storage space. The wing basically got wet for a sustained period, which has damaged the wood and glue. It will now require much work and dedication by members if it is to fly again. However on the up side, this will allow many of our people to gain valuable experience in wood repair techniques. It is estimated that it will be at least a year before the Arrow is repaired and back on the flight line.

Re-O'week occurred this month and I'd like to thank Derek, Greg, Alban and Anne who helped out with the setting up of MI and took the time to talk with the punters. We have hopefully sparked the interest of many students new and old and I look forward to seeing several of them coming out for an AEF soon :).

Something else to look forward to in the not so distant future is the Flinders camp planned by BVGC in October. This will be a great opportunity for those of you who were not able to go to the previous event because of exams or whatever and it's also another chance for those who didn't get enough last time! So if you're solo and you have your cross-country rating, grab a single and have a zoom; if you're not, it'll give you something to work towards! Talk to your instructors.

So have fun, play hard, be safe and see you at the airfield :).

Regards
Derek Eilers
AUGC President

Treasurer's Report

Anthony Smith

Hi all,

Only a brief report from the exalted office of Treasurer this month. The club finances have been ticking over reasonably well over June. Unusually for the club, we have a reasonable amount of cash in the bank at the moment (but it has to last for the rest of the year). The club's NAB cheque account earns a pathetic 0.1% interest and I am investigating a number of 'investment accounts' that will give us a reasonable amount of interest but still allow the club ready access to the funds when we need it. Hopefully I will have more details on this next month.

As Derek indicated in his President's Report, the unfortunate events with the Arrow will probably result in it being an economic write off. There will soon be a fair amount of discussion on what to do next. Assuming that the aircraft is a write-off, buying the 'wreck' back will give the club surplus funds from the insurance payout. Some of the options available (this is not a complete list of every option) to the club are:

- Buy the 'wreck' back, buy another Arrow (I believe there is one available) and transfer all that we want from NF into the new aircraft and donate the leftovers to a museum. Alternatively, NF could be rebuilt if there is sufficient enthusiasm from members (although I am not sure what the club would do with two Arrows - Arrow races around a short course?).
- Buy the 'wreck' back and rebuild NF over time and use the surplus funds to pay off some of the club debt (see last months Treasurer's Report). This would substantially help the club's financial position.



The Bergfalke rises from dusty Stonefield. Photo: Arien Centa



Joe throws the Arrow into the air.

Photo: Arien Centa

- Buy the 'wreck' back and rebuild NF over time and use the surplus funds to upgrade MI to a 'standard class' aircraft (i.e. sell MI when the right aircraft comes along) that is suitable for people to take to their first competition, eg. the Junior Nationals. (There is a gap in the club's fleet at the moment as both TX and WVA need a fair degree of experience to take to a competition and MI is below the performance cut-off for many comps).

Again I hope to have more details on the fate of the Arrow next month.

Lastly (and not really treasurer stuff), Justine and myself have been doing extensive work on looking for a new paddock for the club (as per Derek's President's Report last month). We have written around 40 letters to various real estate agents ranging from Kadina to Waikerie. Much of the feedback has been positive with several agents actively looking for paddocks for us, but some feedback has been truly surprising. Farming in the mid-north seems to be barely viable unless you have a lot of land. Many farmers are looking for more land, but not many are prepared to sell unless they sell the entire farm. So there is a lot of demand, but limited supply. I am told that good farming paddocks are currently being sold for between \$2500 and \$2800 *per acre*. Since an airfield like Stonefield is 250 acres, you can see what the total price will be for good agricultural land. However, poor agricultural land is selling for \$250 to \$500 per acre, which is a far more acceptable price range. It remains to be seen exactly what properties are on offer. A lack of spring rain may bring more property onto the market, but who knows?

Regards

Anthony

CFI Report

Mark Newton

KRO returns to AUGC

After a lengthy absence, Puchatek VH-KRO has returned to the AUGC.

The Puchatek is a very sturdy aluminium two-seater built by Krosno in Poland. It has very docile flying characteristics, lots of warning before stalling/spinning, a low wing loading that enables it to climb well in lightish thermals, an excellent field of view from its very roomy cockpit, and an undercarriage that looks like it has been built to withstand a direct nuclear attack (which has, nevertheless, been bent by various AUGC trainees over the years. The resourcefulness of you guys never ceases to amaze me...).

Unlike the Bergfalke, KRO is a nose-dragger. You need to apply a certain amount of back-pressure on the stick during the early stages of the ground roll to get the nose off the ground as soon as possible, but you also need to relax that pressure as speed builds up to avoid over-rotating into an unsafely-steep climb angle during the launch.

Similarly, following a fully-held-off landing the stick should be held against the backstop during the roll-out to keep the nose off the ground for as long as possible. The last thing we want is for the cockpit to go thumping through the rocks on the ground at 40kts after touchdown; just remember that you need to keep flying the plane until it stops moving, and continue 'holding off' until you've lost so much elevator authority that keeping the nose off the ground becomes impossible.

Please take care of KRO's canopy. A replacement will cost about \$6000 and will take a few months to arrive. Remember that there are only three permissible states for a canopy: fully open, closed and locked, or briefly transitioning between those two extremes. *Never* leave a canopy closed and unlocked.

Daily Inspections

A reminder resulting from a recent observation: aircraft in Australia are not legally airworthy unless they have first been subjected to a Daily Inspection (DI) that has been signed out in the aircraft's maintenance release by a suitably authorized individual.

If you're about to enter the cockpit of a glider, you should check the maintenance release to make sure it has been DI'ed. Don't assume that the aircraft has been legally DI'ed just because you've already seen it flying; I've personally witnessed gliders at other clubs being flown without the day's inspection being signed out, and it's come to my attention that we had a case of a glider being flown for an entire day during July without *anybody* noticing that it wasn't DI'ed.

There are chains of responsibility represented by the DI system here. The annual inspector who signs off on the glider's form-2 certifies that the glider is airworthy on the date of the completion of the inspection; the daily inspector certifies that it is *still* airworthy on the date of the flight. The pilot bears responsibility for the safe conduct of the flight, which necessarily behoves him or her to ensure that the aircraft that is about to be operated is airworthy. If any part of that chain breaks down, the command pilot is unable to honestly testify that reasonable steps have been taken to fulfil the responsibility to conduct the flight safely.

A GFA-administered glider's maintenance release is the green-covered booklet that's usually stored in the cockpit pocket with the broken pens, illegible maps, and torn airsickness bags. The maintenance release *must* be stored inside the glider at all times - any glider that isn't accompanied by its airworthiness documentation is *not airworthy*, regardless of whether it looks OK to even the best-trained inspector. If you don't know where to look in the maintenance release to determine whether a DI has been carried out, get one of our daily inspectors (i.e., most of our solo pilots) to show you.

Mark Newton



No! Don't get in Angus— it hasn't been DI'ed!
Photo: Anne Philcox

A Windier, Rockier Dadswells...

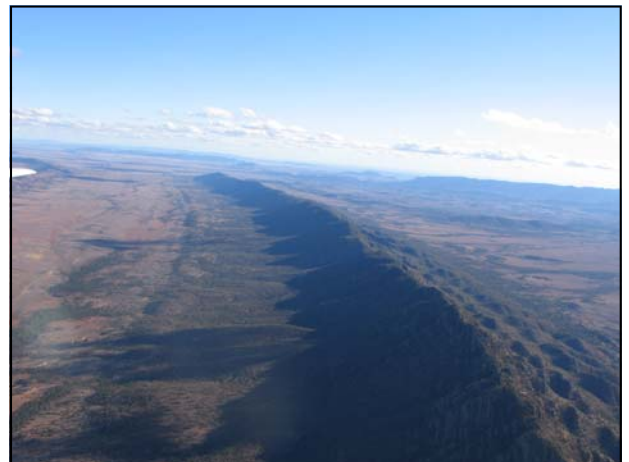
Roger Harrop

...Almost sums up the differences of flying the Flinders in June and doing Dadswells. Apart from ...dustier, drier, warmer, redder and more sparsely vegetated. More than that - it's populated largely by South Australians. An added bonus. (*I hope that's not sarcasm –Ed.*)

The north-westerlies were blowing hard when we arrived and were blowing harder when we left. It moderated a bit in between. So, our experience is limited to having flown those ridges that work in the north-westerlies and a smidgin of westerly that we had over the five days we were there. At least it was...consistent. That left a lot of ridge not working, as most of the outer rim of Wilpena Pound only works properly in southerlies and south-westerlies and one spot in an easterly - then that bit of sky gets very crowded. It also meant we exclusively used the Arkapeena Airstrip, nestled beneath the Chace Range, rather than the normally used Rawnsley Airstrip nearer to our camp.

John Wharington and I arrived at the Rawnsley Park cabins on Friday 10th after a thirteen hour drive from Melbourne. Beyond being a bit car-weary, the trip went smoothly and the trailered Mozzie behaved very well both there and back. Thanks be to all McKinleys (the Patron Saint of glider-handling hardware and eponymist of the meteorological Kink). Brian Bull had arrived the day before, after a more meandering journey via his Aunt's place in Boort. John and I were directed en route by the voice from his MovingMap system; while persistent (not to mention deadly accurate), it mercifully did not direct us around inland Australia in a US accent.

Our accommodation was in the cabins at Rawnsley Park Station, in amongst our hosts from the Adelaide Uni Gliding Club – many of whom we have met up at Khancoban over the last five years of GCV Melbourne Cup Away Weekends. The cabins were well appointed, nice and warm and priced reasonably, especially when shared.



The view south along the Chase Range from the Mozzie. The Elder Range is in the mid-distance on the right.

Photo: Brian Bull

As Friday afternoon was too windy and wet to rig, we did our rigging and post-briefing on Saturday morning and were whisked away in the AUGC Motorfalka to do locality checks amid the spectacular piles of rock. An important part of the later site checks were Derek's hair-raising (theirs) beat-up demonstrations of walkers on Rawnsley Bluff. A long and hallowed AUGC tradition; clearly honed through practice.

It's worth mentioning that the Flinders Ranges area is not known for its abundance of outlanding options. We are forced to agree. All looks pool-table smooth from the air, but the reality up close is a *nasty* combination of rocks and dips. Both gelcoat-challenging and pilot jolting. So keeping a handy margin up your sleeve is clever and being very conscious of when lift sources are dropping away is mandatory for flying here.



Thermalling with MI; the Chase Range is to the left and the Arkapeena airstrip is just below centre in the photo.

Photo: Brian Bull

John, Brian and I cycled through the Mozzie - flying in a different order each day to gain access to different flying conditions in blocks of around two hours. It worked well.

Over the four days there we had wave on day two and some on day four. John got to just under 12,000' on his first solo wave flight on day two. He had a large grin on his return. The wave that day had been working since before 9am and we were late to launch into it. A serious lesson was that if it's working, the wave is often obvious at breakfast time - so get moving early.

Most of our flights were centred around the Chace Range just east of the Arkapeena strip. The Chace Range varies from about 12-1500' AGL and has a rocky band at about 900' that creates turbulence and renders the lift

unworkable once you drop below ridge-top height. In which case, go straight to Arkapeena; do not hang around (do not collect \$200).

Generally the Chace ridge provided lift to around 4000' AGL or better. Its lift also varied according to how squarely the wind struck the ridge; as it curves in a gentle crescent, some bits worked considerably better than others. From there, we would venture upwind to engage any wave or convective lift that was around. The wave conditions on day two persisted for a few hours then cleared. On day four, wave came and went in bursts of 15-20 minutes in quite different locations as the wind direction and strength altered, requiring some flying back and forth to grab it as it happened.

Take-offs from the Arkapeena strip had the added interest of IFR-rated ground-runs while the Pawnee churned up the surface for the first 100m and got into the air. Every glimpse of Pawnee tailplane was gratefully received and clung to.



*A typical IFR-rated take-off from Arkapeena.
Photo: Roger Harrop*

Post-flying, our evenings were centred around the pyro-centric traditions and considerable fire-making skills of the AUGC hardline campfire elite. This was complemented by their members' continuous commitment to the free-radical cleansing properties of the SA vines. We even ate.

On day three, I took a longish tow directly upwind to the Elder Range to see it up close. Glad I did. It was good. Whilst I was out at the Elder ridge, Derek and Anne were flying far closer to the ridge-top in the 'falke. The local Eagle population took serious exception to them hanging around and did some close passes. Having turned for home with a serious tailwind, my ground speed tripled and I moved across to fly home down the western flank of the Pound. Pretty nice!!

Tuesday afternoon, the AUGC 4WD-picnickers lured us to circuit the gorges north of Wilpena. This morphed into dinner at the Parachilna Pub. Sitting around the campfire followed (again!). We departed the next morning at 4am and arrived home mid-evening. We'll do it again. Why not come too.

Our thanks to our AUGC hosts for their guidance, their company and hospitality. We'll see them at Khancoban. Our thanks also to Peter Sidell from Renmark who happily towed us all over the place.

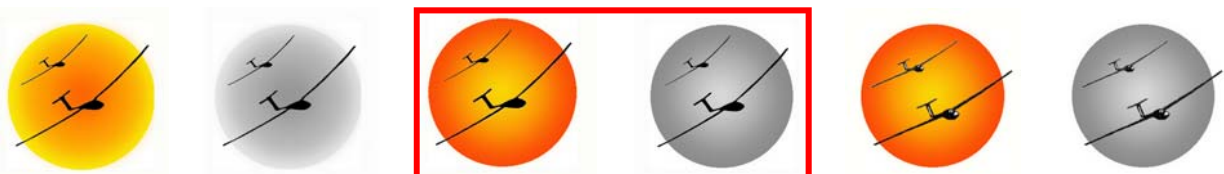
Roger Harrop



An awe-inspiring primary wave cloud ensconced above the Elder Range.

Photo: Roger Harrop

Logo Competition Revival



Derek Eilers recently submitted some ideas for a new AUGC logo. He believes (quite rightly) that the logo should also look good in black and white, hence two versions of each logo are presented here. Derek's personal favourite is boxed. Feel free to send me your own ideas for public critique. My attempt from March is reproduced on the right.

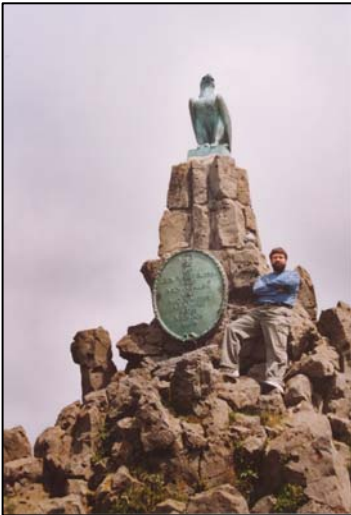


Germany Visit

Stephen Kittel

As most people in the AUGC know, I visited Germany in the middle of last year for the Women's championship at Klix. Cathy Conway was also there and we were looked after by some German pilots we had met in Gawler during the 2001 Club Class World Championships.

We didn't spend all our time at the competition, in fact we both got a moderate look around some parts of Europe. After the competition Cathy went to Italy with Swaantje Geyer and I went around parts of Germany, sometimes with Ralf Schneider, sometimes with Sabine Jaruschewski and sometimes alone!



Steve at the Wasserkuppe monument.

One of the places I really wanted to visit was the Wasserkuppe in Hessen. It is one of the highest points in the Rhon mountains at about 950m above sea level. The Wasserkuppe is really one of the first sites associated with gliding as a sport and science. In 1909 Oscar Ursinus, an engineer from Frankfurt, formed a team to study motorless flight. This team, mostly technical high school teenagers, extended the earlier work of Otto Lillenthal. As time went by the Wasserkuppe became a favoured spot for glider flying, until in 1920 Ursinus organised the first gliding competition there. Over the next ten years these competitions became more and more popular. In some cases up to 60,000 spectators turned up, over unmade roads, to watch the activities. Unfortunately, also in 1920, Eugene von Loessl became the first person to die as a result of a glider crash there. The monument that stands on the western slopes of the mountain was erected in 1923 and marks the spot.

On our way to Klix, Cathy, Sabine and I dropped in there. We didn't spend as much time on the field as I hoped (I wanted to cadge a flight) but we got a good look at the museum and the Vintage club as well as the Von Loessl monument.

It happened like this:

Cathy and I had arranged to meet at Frankfurt airport early on the morning of Cathy's arrival. I had arrived the evening before and stayed the night in a hotel at Frankfurt. We were to be collected by Sabine who would take us to Klix, but not far out of our way were both the Schleicher factory and the Wasserkuppe. We managed a visit to the factory in the morning, due to Bernard Eckey's good services (and that visit deserves a story by itself). We then pushed on to the Wasserkuppe in the afternoon.

When we got there we were a little surprised by the crowds of people visiting. Generally they were not glider pilots, just average families on a summer outing.



The Habicht.

The first place we went to was the museum. It contains a range of exhibits from replicas of Lillenthal's hang gliders through to wood gliders and even some early glass machines. One particular exhibit that caught my eye was a small aerobatic glider called a Habicht. These were originally built with a 13.6m wingspan. It had a Vne of 420kph (230 knots)! Later the Germans used shorter wingspans, some as small as 6 metres, as precursor trainers for jets. Around the walls are other exhibits showing the development of structures, instruments and other historical items. We had a long talk to the curator who knew Martin Simons and we were able to find a lot of common ground. Sabine interpreted for Cathy and me, as the curator's English was about as good as my German. He also told me that the museum had a basement with other gliding items in storage. This included one wing of a Hutter.

After taking our leave from the museum, we started to head for the monument. As we had to go past the Oldtimer's hangar and workshop on the way we dropped in to have a look. There were a couple of Grunau

Babies in immaculate condition as well as a more 'modern' Rhonlerche. However, up on the wall was a H17 fuselage, elevator and struts. I was only one wing short of finding a full Hutter! Just in the bottom of the picture of the Hutter you can see coils of bungy cord stored until they are required for launching.

In the Oldtimers workshop was a Horten flying wing undergoing restoration. This one was originally a powered version (Ho 33). While we were there we watched as they were busily scarfing panels of ply to cover over the tail where the engine had been.

We trekked up to the monument and did the tourist thing. I noticed that a common item carried by visitors was a ski pole, used for a walking stick. There were quite a number of people carrying them on the path. The other object that dominates the crest of the hill is the military listening post. It is fenced off and may even be unused now but the big radomes somewhat spoil the ambience of the site. On the northern side of the hill are the model clubs which were flying that day too. Sometimes you had to look a long time to spot the difference between models and real gliders. Also, every now and then a red Motorfalke would fly around the hill. Scenic flights I assume.



The Hutter fuse, elevator and struts.



The Horten.

On our way back down we passed a primary glider, an SG38 (Schulgleiter) from the Oldtimer club. In their summer holidays they get the SG38 out and have a glider camp for a few weeks, training by slides in the old fashioned way! We also saw one of the other clubs launching a modern single seater and two seater across a gully. The winch cable had a retrieve line near the drogue. When the glider released, the retrieve motor would pull the cable back to launch the next glider. The actual 'runway' area they were operating out of would have been much less than 500 metres long.

As time was running out and we had to be in Klix that evening, another 400km, we really couldn't stay around for too much longer. We

went back to the café to get some late lunch, and this was my first of many culinary learning experiences. I ordered fleischkase and kartoffel salat. I knew kartoffel salat was potato salad, so was on fairly safe ground there. Fleischkase turned out to be (literally) meatcheese. It was fritz! OK, but not what I would have chosen if I knew.

After lunch all three of us got back in the car and set out for Klix. A different experience for us Aussie hoons to be tearing up the autobahn at speeds up to 180kph legally, even if it was only a Passat station wagon!

While we ran out of time and I never got my flight there, we did get to see a lot of things associated with the early days of gliding. I think if I ever go back to Germany I will return to get that flight.

Stephen Kittel



The front quarter of the SG38.

Tips and Tricks in the Workshop

Derek Spencer

How to make felt washers

Felt washers are used on self-aligning bearings. In our fleet, these are primarily found in GZM, but GNF also has a couple.



Self-aligning bearing with felt washers in GZM.

Self-aligning bearings allow movement in the two planes perpendicular to the push rods. The problem with this is that the metal balls of the bearing are exposed, allowing dust and foreign particles to get trapped in the grease in the bearing which can increase wear.

The felt washers have enough give to allow the bearings their side-to-side movement, keep dust and foreign objects out of the bearings and protect the grease inside.



What's needed to make felt washers.

You will need two different sized hole punches, a hammer, some felt and a suitable surface to use the hole punches on.

Fortunately, the self-aligning bearings in our gliders are all the same size, so we only need to worry about

two hole punch sizes. The felt used for the washers is approximately 3mm thick. There's normally plenty of felt at West Beach.



Start with the large hole punch.

Using the larger of the two hole punches, hit the top of the punch with the hammer to get a disk of felt (as seen in the photo above). Repeat to get the required number of disks (remember, one bearing will need two felt washers).

Now, using the smaller of the two punches, remove the centre of the felt disk to create a 'doughnut'. Centring the punch is easiest when taking the hole out of the disk rather than the other way around.



Finish with the small hole punch to create the washer.

These tools are all at West Beach. Enjoy.

Cheers,

Derek Spencer
Workshop Manager

Stay In Touch

The club has an email 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, subscribe to the mailing list by filling out the online form at:

<http://lists.internode.on.net/mailman/listinfo/augc-people>

You can still send an email to the list even if you have not subscribed to it. There is also an 'augc-announce' list for official club announcements, courtesy of our friends at Internode. If you are an AUGC member and have provided your email address then you will already be on this list. If you want to join this list or want to change your subscription, go to:

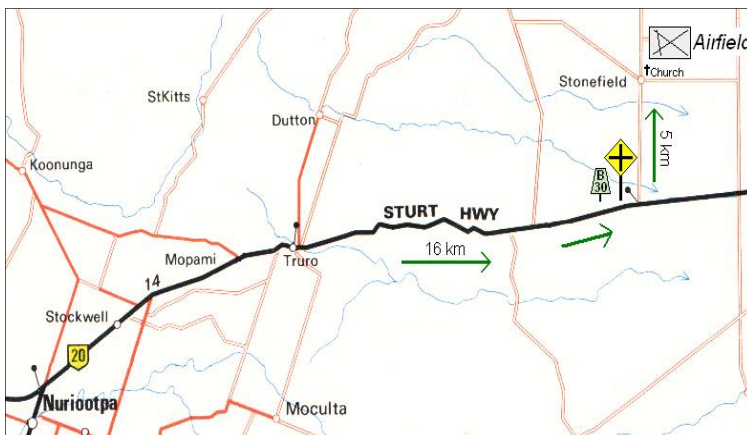
<http://lists.internode.on.net/mailman/listinfo/augc-announce>

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 email address is on the membership database the club's Assistant Treasurer can send you your account updates over the internet. Send an email to: accounts@augc.on.net

Want to fly this weekend?



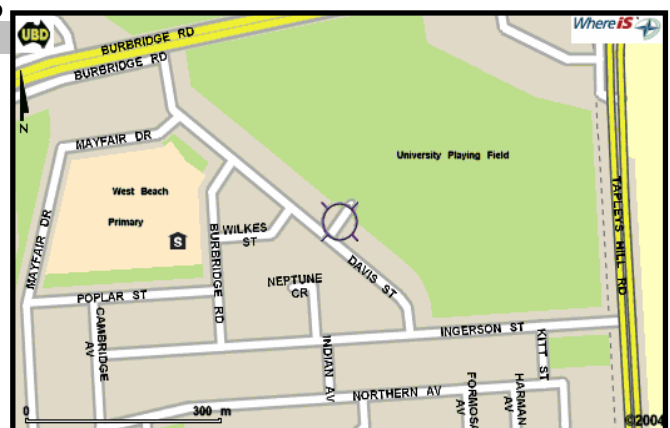
Want to go flying on the weekend? You must ring the club contact person, Tom, on the Thursday before between 8.00pm and 10:00 pm on 0412 870 963, (or by email: contact@augc.on.net) so that he can organise instructors and transport for those intending to fly. Members can book via the online booking system at: <http://www.harley.net.au/AUGC>.

You can either drive up yourself by following the map at left, or Tom can arrange a lift to Stonefield either from the Adelaide University footbridge (meet at 7.15am to leave at 7:30 am), or from the Caltex Service station on the corner of Montague Road and Main North Road (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 and Tuesday 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 arranged from the Adelaide University footbridge at 7.30pm via augc-people@lists.internode.on.net.



Contact List

President:	Derek Eilers	0431 331 460	president@augc.on.net
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Secretary:	Colin Starr	0411 742 139	secretary@augc.on.net
Social Convener:	Sarah Allen	0421 548 431	social@augc.on.net
Fifth Member:	Derek Spencer	0429 028 065	fifth-member@augc.on.net
Chief Flying Instructor:	Mark Newton	0416 202 223	cfi@augc.on.net
Airworthiness Officer:	Redmond Quinn	8344 5331	airworthiness@augc.on.net
Contact Person:	Tom Wilksch	0412 870 963	contact@augc.on.net
Newsletter Editor:	Anne Philcox	0409 202 250	editor@augc.on.net

Upcoming Events

Wed 3 August: General Meeting

7.30 pm in the Canon Poole Room, Level 4, Union House, The University of Adelaide.

Anthony Smith will present a talk on aerobatics. This is to coincide with the return of the loop-rated Puchatek. Derek Eilers will also discuss the fundamentals of parachutes and how to use them.

Wed 17 August: Executive Committee Meeting

7.00 pm at Derek Eilers' place, 4 James St, Woodcroft.

All are welcome to come along and have a say in how the club is run. A chance for those in Adelaide's north-east to see the sights of the south.

Tues 23 August: West Beach social BBQ

6.30 pm, West Beach maintenance shed.

Come down to West Beach for snags, socialising and sailplane maintenance. Snags, bread and sauce are available at \$1/snag (or 5 for \$3). Bring other food/drink yourself. Soft drinks and beer are available from the fridge at the usual prices.

Wed 31 August: SAGA Winter Lecture

7.30 pm, Room 123b Engineering North (Chem Eng seminar room).

Weather Forecasting for Gliding. Delivered by Bernard Eckey. Contact Andrew Wright for further details on 0427 976 779 or 8303 4648.

Wed 28 September: SAGA Winter Lecture

7.30 pm, Room 123b Engineering North (Chem Eng seminar room).

Badge Flight Preparation and Mountain Flying. Delivered by Ulrich Stauss and Peter Temple. Contact Andrew Wright for further details on 0427 976 779 or 8303 4648.