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# Uni Gliding

December 2006

The Official Journal of the Adelaide University Gliding Club



*Cirrus, XQN, flown by Nick Gilbert thermalling over Stonefield*

Photo: Justine Thompson

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### QUOTE OF THE MONTH

"Where's your car?"

*Tom asked Derek at West Beach just after the accident Derek had.*

## Editorial

Sarah Allen

Well November was another busy month, congratulations to Anne, Mark Tyler and James Dutschke on their recent conversions and ratings. Unfortunately we have had no stories from the pilots at Khancoban for the newsletter, (hint hint) , but from what I've heard the flying was amazing and there are a few photos included to make the rest of us jealous.



As I'm sure everyone has heard by now, Anne and Derek were involved in a serious accident on the way home from Khancoban but thankfully they are both ok. The lesson to be learnt for everyone, and especially those heading over to Leeton very soon with trailers, is to take care and not to trust trucks! So although they are both ok, the Bergfalke is now out of action, and we'll be needing your help down at West Beach to get it airworthy ASAP.

Due to work and other commitments I haven't been able to make it up to Stonefield often enough but I did make it across to Narromine with Nick for the NSW State Comps. To give you all a very brief rundown of how it all went there were only 3 out of 7 competition days, with only 2 of them being flyable.

The first competition day Nick flew and started the task at 13500', and only limited because of oxygen. About half way through the task a big cloud bank came across and killed convection, consequently over half



the fleet decided to chicken out and land back at Narromine, a technical outlanding. Nick was one of the few to keep going and kept up the tradition of outlanding on his feet by landing at what must have been the only farm in the area with Coopers in the fridge!!

The next competition day was 3 days later and almost cancelled because of the wind. I flew this day and had an absolute ball, I topped out above 8000' and only got into one serious hole, which I got out of but knocked me down to 8th for the day. Not bad for my first x-country of the season, can't wait for JoeyGlide!

The photos I've included of Narromine here are of a storm that blew through on one of the no-fly days, nothing was broken but the wind was amazing, as you can see from the dust in the bottom picture.

By the time you all get to see this newsletter the Christmas Party will have been and gone but the weather is getting better and better. We have a number of events coming up soon, the Junior Nationals, held at Leeton, in which South Australia has 13 pilots entered, this is just amazing and says lots of positive things about the future of soaring in our state, its also worth noting half of these come from AUGC, go team SA!!



Performance Week at Waikerie directly follows Joey-Glide and is looking to be a great week, Bernard Eckey has been busy organising a number of coaches and it should, as always, be a great week. If you can afford to take even only one day off to make it up there it will certainly be worth your while.

As the president points out in his report, there is a huge amount of work at West Beach to be done, so lets all get down there and lend a hand, even if you're not sure you'll be of help, we can always find work for you to do.

Go Flying!

# December 2006



Anne converting to the BVGC Astir



The Bergfalke retrieve crew, thanks!



Khancoban

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
				1	2 Go gliding!	3 Go gliding!
4 Help at West Beach	5 Help at West Beach	6	7	8 AUGC Christmas Party	9 Go gliding!	10 Go gliding!
11 Help at West Beach	12 Help at West Beach	13	14	15	16 Go gliding!	17 Go gliding!
18 Help at West Beach	19 West Beach BBQ	20	21	22	23 Go gliding!	24 Go gliding!
25 XMAS!!	26 Help at West Beach	27 Start of JoeyGlide Coaching Week	28	29	30 Go gliding! JOEYGLIDE '06	31 Go gliding and party!

## President's Report

Derek Spencer

I would like to start by saying congratulations to a few people. There's Anne Philcox who converted to the Astir. Mark Tyler would got his loop rating and James Dutschke got his Competition Finish endorsement. As my memory is like a sieve, I apologise if I have missed anyone, but well done guys and keep up the good work.

The club held an Try 'n' Fly day recently which was a huge success. It was a combination of excellent weather, an awesome lunch, but more importantly, the team effort put in to run the day as smoothly and efficiently as we could. Even when things looked like they were going pear shaped, we worked together and kept things going. Well done!

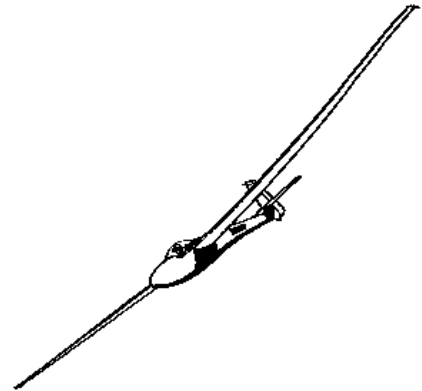
The club has a HUGE backlog of work to do at West Beach. We have (in no particular order) GTX undercarriage, Pie Cart, WVA trailer, FQW Form 2, GZM repairs, GNF repairs, new Blue House, KRO towing gear, GZM towing gear, new fuel bunker, display winch stands and much much more. Please try to get to West Beach and help out when ever possible. It is really appreciated.

I would like to finish by saying thankyou to everyone who sent their messages of support and helped Anne and myself after our nasty accident on the way back from Khancoban. It wasn't a very nice way to finish a great holiday of flying and fortunately we weren't seriously injured, but as a result, we now need another two seat trailer and repairs to GZM.

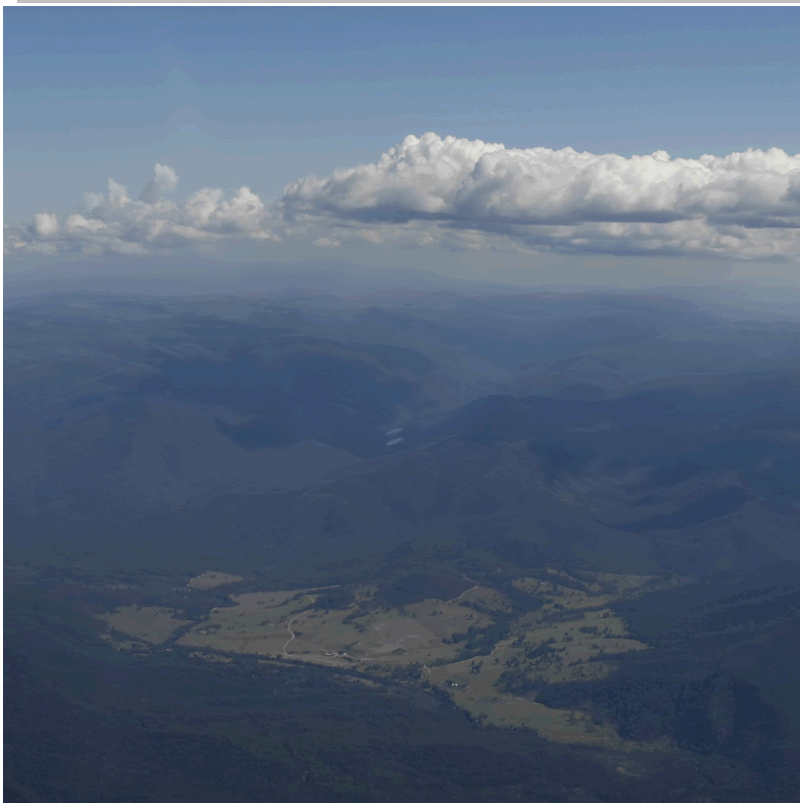
Summer is here, so enjoy the flying and be safe.

Cheers,

Derek Spencer  
AUGC President



## Khancoban 2006 - A Mystery!



During post processing of Justine's pictures taken during Khancoban, I came across two mystery objects in one picture.

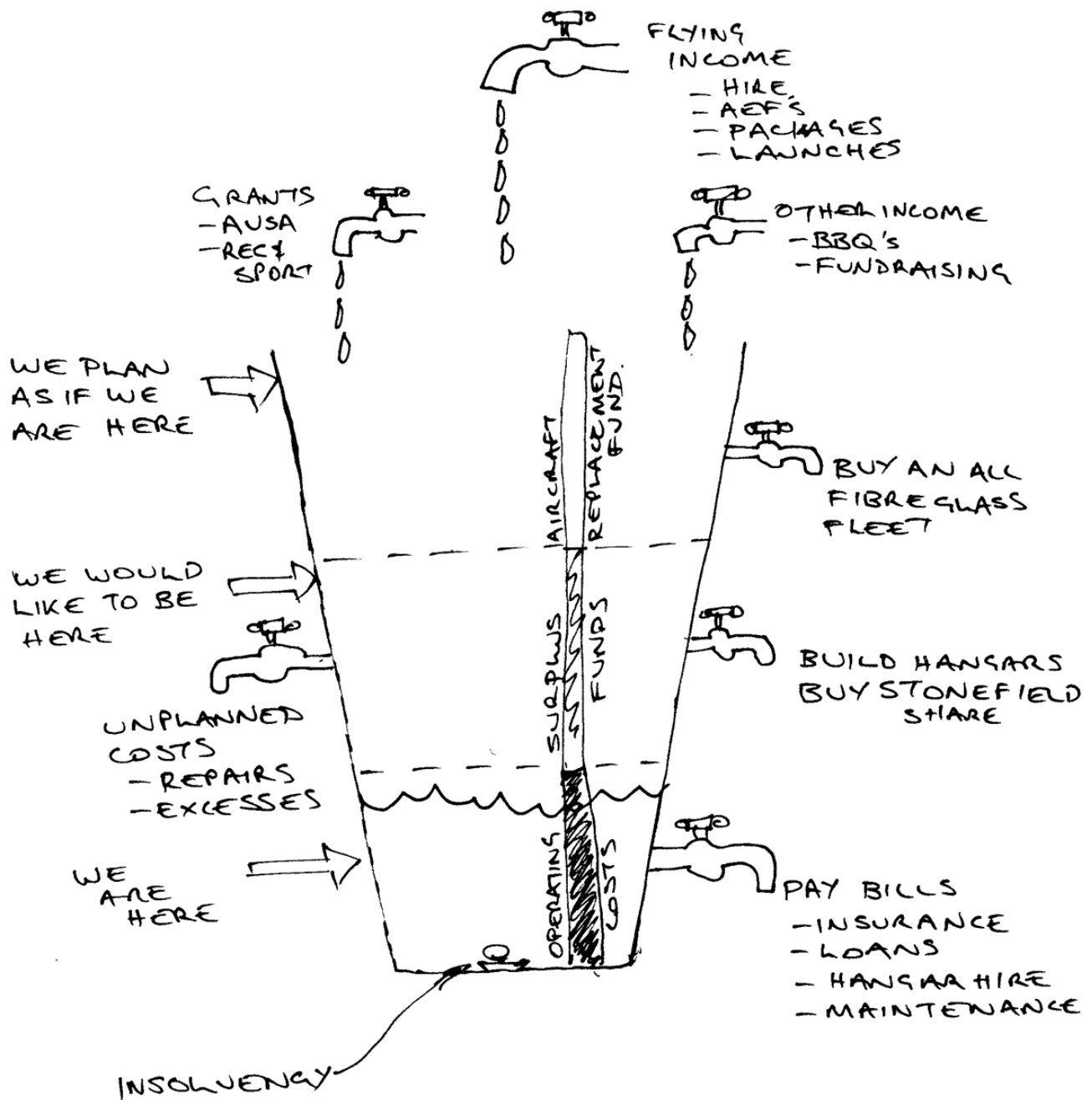
They appear to be two bright circles with either an X or a Y in their centre on the ground in the valley above Tom Groggin. The picture does feature some very minor reflections from the canopy. Normally I can identify what the reflection is from the front or rear cockpit. This time however I am stumped! Two UFO's parked on the ground perhaps?

If anyone can work out what they are, I would be very interested to know!

Anthony Smith

# Treasurer's Report

Greg Newbold



## New Winch Launch Fees

Effective December 1, 2007.

**Launch Hire rate Concession \$5; Normal \$6**

Background. Increase from \$4.50. SAA charges AUGC for launches at a flat rate of \$5.20. This increase reflects a decrease in the amount AUGC will subsidise launches for concession members. Launch hire rate for non-concession remain at \$6. Also reflects loss of AUSA operating grant funding.

## My First Outlanding

Nick Gilbert

I was, some might say surprisingly, a latecomer to Gliding. I have always been around the scene through family association with the sport, but didn't actually go solo until I was 23. My first genuine outlanding was something I was always nervous about. The idea of choosing a suitable paddock, avoiding fences and SWER lines (as well as regular powerlines), gauging wind direction, and doing it all from the air is something that sounded to me like a risky enterprise.

The venue was Temora, NSW. At this time, myself, my father, and my brother-in-law all owned Standard Libelles. I was very early into my Cross Country flying career (my logbook tells me I had about 35 hours total time). The previous day I had done my first 300km flight in ideal conditions – 10kts to 10,000ft. The day dawned windy and was obviously not going to be as good as the previous day. My brother-in-law (Scott Lennon) and I decided to have a go at another 300km flight anyway.

Once in the air, it was obvious that the wind was going to play a significant part in the day's activities. Although I had no instruments with me capable of giving a wind reading, it appeared to be somewhere in the vicinity of 30kts from the South. The first leg was straight into this howling headwind in a dry Std Libelle. Hmmm....

When flying a light glider of modest performance in strong winds, there is a point where flying Cross Country becomes pointless. Every time I rolled out of a thermal and pointed the glider into wind, I spent the first few thousand feet of height gained overcoming the drift. It was painful stuff. In almost two hours, we had covered not quite 50km. I eventually missed a climb that Scott didn't, and found myself at about 1500" AGL. Being particularly green & conservative I decided to end the flight here and make sure of my first outlanding. I chose a paddock that was almost beneath me and turned crosswind to join circuit.

My final leg was quite short due to the headwind, but I touched down smoothly on what was an ideal landing surface, applied the wheel brake and stopped. My first emotion was overwhelming relief – I had my own outlanding story! Taking the canopy off, stepping out of the glider, putting my shoes on (I couldn't fit in the Libelle wearing shoes) and having a look around, it occurred to me that I was in a paddock capable of accommodating a fully laden 747 with unserviceable reverse thrust. My first instinct had been to choose an aiming point safely beyond the near fence. Coming from a club where hangar flights were not common, stopping the glider anywhere but as close to the launch point as possible was unusual. I could have safely put the airbrakes away and floated 2km. I spoke to Scott on the radio who decided he would abandon the task and head back to Temora to come and get me. He made it back to Temora in 12 minutes.

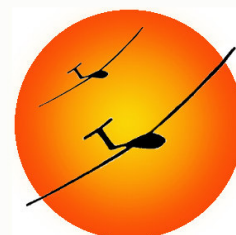
I grabbed my camelbak and prepared myself for a long walk. Using a trick someone once taught me, the best way to find the house that belongs to the paddocks is to use the gates as a pointer (the farmer is not going to drive around the back of his/her paddock to get in) I headed off toward a barely visible house.

About 15 minutes later I arrived at the well irrigated grounds of a farm house. Walking up to the front door like feeling like an intrepid aviator, I knocked on the door – no response. I walked around the back of the house and was confronted by a child – shoeless, shirtless, and dwarfed by the ridiculously large shotgun he was carrying. I cannot recall exactly what I was thinking at this time – I was too busy crapping myself. At this point, an adult emerged from a machinery shed carrying 2 beers. He had seen me land, and I was not his first. He knew how thirsty we get...

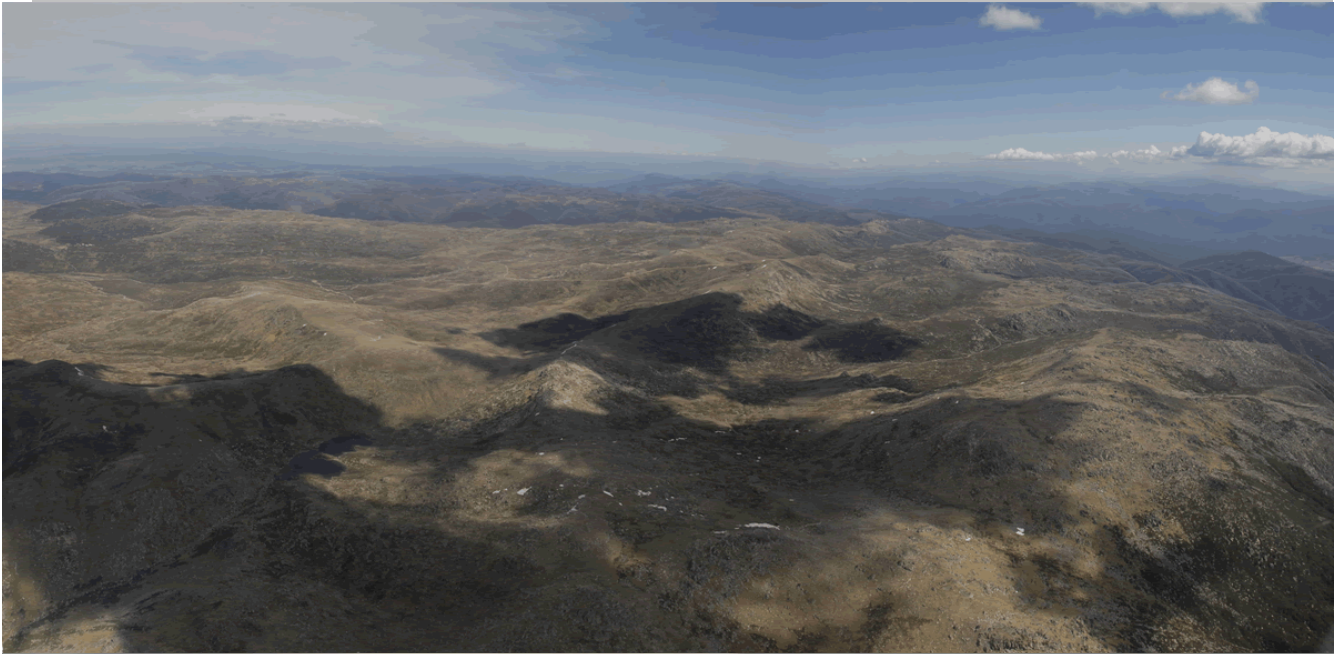
Half an hour later I was sitting at a dining table in an air conditioned room, eating Roast Lamb (it was a Sunday) and enjoying my third beer. It turned out the family were very closely related to a 1<sup>st</sup> Grade Rugby League player in Sydney. Not wanting to appear ungrateful I feigned interest in the sport (to quote Blackadder, I was more interested in the contents of my handkerchief the last time I blew my nose) and was presented with armload of posters. Following the meal, children turned up from everywhere on the backs of utes, sitting between their parents on bench seats, and on pushbikes to have a look at the glider. One by one they filed in and had a photo taken. Sometime later I ended up leaving the property with gutful of beer (there was some lamb & spuds in there somewhere as well), an armload of posters of Steve Reardon, and most of all an undamaged glider.

Outlandings are one of those unexpected bonuses that gliding produces. Before I knew firsthand, I had assumed it to be a negative experience - one where overwhelming emotions would be disappointment and failure. In reality it was quite the opposite. It was an adventure.

I do still fear outlanding a little bit – probably a healthy amount. But I am very rarely disappointed. It has always been a positive experience. Ask me about the time I outlanded on the grounds of a brewery....



# Khancoban 2006



## Stay In Touch

The club has an email group address, [augc-people@lists.internode.on.net](mailto: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:

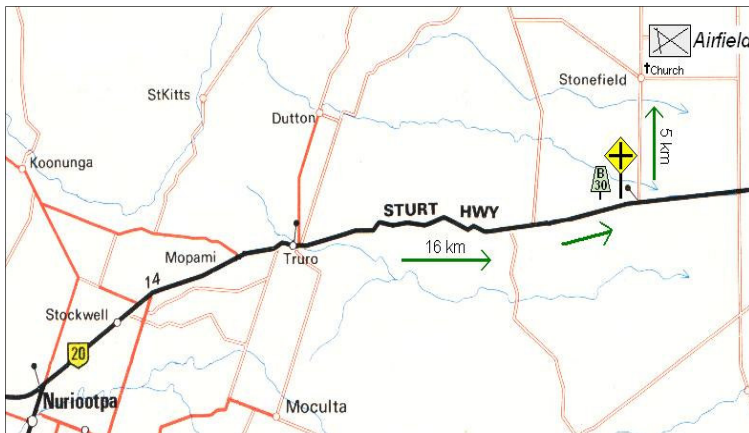
<http://lists.internode.on.net/mailman/listinfo/augc-announce>

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](mailto: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](mailto: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:

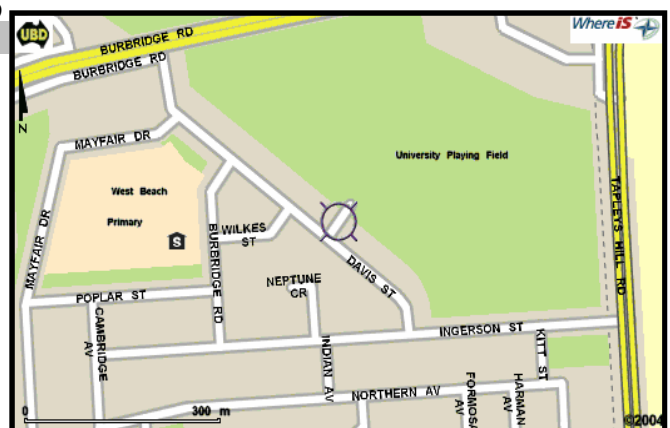
<http://www.harley.net.au/AUGC/index.asp>.

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](mailto:augc-people@lists.internode.on.net).



## Contact List

President:	Derek Spencer	0429 028 065	president@augc.on.net
Treasurer:	Greg Newbold	0403 224 970	treasurer@augc.on.net
Secretary:	Mark Tyler	8523 1358	secretary@augc.on.net
Social Convener:	Anne Philcox	0409 202 250	social@augc.on.net
Fifth Member:	Nick Gilbert	8357 7069	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:	Sarah Allen	8363 2949	editor@augc.on.net



## Upcoming Events

### ***Dec 30th - Jan 6th: JoeyGlide***

Third Australian Junior Nationals held at Leeton, NSW. Check out the website [www.joeyglide.com](http://www.joeyglide.com) to keep up to date with the results, check out the webcam and buy a shirt from the online store.

For more info contact Nick Gilbert, 0430099771

### ***Tues 19 Dec: West Beach 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.

### ***Sun 7 Jan - Sat 13 Jan: Performance Week***

Annual cross-country coaching week held this year at Waikerie. It is designed as a coaching week for all levels of x-country pilots, from beginners to experienced competition pilots. Come along for a week of fun and I guarantee you'll learn something.

For more info contact Bernard Eckey  
Ph/Fax +61 8 8449 2871  
Mobile 0412 981204  
[eckey@internode.on.net](mailto:eckey@internode.on.net)

### ***8 Jan - 19 Jan: Club Class Nationals***

Australian Club Class Nationals, handicapped competition held at Benalla, Victoria.

For more information email -  
[phil@clubclass2007.com.au](mailto:phil@clubclass2007.com.au)

## AUGC T-Shirts

Look and feel great in one of these stylish club shirts, featured at the Jamestown airshow. Only a limited number in mens and ladies sizes available so be quick!

Cost - \$25

Contact Sarah on 0430099772 or email [gliderchick@gmail.com](mailto:gliderchick@gmail.com) for more info.

