

# Uni Gliding

January 2007

The Official Journal of the Adelaide University Gliding Club



Nick Gilbert in WVA at Stonefield doing a competition finish.

Photo: Anthony Smith

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### QUOTE OF THE MONTH

"Yes, I am the phantom Waikerie panty thief"

Mark Tyler's response when asked if he picked up Anne's clothes she left at Waikerie.

## Editorial

Sarah Allen

The soaring season is well under the way, hence the lateness of this newsletter for which I apologise, and this month's newsletter is filled with soaring stories we're bound to keep hearing by the fireside.

Joeyglide was a great success again this year, as many of you already heard the competition was won by BVGC's James Dutschke in the Single Astir, a great effort. The final results can be found at [www.joeyglide.com](http://www.joeyglide.com).

I think I can speak for everyone in saying how much fun the competition was, we flew 5 out of 7 days, almost unheard of in a one week comp. The last day was especially difficult and a credit to the competition director for sending us on a day that at every other competition I've been to would have been cancelled, and nobody outlanded either!

The social side, once again, was great - any junior pilots who haven't yet experienced the phenomenon that is JoeyGlide you're missing out, but there is always next year!

All AUGC pilots did really well and most (I hope all) achieved personal bests during the comp.

I managed to do my first 500km flight in the Cirrus at 108 kph, I was pretty happy that day! My overall competition performance was a bit poor though, I tried a different tactic to last year - which was fly really fast and don't turn, as a result I ended up in the weeds on most days, maybe I'll different tactic next year!

Tim became a coach for the first time, and valiantly dragged a young Kiwi around 300km, the only day he made it home.

Tom kicked arse on the second last day and flew at 115kph handicapped (I hope that's right Tom!).

Heath won the second day, a fair effort considering the class of competition this year, and was the highest placed AUGC member by a long margin.

And then there was the competition director, our very own Nick Gilbert. Following last year's tradition Nick received a standing ovation for the best run competition around and we all hope he'll be there running it again next year.

Unfortunately due to work commitments I missed out on Performance Week for the first time this year, but just from reading the stories in this newsletter I obviously missed out.

Congratulations to Anne for achieving her first 300km flight on only her second cross-country, I assume it's a 500km attempt next?

Nigel Zimmerman also flew over 600km in the Astir, and in answer to your question Nige, of course the Astir can do 1000km!

In other news, congratulations to Alan Wiseman for going solo in the Club Libelle, we probably won't be seeing much of Alan on the ground now.

Mike Bruins was our first new solo pilot of the year, congratulations and we look forward to seeing you in

the Club Libelle very soon!

In other soaring news, the Club Class Nationals have just finished at Benalla, due to the fires and bad weather they only flew a total of 5 days, but the competition was one by Adelaide Soaring Club's Phil Ritchie.

On a more sobering note, many of you may or may not have heard that there was a mid air collision at Benalla during the comp, both pilots walked away but it's a timely reminder to us all about LOOKOUT, how good is your lookout?

Don't forget about all the work to be done at West Beach, hopefully we'll see both the Pie Cart and the Motorfalke at Stonefield soon, but that can only happen with your efforts.

I'd like to finish by thanking everyone who contributed to this month's newsletter, it makes my job a lot easier.

Go flying!!!

Sarah



*Balaklava's Colin Stauss at Stonefield on his way home after dropping in on the way home from Performance week.*

# January 2007



MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
1	2	3	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	18	19	20 Go gliding!	21 Go gliding!
22 Help at West Beach	23 West Beach BBQ	24	25	26	27 Go gliding!	28 Go gliding!
23 Help at West Beach	29 Help at West Beach	30	31			



## President's Report

Derek Spencer

The 3rd Junior National Gliding Championships (Joey Glide) was held at Leeton, NSW, from the 30th December 2006 to the 6th of January 2007. South Australia was very well represented and scored very well overall with 3 of the 4 top spots. Congratulations to James Dutschke (BVGC) who won the Nationals with 4197.9 points followed closely by Todd Sandercock (ASC) in 2nd place with 4120.9 points. Heath L'Estrange (AUGC) came in 4th with 4054.7 points. Sarah Allen won the highest place female competitor trophy. For more details of results visit [www.joeyglide.com](http://www.joeyglide.com).

A big THANK YOU to Internode and Simon Hackett for his continued support of the Juniors and in particular the South Australian team.

After Joey Glide was Performance Week at Waikerie. Numerous congratulations are in order. Firstly, Mark Tyler on his conversion to the LS4. Then there was Anne's huge effort in doing her first 300km cross-country on only her 2nd cross-country flight. There's also Nigel Zimmermann who completed 634km in the Astir. Awesome effort Nigel!

Other achievements includes Allan Wiseman recent conversion to GMI, plus he got a 1 hour flight and is well on his way to getting his 'C' certificate. Mike Bruins went solo a few weeks back and is now only 1 flight and an oral exam away from his 'A' certificate. Well done guys, keep up the good work.

There's still plenty of days left to achieve your cross-country goals for this summer, so be prepared and give it a go.

Some improvements have taken shape around the airfield recently. Anthony has put down a large number of bricks to form the fire pit outside the clubhouse. Although not quite finished yet, it is already looking very impressive and I'm sure it will be tested out at the earliest possible chance. A big thanks goes to Anthony Smith, Anne Philcox, Mike Bruins, Mark Newton and Mark Tyler for installing the new fence which runs from the bunk house to the Blanik hangar. It looks great and adds a nice touch to the area plus it serves well to help direct visitors to where they should be.

Until next time, fly safe and have fun.

Cheers,

Derek Spencer  
AUGC President



*Our president sending Mike Bruins for his first solo flight, congratulations!*

## My First 300km

Anne Philcox

It was a week after I flew the Club Libelle to Waikerie for Performance/Coaching Week as my first cross-country in a single seater. In the intervening time, I had successfully eliminated an irrational fear of outlanding by plonking MI in a paddock and was ready to attempt a big task.

Everyone was setting themselves cross-country tasks that would challenge their skills and endurance. It was purported to be a 15000' day with a thermal strength peaking at 14kts. I had set YWKI-Alawoona-Blanchetown-Loxton-YWKI as a route on my GPS: A distance of 300km. Ulrich Stauss (from BGC) had said the day before that you shouldn't set yourself a distance more than 200km greater than your previous best... How far is Waikerie from Stonefield again? Eh, close enough.

During my first winch launch, I noticed that the glider's battery was constantly disconnecting and reconnecting. While it stopped doing this after I had released the cable, it was worrying enough that I landed to get it checked out. Derek found that one of the spade connectors on the battery was loose and squeezed the terminals back together. No worries, right? Hmm....

I was pretty unco at thermalling around Waikerie until Derek launched in the Pik and helped me get it together. We were both quite nervous about the day's tasks, but I think it was only my flying that suffered initially. Derek called me over to a good thermal just to the north west of Waikerie and I shot up to about 5000' with an average climb of 8kts!

Derek announced that he was going to head out on task and I followed suit with the aim of pair flying for a bit before Derek would continue south to Pinnaroo. However, we ended up diverging almost immediately and just kept in contact via the radio. The leg to Alawoona was uneventful. I probably turned when I shouldn't have a few too many times given that I'd set myself a comfort zone of 4000'-6000', but other than that the downwind leg was fairly quick. What I did rue was not coming into the turnpoint higher, as I suddenly found myself at about 2000' after travelling less than 10km to Blanchetown.

The wind was so stiff that in the process of getting myself away from the ground I ended up back at Alawoona. I certainly was glad to avoid an outlanding in a hot paddock as I didn't have that much water left and the clouds were popping enticingly up ahead. I'd already chugged down almost three litres of water, which was about to become a problem.

I decided not to allow myself to get lower than 4000' where the thermals appeared to be more choppy and unpleasant in MI. While crabbing across to Blanchetown from 7000', I realised I had a rather dire need to relieve myself. I didn't know what to do. I had no pee



*Balaklava's K21 thermalling over the Murray*

system and still a long way to go, even if I was to head straight back to Waikerie. Eventually I called up Derek: "Is it bad if I pee in the glider?" After someone else on the frequency suggested I use a lunch bag that I didn't have, Derek advised, "You gotta do what you gotta do. I can help you clean it later." There was about five minutes of radio silence before I transmitted, "WVA, GMI: We need to clean the glider." Gross.

So, I'd made a fairly major commitment to the task. It wasn't surprising, then, that I felt extreme annoyance and disappointment when the battery connector failed when I hit a thermal core. I thermalled around angrily for about 10mins before a negative/low G fall out of the core caused it to reconnect. Derek (and others on the frequency) then had to put up with a tirade from me before I was convinced to stay on task just for my own satisfaction.

Despite continuing to Blanchetown, I had lost any drive that I had to keep my speed up. I had also run out of water. At one stage I thermalled up to 9500' where the winds were more adverse just to see how high I could get. I pushed on when I realised that even doing that was pointless since I couldn't claim a gold height with a discontinuous trace. If I had been thinking about maximising my speed, I would have flown the majority of the second leg in a lower height band and would have utilised the streeting closer to Blanchetown. As it was, I gained about 2000' over the last 20km of the leg

## My First 300km (cont.)

Anne Philcox

just by flying straight through good lift. It was great!

I was so happy to finally turn Blanchetown. Lift was strong everywhere and I had a downwind leg to look forward to. Unfortunately one of the thermals just passed Blanchetown proved to be too strong and the battery connection failed again. I had a sinking feeling that I wouldn't be recording any more trace nor hearing from the radio and electric vario for the rest of the flight. Oh well. My trace had already been stuffed and the thermals packed enough punch to be easy enough to centre just by feel. The mechanical vario had so much delay associated with it that it was really only useful for verification.

The kilometres to Loxton ticked down really fast as I cruised between 7000' and 9000'. Staying high to take advantage of the stronger winds seemed like a good idea, but I was getting a bit of a headache above 8000'. Dehydration wouldn't have helped either. There



seemed to be a distinct lack of buoyant air between Waikerie and Loxton and I sank down to about 5000' or so heading into the turnpoint. My aim was to find a thermal before rounding Loxton so that I'd drift towards the turnpoint, but I didn't find anything until a little too late. I ended up about 5km downwind of the turnpoint before heading back to Waikerie at around 8500'. Having the height to cross the crappy air I had just been through was foremost on my mind.

Pushing into wind was a real slog. I considered flying down the river, but wasn't keen on going the extra distance; I was stuffed and just wanted to get home. The height band 3000'-6000' seemed to be a suitable comfort zone. At this late stage in the flight I was checking the rate at which the altimeter wound down against the ticking over of the kilometres: I was getting roughly 6km per 1000' (although my concentration at the time and mental arithmetic probably weren't too good).

A real problem I had was trying to find thermals with just my butt. At the time I was crossing this area of sky, the thermals were weak and didn't have anywhere near the authority as the battery-disconnecting thermals I had flown through earlier. Combined with fatigue, it made the last leg really tough. It was a marginal final glide all the way back that I tried to top up a few times with limited success. It was crucial to centre each thermal to make the backtracking worthwhile.

I got down to 1800' about 7km from Waikerie and wasn't game to test whether I could make it to the airfield. There was a thermal somewhere around that I was losing valuable height trying to centre. I was getting way too focussed on the mechanical vario in my desperation. Finally, I just pretended that I wasn't in the predicament I was in and flew how I normally would: when I glanced back at the vario I found that it was showing a steady 5kts up! With another 1000' underneath me I cruised back to Waikerie and ended up over the field at 1000' AGL.

It was 6:35pm when I joined circuit for RWY 02. That made it six hours worth of flying! I came in for a lovely smooth landing... but not quite smooth enough: The battery reconnected! I wasn't very amused.

Anne Philcox

## 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.



# Treasurer's Report

Greg Newbold

## Responsible Spending

You may be aware that AUGC's financial position is rather fragile. This led to difficulty meeting bills at the end of 2006, due to the timing of insurance, etc. It was a necessity to track the operating account balance and schedule payments to ensure a positive account balance throughout the Christmas period. During 2006 AUGC earned significantly less than the budgeted income (i.e. flying income). In addition, there were several unbudgeted for expenses (which have been previously discussed in the newsletter). Rather than taking drastic action (i.e. approving each and every expense) I think this calls for responsible spending. I would rather that people are free to act to fix things, however responsible spending calls for: no unnecessary expenditure, notification when spending money, prioritisation and possibly going without. Ultimately, the club has to balance its income and expenses. In the short term, the cash flow problem may be solved by the insurance payout for GZM, while longer term planning is required to balance expenses and income. It would be disappointing not to erode the insurance funds, as they are required to build a replacement two-seater tailer.

## FQW Cost of Ownership

I have recently assessed the costs of ownership of the MotorFalke to date. Figures are shown in the table below, which shows actual payments made and income earned for each financial year. It is clear that this aircraft has never met its expenses.

	2003	2004	2005	2006
<b>Airframe Income</b>	\$1,007.55	\$2,777.44	\$2,922.60	\$0.00
<b>Engine Income</b>	\$344.57	\$1,433.83	\$1,429.04	\$0.00
<b>Donation</b>	\$0.00	\$0.00	\$0.00	\$3,000.00
<b>Airframe Costs</b>	-\$176.00	-\$1,080.17	-\$488.96	\$0.00
<b>Engine Costs</b>	-\$210.80	-\$102.30	-\$44.73	-\$10,410.74
<b>POL Expenses</b>			-\$32.70	
<b>Avgas*</b>	-\$313.40	-\$965.10	-\$1,032.75	\$0.00
<b>Insurance</b>	-\$1,162.00	-\$2,989.93	-\$2,629.90	-\$2,327.88
<b>Loan Costs</b>	\$0.00	-\$1,881.25	-\$1,892.50	-\$1,779.75
<b>Repayments</b>			-\$3,500.00	
<b>Total</b>	<b>-\$510.08</b>	<b>-\$2,807.48</b>	<b>-\$5,269.90</b>	<b>-\$11,518.37</b>
<b>Cumulative Loss</b>	<b>-\$510.08</b>	<b>-\$3,317.56</b>	<b>-\$8,587.45</b>	<b>-\$20,105.82</b>

FQW has been a significant drain on AUGC funds, not helped by the higher than expected cost of engine rebuild. In addition, this table does not include the full cost of ownership. It is necessary to include a share of costs not directly related to flying, which includes, West Beach, lease, phone, etc. It is apparent that the flying rates have not been revised at any time following purchase. Reference to the initial flying rate calculations shows that FQW is utilised less than expected. It is now necessary to budget and set flying rates to meet the full costs of ownership, with hedging for lower utilisation than budgeted and ability to repay capital from loan (or to generate surplus funds for the propeller overhaul).

## Receipt Reimbursement

All outstanding receipts are now due. These are needed for preparation of 2006 financial statement and budgeting for 2007. Rates and membership fees need to be set to meet AUGCs cost, and will be based on 2006 financial figures. Family commitments will restrict my time and I aim to complete the financial statement during February. Outstanding receipts will result in a financial burden for 2007 (in 2006 they resulted in a substantial financial burden). In particular, 2007 is marked by no AUSA grant funding and the first full year of VSU. Please forward your receipts now through the airfield cash tin or send them by mail or other means.



## Performance Week

Mark Tyler

There is no worse feeling than struggling in a weak and broken thermal at 1000' AGL when you are 20 km from the airfield. Except, of course, standing in the paddock beside your aircraft and watching someone else work the same thermal from circuit height back up to 3000' and then disappear into the distance. At Performance Week I experienced both of these in short succession.

Performance Week is an event that has been held in early January at Waikerie for a number of years. It provides a non-competitive event for glider pilots to improve their cross-country flying skills. It caters for both the beginning XC pilot (pre-silver C) through to experienced pilots who are looking at 1000 km or longer flights.

This year saw over 30 pilots attend and included coaching clinics given by former world champion and fifteen times Italian champion Giorgio Galletto. The program included lectures on various gliding related topics (weather, wave flying, McCready flying) as well as daily cross country tasks for people to attempt. There was a basic cross country stream for the less advanced pilots, like myself, who needed to get the basics worked out before doing the fine tuning. Individual coaching, including pair flying or twin seater time, was also available.

Prior to Performance Week I had done a few cross country flights including a silver C flight from the Stonefield beacon to Robertstown and back. Although I had outlanded a few times I thought that I had it solved. A 300 km flight was just a matter of picking a task and waiting for reasonable weather. However, four days into Performance Week after plonking GTX in a paddock for the second time in three days I was

*Balaklava's K21*



starting to get a little discouraged about the whole thing. What made it worse was the day was an absolute cracker, one of the days of the season, with thermals predicted to go to 13,000+ feet. And yet, there I was standing in a hot dusty around midday only 20 km from Waikerie waiting for someone to come and fetch me (big thanks to James D and Eric Stauss).

However, after getting back to Waikerie I sat down with Andrew Wright who was leading the basic cross country coaching and got some advice. This included him suggesting a coaching flight with Terry Moore (a Waikerie coach) on Friday. As part of this we went through the entire flight planning exercise very methodically and set ourselves an AAT around the 300km course that people were going to fly on that day (YWKI-Sandlewood-Morgan-Swan Reach-YWKI). Then we got the Waikerie Twin Astir and flew our plan. We were in the air for nearly four hours and made it back after covering 178 km on a 5000' day in the concrete swan. Given the conditions this was a respectable total but we certainly did not set any records. We had to dig ourselves out of the weeds on four occasions including a couple of times from below 1500'. It was also my introduction to flying a Twin Astir. What a horrible aircraft. For those who have not flown the Twin Astir it is incredibly heavy and unresponsive on the controls - especially when you have been flying a Standard Libelle all week. When we got off tow and I went to make the first turn I exclaimed "Holy s\*\*t" when I realised how much force I had to use on both the ailerons and rudder to get it to bank. However, it goes all right in a straight line and is actually a reasonable cross country trainer. I have never felt so tired (physically and mentally) hopping out of a glider as I did at the end of that flight.

That coaching flight was the key for me. Terry was able to show me how to properly plan the flight for the task, how to use the netto to follow the best path, how and when to deviate from the course, how to seek out the best part of the thermal rather than just turn in the first lump, as well as how to drive the final glide computer to work out if I was going to make it back. It was only afterwards that I realised that all of my previous cross country flying had just really been extended local soaring - flying along the task line until I bumped into the next thermal (hopefully) or into the ground (more often than not).

The next day I set myself a small task and went around it to reinforce the lessons from the coaching flight. For me, those two days were the highlights of Performance Week. Of course, I still have more practise to do. However, I am confident that now I have the tools to have a real crack at a 300km task.

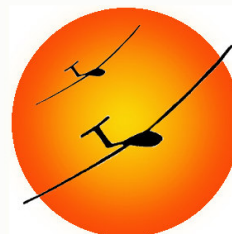
Maybe I would not have needed the coaching flight if I had done more XC flights with Derek at Stonefield. If you think you are in the same boat then I suggest talking to him.



## Performance Week (cont.)

Mark Tyler

A big thanks to all those who helped organise and run Performance Week. All of the pilots and others were great. There were always lots of keen folks around to help rig, derig and come and collect you from the paddocks. It was awesome to be thermalling with five or six other gliders and know that there are another 20 aircraft out there doing similar things. Then chatting about the day's flying with a bunch of other pilots over a beer or three at the bar is a great way to relax. I can highly recommend Performance Week.



## Breaking the Barrier

Nigel Zimmerman

With a few 300's in the bag, my gliding goal for this season was to break the 500km barrier.

The idea of being able to tell someone that I've flown half a thousand kilometers in an unpowered aircraft in one flight, to me was so cool!

Earlier this season in October I declared a 500 and only got 46km, then in December I declared 500 and flew 410km – the distance was growing! With Performance week @ Waikerie approaching, I figured that if any of the days looked like being a 500 day, no-one was going to hold me back!

And there it was – wed 10<sup>th</sup> Jan 2007. Forecast to be a boomer – a day for distance. I had the opportunity to tackle the half thou!

During briefing Derek S suggested I might as well go for 750, and after a bit of discussion I was convinced. I chalked the 750 on a declaration board, wound up the barograph and screwed a camera in the BVGC Astir – KYR (a beautiful bird). The astir was then juiced up with H<sub>2</sub>O to produce its 36kg/m<sup>2</sup> max wing loading (every bit helps) and towed to the flight line. As soon as the tug had refueled I was hooked on and launched (around 11:20am) and climbed after release to 4000ft – Great the day has started! I headed on task S/E to Meribah being careful not to push too hard early. I love the feeling of turning my back on the airfield and flying away!

There were plenty of challenges for me during the flight: strong head winds, air sickness, and having to go... , were some, but all of these were successfully overcome. The flight ended up lasting 510 minutes and although I can probably remember details of every minute, you'll just have to take my word for it! (I bet you're relieved)

So, after 8.5hrs air time and some 3060 decisions (approx) and no more lift or spare height I delivered the Astir to rest in a stubble paddock, still 50km over the VIC border and some 130km from home base. Anticlimax? No Way! Not only had I solely piloted an unpowered sailplane around a decent part of the state and a bit of VIC enjoying it's views, and flying further than ever before, I had just flown well over 500km in

one sitting! That's OVER HALF A THOUSAND CLICKS!! I tell you, that's a great feeling! .....but no time to relax, I had a definite mission on my hands: Tie down the aircraft, contact my crew (James) , get found, derig, and get home.

There's something surreal about dropping back onto terra firma in a strange place half an hour before sunset, after a day in the air and making your way to a strange house spotted by the overfly. – A scene from a storybook. I love it.

The preparation, the flight, the retrieve and the recovery tally to about 2 days worth, but I tell you. It's well worth it – I'll never forget it! The actual distance I covered was 634km of a 760km task. Turnpoints: Meribah, Burra, Pirlta. Max altitude was 12,000ft.

I said it last year after my first 300 and I still think so! CROSS COUNTRY FLYING IS AWESOME! I recommend it!

Thanks to James (awesome crew), Derek (O/O), and all who organised Performance week and all who attended.  
Nigel. Z

p.s. Anyone reckon an Astir can't do 1000km?

*Nigel, world champion Giorgio Galletto and James Dutscke*



## JoeyGlide 06

Tim Bates

The third Australian Junior National Gliding Championships ("JoeyGlide 06") was held at Leeton from December 30th 2006 to January 6th 2007. It was my third time attending this event, and my second time as a competitor. This year I was flying a hotter ship than the dear old Clubby, as the instructors panel conceded to letting me take the Standard Libelle, Tango X-ray.

In order to get to Leeton with enough time to get organised and practise before the competition started, Mel and I arose bright and early on Boxing Day, stomachs still full from Christmas overindulgence, to drive the 800km or so to Leeton. Some time later we arrived with just enough daylight to throw the wings on the Libelle but not quite enough to rig our tent, leaving us to puzzle over the assembly of my brand new portable domicile under artificial light.

After a day of driving I didn't feel like spending any length of time in a cramped cockpit, so our first full day at Leeton was spent arranging and rearranging the contents of the tent and making several trips to the township's grocery and hardware stores to stock up on perishables and things we'd forgotten. I knew the next few days' flying would be spent working out exactly what I wanted to take in the cockpit with me, where it would go – Standard Libelles don't have much in the way of cargo space - and whether my electronic gadgets were going to be reliable enough for competition flying.

Day One of the competition turned out to be a spectacle - a 3.5 hr AAT, first south and then north-east, but on turning in the first circle I found a thunderstorm blocking my path. As I tried to fly around it, it advanced north-east at roughly the same rate as I did, tracking pretty much directly along the second leg of the task. I could hear the radio chatter of those ahead of me who were closer to the storm and debating the best course of action.

Eventually I caught up to it and had to make a decision as to which direction I was going to go around it to get into the second AAT circle. By this stage it was sitting



JoeyGlide 06 grid



Kiwi and 4 time world champion and JoeyGlide coach, Ingo Renner

just between the second and third legs of the task. Going west around it meant flying closer to home but a long way off track, and going east meant flying along track but around the back of the storm, separating me from a direct route back to Leeton.

I took the chance that the storm would continue moving on its north-easterly path and be out of my way before I had to fly the third, westerly leg back towards home, meaning that flying directly towards the second circle would take me the least time overall. This meant flying between the storm and a smaller shower off to my right, but I knew that should things go awry, Temora aerodrome was only a short distance away. This gave me a safe landing spot clear of the storm should I get trapped on the eastern side of it.

As it turned out I encountered large amounts of sink along my chosen track and dug myself a fine hole that may have put me in a paddock somewhat short of Temora had I not found a fortuitous climb. By that stage I could hear others outlanding or abandoning the task and heading for home and I had just about had enough so I was advised of the Temora frequency by our esteemed editor and put myself down there. The Temora Gliding Club was just packing up and heading for the bar as I touched down, whereupon I was greeted by Tim Shirley, who assisted me in pushing my aircraft to the tie-downs, and I sat down to a drink and a collection of fascinating tales delivered by, among others, GFA President Daryl Connell. Not your typical outlanding!

An hour and a half later my crew arrived. We disassembled my aircraft and left Temora for home. By this time the storm had halted its north-eastern trajectory, sat itself over our second turn point and covered the northern horizon in nasty-looking blackness. Temora remained untouched but I was glad that I landed when I did, as the weather did not stick to my original plan and I would not have completed the task.

Arriving home we found that of the twenty or so gliders





*Derek and ASC's John Williams after 450km in the K21, legends.*

in the competition, only one had completed the task and a handful more outlanded on the way home, with most of the field outlanding early on or turning for home before completing the task. It was an inauspicious start to the third Junior Nationals, and a fair reminder that this competition for the past three years has always tended to attract the worst of NSW's summer thunderstorm weather. Several of the competitors were complaining that this early outlanding had put them out of the running for a serious shot at the title. There was a general expression of anxiety that this weather might continue throughout the week, threatening our chances of a decent competition.

I had not bothered to reassemble my glider that night as we arrived home after dark. The next day dawned to strong winds and frantic rigging by those with plenty of crew. I elected to leave my airplane in its box for safety on the basis that I did not think the day would be tasked. The briefing for the day was adjourned for an hour to see if the weather would improve and still I did not rig.

Come 11am and a task was set and yet I did not have a glider ready to fly. I decided at that point that rushing around trying to rig and get ready in an hour was not the smartest course of action. I resolved myself to scoring zero for the day should it go ahead, and instead made myself useful in helping with the launch of the rest of the fleet. It turned out to be a trying morning for the pilots, many of whom had difficulty getting away and then staying up. The day was finally canned shortly after two of the top pilots were forced down for a relight. Naturally, I was much relieved that my gamble had paid off.

The following day was New Years' Day, and an official rest day to recover from the previous night's festivities. Fortunately the pessimistic predictions did not come true and it was not the best weather of the entire week, with the strong winds and occasional thunderstorms continuing from the previous two days.

The 2nd of January was also cancelled, this time due

to forecasted gusts of up to 35kt on the ground in some parts of the competition airspace. For safety reasons, the Competition Director decided he'd rather not have people outlanding in those conditions.

Thus the 3rd of January became Day 2, with a 300km fixed triangle heading 100km south beyond the Murumbidgee and then 100km back north-east to Temora before turning for the 100km home. This appeared somewhat daunting to me, as if I completed it it would be only my second 300km flight, and the first one took me well over four hours. I took some advice from a more experienced pilot that the thing to watch for was crossing the river, since the airmass was likely to be significantly different on the other side and a mental gear-change would be necessary.

This was good advice, because whilst most of the first leg was spent picking a trail from one cumulus to the next, the last 30km of the first leg was almost completely blue. I stayed up by chasing the occasional cumulus cloud or column of gliders. The first 30km of the second leg, getting back across the river, I had no clouds to guide me at all and the ridge lines I was trying to follow weren't kicking off thermals like I hoped. I muddled along in small bubbles that served to stretch my glide out until I made it across the river, my low point of the flight at 2000' AGL. I found some workable 4kt lift under the remains of a cloud that I had seen from some distance away but had mostly dissipated by the time I got to it, then reluctantly set out on task again when that petered out at 4000'.

I had travelled a short distance along track before spying a new, healthy looking cloud off to my left that had obviously formed when I wasn't looking, and I immediately turned to make a bee-line for it. This was 8kt and took me to 6500', so it was well worth the detour. The cu didn't start again in earnest for another 20km further along the task and I needed that height to get under them. Once I reached the clouds the rest of the flight was pretty smooth sailing, topping out at just over 8000'. I completed the task, my second ever 300k, in 3:23 for a handicapped speed of 90.1 km/h.



*AUGC's Heath L'Estrange preparing for launch*



That night the Competition Director took me aside and asked me to “mentor” the international guest pilot from New Zealand, Luke Tiller. Luke learned to fly in the New Zealand alps and had never come across thermals before, and had no idea what to do with them. This was a source of much amusement for the rest of us, to whom the concept was entirely alien, but much frustration for poor Luke, who was yet to complete a task. I was approached since Luke was flying the only other Standard Libelle in the competition, Alpha Kilo, and I was to fly alongside him and exchange information and advice with him over a private frequency in an attempt to help him complete the task and learn about flying in Australian conditions. (This “mentoring” is provided for in the Nationals Rules and had the effect of disqualifying me from winning the championship title, but that was a sacrifice I was willing to make.)

Day 3's task was a 4 hour AAT, mostly north and east of the airfield. Before start I had an exciting time of trying to keep within sight of Luke while keeping clear of his sometimes erratic thermalling and keeping us both out of everyone else's way. He followed me through the start gate and we set out on task.

Somehow, in our second thermal out on task, we entered at about the same height but shortly afterwards I'd gone up 2000' and he hadn't moved. I waited around for about 20 minutes for him to grovel away. After that he kept up to me quite well and we finished the task slightly early having flown 330km - a respectable 83 km/h. Had we not turned slightly early in the last circle, or wasted 20 minutes on the first leg, we might have done better. However the day's goal of helping Luke to complete a task was achieved, and his radio call to announce his approach, “Alpha Kilo, 10 K” brought a round of congratulations from the other pilots.

Day 4 was another 300km speed task, which I started alone and quite late after waiting around for Luke's three unsuccessful attempts to get away. It was a bit of a tricky day, with gusty, narrow thermals under deceptively large cumulus. Throughout the task I could hear radio chatter indicating that quite a few of the pilots up ahead were flying in close proximity to each other, using each other to find the best lift, whereas I flew alone, and spent a fair bit of time under cloud but still in sink as I searched for the core.

My low point for the day was immediately after start, before finding my first thermal on track, where I plummeted in up to -10kt of sink and feared I was going to end up on the ground just the other side of the hills around Leeton. I was very glad at that point that Luke wasn't following me. I eventually found a 2kt thermal, which was enough to keep me from panicking, but after gaining only 500 feet I decided to push on to a better-looking cloud just a little further on. This one was 4.5kt and developed as I got higher into 8.5kt to 9000', my best and highest thermal for the day.

This good fortune to find an outstanding climb meant that I wasted very little time in my earthward plunge and I ended up finishing 312km in 3 hours and 10 minutes, a handicapped speed of 98.5 km/h, another personal best. Had I had water ballast, I think I would have cracked 100 km/h. (I also narrowly beat Sarah for the day, fulfilling one of my goals for the competition.)

The fifth and final day of competition dawned to very discouraging conditions - high winds as usual and high cloud covering most of the sky. These were not conditions I would have flown in had it not been a competition, and as it was the last day I had no desire to land far away and be late for the presentation dinner, so I (and almost half of the other competitors) opted not to fly that day. The Competition Director was keen to set a task regardless, as the scores were very compressed at the top of the list and one more day's flying was certain to determine the outcome of the competition.

It ended up being a very tight finish between two South Australian pilots, with James Dutschke and Heath L'Estrange achieving identical handicapped speeds of 94.2 km/h for the day. This was enough to elevate James from 3rd overall to the top spot, and he took out the championship title, but was not enough to lift Heath's 4th place ranking. For my part, I spent the afternoon derigging, assisting others in derigging, and having a much needed shower and shave.

The presentation dinner was a spirited affair, with drinks, thankyou's, congratulations and cheerful banter flowing freely. AUGC's own Nick Gilbert received well-deserved praise and thanks for his tireless work as Competition Director. Afterwards we retired to the Leeton clubhouse and partied on into the night, with festivities only tempered by the knowledge that we all had to get up and drive home the next day.

Cleaning out our tent and pulling it down in windy and rainy conditions made for a trying start to a long journey home. Unlike the last two Junior Nationals, there were no mishaps involving trailers on the way home and TX was delivered to Waikerie for Performance Week without incident. We arrived back in Adelaide at around 9pm, tired, broke and happy, having achieved several personal goals and a series of memorable flights, and full of enthusiasm for a year of training for JoeyGlide 2007.



## 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:

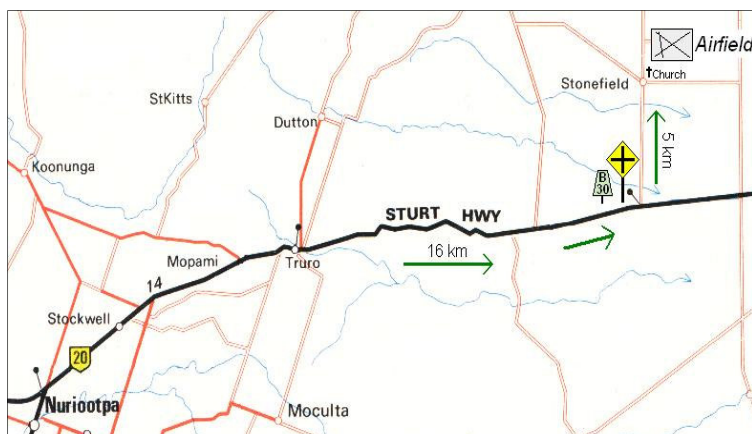
<http://lists.internode.on.net/mailman/listinfo/augc-announce>

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:

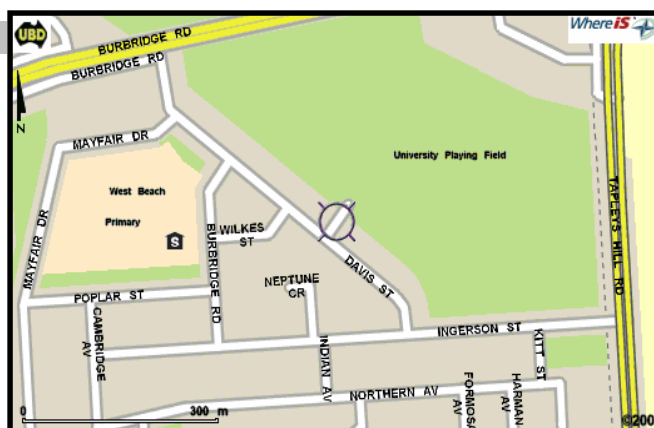
<http://www.harley.net.au/AUGC/index.asp>.

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).



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## Upcoming Events

### ***Tues 21 January: 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.

### ***February 3-10: Victorian State Championships***

Also known as Horsham week, great week of soaring and a good introduction to competition flying close to home. For more information check out the GFA website.

### ***February 19 - 23: Adelaide Uni O'Week***

The annual AUGC membership drive, let the committee know your interested in helping introduce new people to our amazing sport and head along for a week of fun.