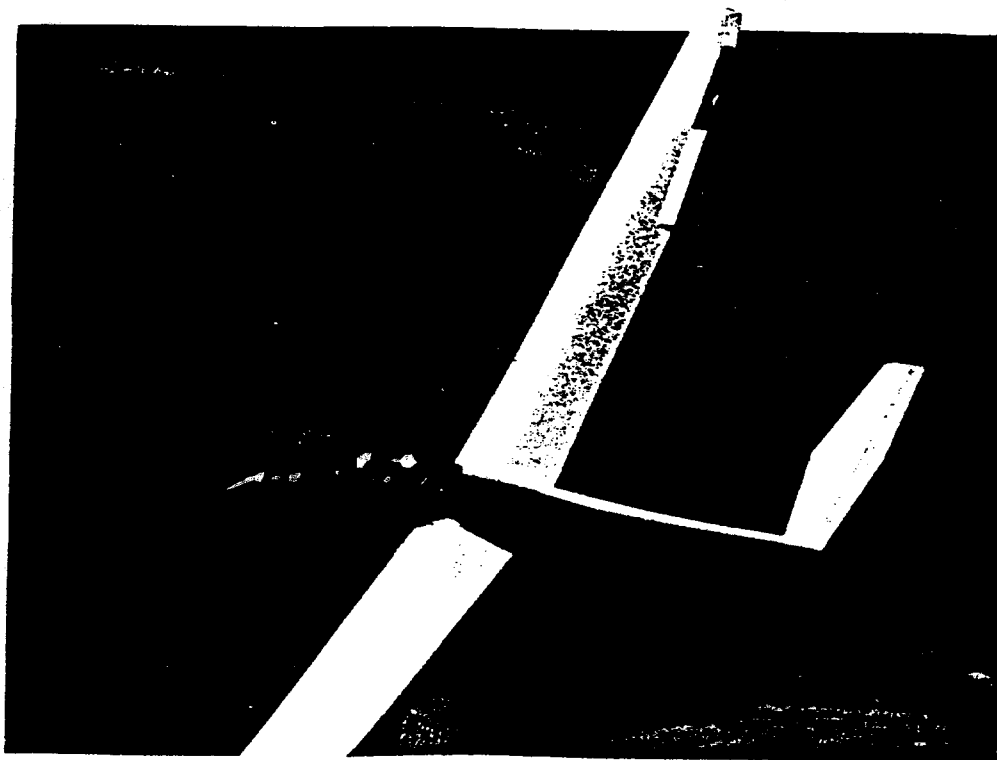


# Uni Gliding

Volume 16<sup>s</sup>, Issue 5

May, 1990



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An official publication of The Adelaide University Gliding Club Inc.

## Editorial

Welcome to the May edition of Uni Gliding.

This last month has been seen some really good weather at Lochiel. In particular, the ridge provided lift more often than not and on some occasions there were also thermals. Matthew Nicholls managed to stay up in the Arrow for 5 hours on Anzac Day and also achieved the height gain necessary for him to complete his Silver C certificate.

While the ridge has been working well, a lot of aircraft have been making use of the lift it provides. In this case, aircraft also includes hang gliders and eagles. Hence the ridge has, at times, been rather crowded. This essentially means that all pilots must keep their eyes open and be familiar with the ridge rules. If you don't know what these are then ask someone who does.

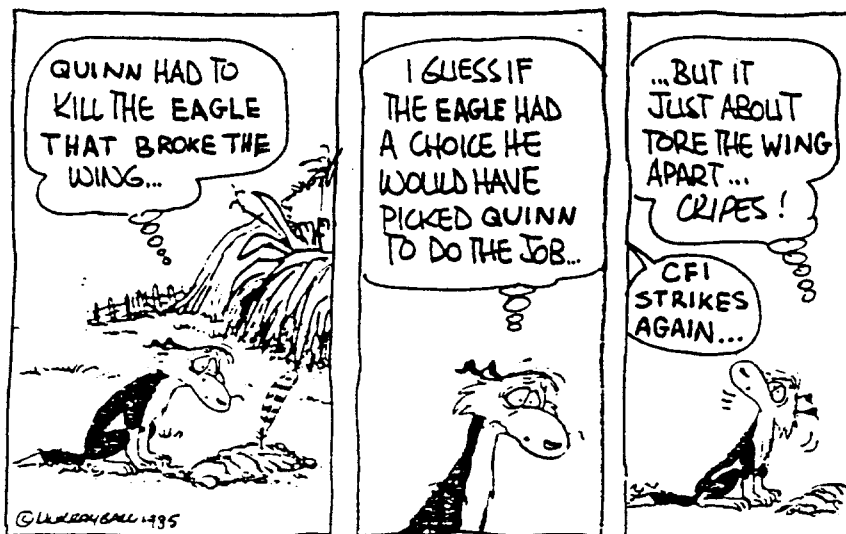
The club owns a shed at the West Beach University sports grounds which is used to perform repair work and inspections on gliders. Soon we will have to take the Bergfalke back to Adelaide to refabric its wings. This means that we will need some eager helpers!!! The more we get the quicker it will back flying again. While aircraft are down at the West Beach shed, it is always a good time to come and have a look at how all the pieces fit together, so if you are at all interested in aircraft structures (or you are going to an Assistant Instructors course but as yet can't DI an aircraft) come down and have a look at what goes on.

During one of the ridge days last month, Redmond Quinn (our CFI) took the Arrow for a fly. According to Redmond, he saw an eagle up in front of him. He started turning to avoid hitting it and the eagle then dived at the starboard wingtip causing minor damage. The leading edge of the wing at the tip was smashed in back to the main spar. At the moment the Arrow is back at Garry Holland's shed undergoing repairs. It would have been back in the air, the weekend of the Black Springs camp except that David Conway had trouble mbdng the glue property!

On the last Saturday in May, Richard Merchant was sent solo. Congratulations Richard!! That makes it three trainees that have gone solo this year and it is good to see that the number of solo pilots is steadily increasing.

This month we were planning to bring you a membership list and some more letters to the editors. However due to technical difficulties these were not available this month. Thanks to Duncan Edwards for suggesting the idea of the dictionary, and if anyone else has any suggestions we will use them!!

David Hulse



## President's Report

I must congratulate David<sup>2</sup> for their first newsletter last month. It was full of good stuff and David Smith's editorial and AGM report were filled with sparkling wit (*gee, shucks Peter - DS*). In fact, it was almost as good as last year's newsletters (but how can you surpass perfection?). David Hulse takes up the pen this month so be on the lookout for some minor style changes.

A high quality newsletter is an important facet of a strong, healthy club. It promotes communication within the club, gives club members something to discuss, something to laugh at or be entertained by, reminds our occasional members of our continued presence, and most importantly, provides information to members about what's on, who's who and where and what they missed as well as general information on aviation, club, or safety related matters. A regular newsletter keeps us all in touch.

Now, having ensured that there will always be a page free for the President's report, what else did I want to say? Oh yes. Hasn't the flying been good lately! Anzac Day and the weekend after, and the weekend after that had ridge lift. The Gould/Temple/Hollands boomerang, PN, flew at Lochiel for the first time on Anzac Day. We had 7 gliders on the ridge that day, so everyone's lookout and knowledge of the ridge rules had to be extra sharp. Other gliders weren't the only thing you needed to lookout for though. Our comrades-in-wings, the eagles, are being quite aggressive this year, and you will probably read elsewhere in this issue about the eagle that attacked, talons out, the Arrow containing Redmond, and took a chunk out of the starboard wingtip. (The Arrow's not Redmond's). So if you're near an eagle on the ridge, stay above him. They can drop down onto you from above by folding their wings, but they have more trouble attacking from below.

Don't forget the club camps to Black Springs (in the past as you read this) and the Flinders Ranges, and the club dinners at the Genghis Khan after exams. We went to the Genghis Khan a couple of years ago and we all enjoyed it so much that we're back for more. (And they don't remember us whereas the people at the Pink Pig probably do).

A small number of people attended the roller skating event, having a good time. We got 2 hours skating for \$2, and then ended up back at David Smith's place afterwards.

Finally, congratulations to Michael Habner, who, on Sunday (13th May), became the first of this year's intake of trainees to go solo.

Peter Cassidy  
AUGC President

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## STOP PRESS - IMPORTANT!!!!!!!!!!

Due to the Flinders' Ranges Flying Camp and the difficulties involved in organizing instructors over the long weekend, there will be **No Flying at Lochiel from June 9th to 11th.**

If sufficient people are interested, the Bergfalke can be towed back to Gawler the weekend prior to the camp and flown there over the long weekend. If you are interested in this, contact Matthew Nicholls on Thursday May 31st (ie. before the weekend prior to the long weekend).

## Club News

Well, it's getting towards that time of year again... exams are coming up soon, so those of you at uni should take this opportunity to get some last-minute gliding done so you don't get too rusty over the break. Those of you not at uni or with a light load - this is a golden opportunity to get some gliding done while all the students are buckling down.

The airfield/paddock has now been ploughed and will no doubt soon be sown (if it hasn't been already). The practical upshot of this is that you now can only drive and land on the strips (which now stand out like the proverbial sore thumb from the air). Of course, this means twice the walk when towing gliders to/from the Butte or Gate ends, and the days of spectacular hangar runs down the valley are now in the past (for this year at least).

The Bergfalke is almost due it's 20-yearly in a month or so, and will probably be out of action for about 3 months. This is your big chance to help out and see just what the internal workings of a glider are, and learn some details of glider maintenance. If you can help out at the maintenance shed at West Beach, please call David Conway or Redmond Quinn.

Speaking of whom, Redmond has recently been 'getting close to nature' and having wedge-tail eagles attack him in the Arrow (well, one anyway). Redmond was unhurt, but the eagle and the Arrow didn't get off so lightly, the eagle was probably killed in the incident, and one wing of the Arrow was damaged. As a result, it has been out of action for some time, but should be back soon. This sort of thing doesn't happen too often, but it's apparently mating season for wedge-tail eagles and the males seem to worry that the big white birds that keep on running up and down the ridge might be after a bit with the lady eagles, and hence become quite territorial. So just keep an eye out when you're on the ridge.

Question: How many glider pilots does it take to put up a windsock? Answer: Seven pilots, 2 winches, 2 subsidiary vehicles, several lengths of rope and a small wobbly stepladder! How is it done? After the windsock at the Gate end blew down a few weeks ago, there were several unsuccessful (and potentially life-threatening) attempts to replace it before the following solution was evolved: drive the new winch as close to the pole as possible (which is about 15 ft. high). Attach a length of rope to the windsock, the loose end of which is passed through the brace on top of the pole, and the sock is then hoisted up. Then place the rickety stepladder on top of the cage of the new winch. Then place one chief flying instructor on top of the rickety stepladder, with four pilots below to steady it. The chief flying instructor then undoes the rope, and connects the sock to the brace. Simple!

The ridge season is well and truly upon us - we have had several good ridge days over the last few weekends (or at least so I'm told). A few weekends ago there were ~~several~~ gliders traversing the ridge at once, so don't forget - look out!

Over the Adelaide Cup long weekend a flying camp was held at Black Springs, where I am told there is a 40km ridge. Thanks to Steven Wers, Dennis Medlow, and David Conway for taking time out to run the day and instruct over that weekend in marginal conditions at Lochiel.

Lastly, Agata Jarbin has organised yet more events to fit into your social calendar... a volleyball/badminton game at the Uni Gym, and the Club Dinner at Genghis Khan. Be there or be square!

May all your winds be westerlies,

David Smith.

# The Lochiel Wave Project

*Date: Monday 21 May 1990 (Adelaide Cup Day)*

*Place: Lochiel (Winch Launch)*

*People Present: David Hulse, David Conway, David Bigham, Grant Westphaler, Anthony Blazewicz, Barry Lenny, Ian Linke, Michael Texder.*

*Aircraft Present: Bergfalke IV, David Teagle's light aircraft.*

*Weather Conditions: E - ESE @ 17-22 kt at first, lightening off to E - ESE @ 10 kt later on.*

The day began gloomily with strong Easterly winds. We were launching from the hangar end. It was decided that the trainees would receive four flights each, and then the post solo pilots would decide who flies with who. It was agreed that today was good practice for cross wind technique. Conditions were rather turbulent, with 5-10 kt sink all around circuit. We must have been under the rotor. David Conway tried several times to get to the Eastern Side of the Ridge to contact the lift there, only once did he succeed, but the ride was short lived, as the lift was inconsistent.

Michael Texder had decided that the day was better spent on the winch and remained there for most of the day, with the feeling that if the wind lightened off, there may be chance of accessible wave.

The highlight of the morning's flying was the arrival of Dave Teagle and Louise in a light aircraft. Before departure, David was asked to see if there was wave about. It was reported that there was wave lift 1.5 km downwind of the field. It was clear at that point, that the wave was inaccessible to use.

Flight times were disappointingly short, with the average flight time being around the 6 minute mark. At least the trainees were getting circuit practice. The post solo pilots, also had short circuits.

Around 2.30 that afternoon, the wind started to ease. It was also decided to give Michael Texder and Barry Lenny a mutual flight in the Bergfalke IV, with Michael as P1. The flight wasn't expected to last that long.

The Bergfalke was launched to 1500'. One normally expects the vario to settle down after the launch climb, but the vario sat at 2 kt up. The Bergfalke headed north, using the powerline as a reference mark, with the remarkably smooth lift increasing to 8 kt indicated. By the time the aircraft had reached the gap, it was at 2500'. On the return pass the high point of the flight was reached at 3500' when abreast of the airfield. Radio contact was established with Dennis Medlow in Tango X-Ray at Black Springs, saying that 4000' had been achieved at that location.

Soon after that message, the flight became very rough with 10 kt sink. No amount of searching could find the lift, so a decision to go downwind to the secondary wave was made. The secondary wave was contacted 1.5 km downwind of the airfield, and sustained flight to 2200'. The band of lift was only 1 km in length and decreasing with time. With 2 kt lift occurring. Eventually the lift failed. With 2000' altitude under the Bergfalke, it was decided to fly towards the ridge to contact the primary. Vicious sink was encountered, forcing the Bergfalke down to circuit height, from which a circuit to the Bute end was commenced.

The duration of the flight was 33 minutes. It was the only wave flight of the day. All other attempts to contact wave there after were met with failure.

April-May seems to be a time of wave, as evidenced by wave flights at the same time of the previous year. This wave was not marked by cloud and was found quite unexpectedly over a place, that previously in the day only produced severe sink. The primary wave was only 1.5 km from the ridge top, but the secondary was over 2 km from the primary. Why is there this discrepancy in wave length? Might there have been strong ridge lift at height, if the Bergfalke decided to actually cross the ridge line? It seems obvious, that the Lochiel Wave Phenomenon needs more exploration.

Michael Texder

## Letters To The Editors

Please address letters to the editors (or indeed any contributions to UG) to:

The Editors, Uni Gilding, c/- Adelaide University Sports Association  
Adelaide University, North Terrace, ADELAIDE SA 5000

2nd May 1990

### Daily Inspection Course

Dear Sir,

A Daily Inspection Course, in lecture form, will be held on Friday night, June 29th 1990 commencing at 7.30 pm, finishing about 11pm.

As in past years, Graham Readett will be conducting the course.

A cordial invitation is extended to your Club members to attend, bearing in mind, the practical side of the course is your Club's responsibility.

For those attending, we suggest they bring with them — note book or pad, pen, warm clothing and a heater (if possible) as the lecture room at Gawler can be very cold at this time of year.

Cost of the course is \$3.00, to cover cost of notes and supper.

We would appreciate advice of the numbers attending no later than 15th June 1990.

Any queries, contact

John Robley  
Graham Readett

2641073 (anytime)  
2552104 (home)

Kind regards,  
John Robley  
Adelaide Soaring Club

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### AUGC Annual Club Dinner

**Where:** Genghis Khan Mongolian Restaurant  
172 Glynburn Road, Tranmere

**When:** Thursday July 5, 7:00pm

**Cost:** \$14.50 for all you can eat (plus drinks and dessert)

**Phone:** Agata Jarbin 3368181

## Be there!!

## Pro-file

*David Smith presents another instalment in this series of prominent member interviews.*

**Name:** Bradley Gould  
**Member Since:** July 1988  
**Hours:** 72  
**Flights:** 190

This month we look at one of the younger members of the club - Bradley Gould. Bradley joined AUGC about 2 years ago along with his father Terry (the current treasurer of AUGC) and his brother Stephen, and within 6 months (and about 12 hours flying time) had attained solo status. In 1989 Bradley competed Year 12 and moved on to a Science degree at Adelaide University in 1990. In the 1990 AUGC A.G.M. Bradley was elected Secretary, the position he holds today.

**DS:** What encouraged you to join AUGC?

**BG:** I found out about the club though Dad, who found out about it through the several AUGC members at Telecom (where he works).

**DS:** What was your first flight like?

**BG:** It was with Andrew McGrath — we did some aerobatics. From the top of the launch we did full stick forward and then some wing-overs (although with Andrew McGrath that's more like half-rolls and loop out). It was great — fabulous — death-defying!

**DS:** Who did you do your training with?

**BG:** I flew with Steven Were about 80% of the time, and with David Conway about 20% of the time. My first few flights were really good — on my third flight I was flying wave on the ridge and thermalling (*really?* Ed) with Dennis.

**DS:** Did you make any embarrassing mistakes during training?

**BG:** Err... umm... (*he refused to admit to any*)

**DS:** How long did it take you to go solo?

**BG:** 12 hours and 5 minutes. On my second solo flight I got to 8000 feet.

**DS:** What was your most embarrassing moment in a glider?

**BG:** It was during O'week this year. I had just converted to the Libelle — it was a really good day and I had to make a good impression in front of the new O'week recruits. I circuted. (Hence Bradley's reputation about not being able to thermal.)

**DS:** What was your best flight?

**BG:** 2 hours in wave on the ridge last year.

**DS:** What was your most terrifying flight?

**BG:** That same flight — there was a lot of sink and cloud around. Or maybe it was when Steve Were was beating up the launch point the wrong way, and then told me to recover. My check-flight with Redmond for conversion to the Phoebus was also worrying - I was scared to fail.

**DS:** Was there much competition between you and your father and brother in gliding?

**BG:** (*Emphatically*) Yes! There was heaps of competition between Stephen and I — we started at the same time, but I always had more hours and less flights than him. Dad has a completely different style to me, though; he's more sedate and prefers to 'putter around up there in the clouds'.

**DS:** What is your favourite aircraft?

**BG:** The Hornet. I got to fly one at Balaklava in November '89. They gave me a check flight in it, and I stuffed up the landing. But they let me have another go anyway. ■



# The Official AUGC Dictionary

- A.F.I.** *n. zool* assistant flying instructor ; the larval form of the instructor *q.v.*
- aileron** *n.* the control surface used to alter the rate of roll of the aircraft, usually found on the trailing edge of the far end of the wing.
- airspeed** *n.* The glider's speed relative to the surrounding air mass (not the ground).
- airspeed indicator** *n.* The instrument used for determining one's airspeed *q.v.*
- A.S.I.** *n.* see *airspeed indicator*
- bank** *syn.* roll
- beat up** *v.* fly at great speed very close to the ground ; be a real hero.
- chaotic check** *n.* the pre-launching check.
- C.F.I.** *n. zool* chief flying instructor ; the strongest of a herd of instructors.
- circuit** *n.* A flying pattern used in landing to optimise safety and accuracy.
- control surface** *n.* any part of the glider which enables it to change direction.
- David** *p.n.* the first name of half of the gliding club.
- dolly** *n.* a lifting device used for removing aircraft from hangars.
- eagle** *n.* large bird of prey often found near ridge and embedded in wingtips ; see C.F.I.
- electronic engineer** *n. zool* the occupation of half of the gliding club.
- elevator** *n.* the control surface at the rear of the aircraft which alters the angle in the pitching plane (i.e. makes the nose rise or fall) and is controlled by forwards or backwards stick movement.
- flare** *n.* The act of flaring ; *v.* To level out over the ground, washing off airspeed, in preparation for landing.
- fly** *v.* the act of dropping a wooden or fibreglass capsule onto the ground and missing.
- fridge** *n.* device used to cultivate fungal growth, which spontaneously metamorphoses into choc-iced doughnuts.
- FUST check** *n.* The pre-landing/post-launch check.
- FUST-induced lift** *n.* the lift you find after scratching around for the last ten minutes and then finally committing yourself to landing.
- gate** *n.* self-retractive panel-denting device.
- hang-glider** *n.* see speed-hump
- hangar-rash** *n.* inexplicable scratches and/or dents on a glider ; *syn.* trailer-rash.
- hasil check** *n.* the pre-aerobatic check.
- heading** *n.* the direction in which the aircraft's nose is pointed.
- instructor** *n. zool.* A member of the genus *pilotae gliderus*; this highly timid beast is often found in flocks of one or two around Lochiel. Characterized by its peculiar gait, white knuckles and hoarse cry, this animal is easy to identify by even the most amateur observer. Although not usually dangerous in the daytime, the instructor often undergoes a bizarre metamorphosis with the setting of the sun for reasons not yet adequately explained by zoologists.
- leading edge** *n.* the forwards-facing part of the wing.
- lift** *n.* upwards force on glider see thermal, ridge ; the upward force produced by the wings of the glider.
- loop** *n.* see vertical turn.
- parachute** *n.* cushion ; *occas.* device used to arrest rate of descent during free-fall.
- Pitot tube** *n.* instrument for measuring airspeed, see airspeed indicator.
- pole-bend factor** *n.* A number assigned to a launch which is proportional to the probability of that launch having a cable break — paradoxically, pole-bend factors seem to be proportional to the number of hours held by the launch pilot, and the relative sexes of both pilots.
- pole-bender** *n.* One whose launches habitually have a high pole-bend factor ; see instructor.
- Q.F.I.** *n.* qualified flying instructor ; the mature form of the instructor *q.v.*
- ridge** *n.* hill which produces lift when the wind strikes it from the correct direction.
- roll** *n.* rotation about the long axis of the glider.
- rudder** *n.* the control surface, found at the tail of the aircraft, which alters the aircraft's angle in the yawing plane (i.e. changes the aircraft's heading without changing its track).
- sex** *n.* Don't tell me you're one of those people who looks up all the dirty words in the dictionary!
- sheep** *n.* something to beat up *q.v.*
- sink** *n.* A region of (rapidly) descending air — a trap for the unwary pilot ; that which is hidden underneath the pile of dirty dishes in the clubhouse.
- spin** *n.* The state of a glider when one wing is stalled and the other is still flying, resulting a downwards spiral ; *v.* To put a glider in such a state.
- stall** *n.* The state of a glider when the wings produce insufficient lift to support its weight, usually caused



by insufficient airspeed ; *v* for a glider to become in such a state ; *v* to put a glider in such a state.  
**swage** *n* aluminium what's it used to repair cable breaks ; *see* pole-bender.  
**tail dolly** *n* a removable device, fitted to the tail of a glider, used to facilitate manipulation of gliders.  
**thermal** *n* A region of rising air ; *v* For most people, the act (and art) of turning one's glider within a thermal so as to gain height — for Bradley, *see* circuit.  
**time dilation factor** *n* The ratio of the estimated number of seconds until launch time (given by the radio operator to the winch driver) to the actual time until launch. Often approaches zero, and rarely anywhere near unity.  
**track** *n* the direction in which the aircraft is moving.  
**trailing edge** *n* the rear-facing part of the wing.  
**vario** *n* *abbr.* *see* variometer.  
**variometer** *n* An instrument which tells you how fast you are gaining/losing altitude, used mostly for finding thermals. Variometers come in many versions, including uncompensated, compensated, total energy, analogue, digital, audible, *etc. ad nauseam*. A vario has the same status for a glider pilot as a twin-cam fuel-injected 251 V8 in the Monaro does for an Elizabethan. The most likely of any instrument not to be working.  
**vertical turn** *n* *see* loop.  
**weak link** *n* thin strand of wire on launch cable designed to break before excessive stress is placed on launching glider.  
**wingtip vortex** *n* *pl.* -ices areas of turbulence just behind the wingtips ; a phrase which sounds really impressive to non-pilots.  
**yaw** *n* rotation about the vertical axis of the aircraft.

By the editors.

## Controversial Post Destroyed

Michael Texer reports:

**Lochiel 21 May 1990** The sign post outside the clubhouse has finally been brought to rest by David Bigham with assistance from Grant Westphaler. The dynamic duo used the new winch to carry out the dastardly deed, by reversing the new winch over the sign post.

Eyewitness M. Texer reports, "I saw them reversing over the sign post. By that stage, the sign was leaning on a 45 degree angle. I flailed my arms about, yelled and screamed a lot in an attempt to attract their attention. They actually started to go forwards again, so I thought they had understood. But then suddenly, they reversed again, finally knocking the glorious post to the ground with a crunch." At this point Mr Texer became overwhelmed with emotion, because he had made the signs that were nailed to the destroyed post. He went on further to say that "the post meant nobody harm, ever since it lost its twin brother in a similar accident last year." Martyn Roberts was unavailable for comment.

Several theories abound for why such an act was carried out. Many feel that David Bigham was practicing for the 'Knocking Over Signposts' event, in which competitors are given three attempts to knock over a sign (he got it in two.) Or that David represented the radical group 'People with Cars' and wanted to do away with the sign before someone's car did. Another possible scenario is that the signs on the post read 'No Smoking' and 'Aircraft Tie Down' and hence were superfluous in this time of crop and no fire ban. And since the boys weren't bright enough to remove the signs by hand, they used the winch as their tool.

David Bigham's explanation, "I just didn't see it". (*Shame, David, Shame! — Eds.*)

# Information

## Club Contact Numbers

<b>President</b>	<b>Peter Cassidy</b>	<b>368 3382</b>
<b>Secretary</b>	<b>Bradley Gould</b>	<b>381 2072</b>
<b>Treasurer</b>	<b>Terry Gould</b>	<b>381 2072</b>
<b>Social Convenor</b>	<b>Agata Jarbin</b>	<b>336 8131</b>
<b>Fifth Member</b>	<b>Duncan Edwards</b>	<b>263 7026</b>
<b>Club Contact</b>	<b>Matthew Nicholls</b>	<b>297 0078</b>
<b>Newsletter Editors</b>	<b>David Hulse</b>	<b>31 3312</b>
	<b>David Smith</b>	<b>264 6733</b>
<b>Chief Flying Instructor</b>	<b>Redmond Quinn</b>	<b>344 5331</b>
<b>Lochiel Airfield</b>		<b>(088) 26 2203</b>

## So you want to fly this weekend?

Then ring the club contact person between 8:00 pm and 10:00 pm on Thursday nights, so that he can organise car pools, instructors etc. Meet at the Caltex service station on Port Wakefield Road, Bolivar (just past the White Horse Inn and the caravan park, on the left) at 7:30 am. Or if you can't get transport that far, meet at the Uni footbridge at 7:00 am. Someone should arrive to pick you up before 7:15 am, if you have rung the contact person to tell him that you will be there.

## Calendar

What	When	Where
<b>General Meeting</b> Club matters and a talk by Steven Were on aerodynamics, concluding with an informal evening in the Uni Bar. Bring drinks and nibbles.	<b>Wednesday, June 6, 7:30pm</b>	<b>Jerry Portus Room</b>
<b>Executive Meeting</b> See real power at work at the residence of Steven Were, 148 Sherriff Court, Underdale. All welcome.	<b>Wednesday, June 20, 7:30pm</b>	<b>Stephen Were's House</b>
<b>Club Dinner</b> Luxuriate in fine food and stimulating conversation at Genghis Khan Mongolian Restaurant, 172 Glynburn Road, Tranmere. If you only go to one social event this year, this should be it!	<b>Thursday, July 5, 7:00pm</b>	<b>Genghis Khan Restaurant</b>
<b>Volleyball/Badminton game</b> What do you mean you can't play? Well neither can we! Come along and have some non-gilding fun. Approximate cost: \$2.50. Phone Agata Jarbin, because you do want to attend, don't you!	<b>Wednesday, July 11, 7:30 to 8:30 pm</b>	<b>Uni Gym</b>