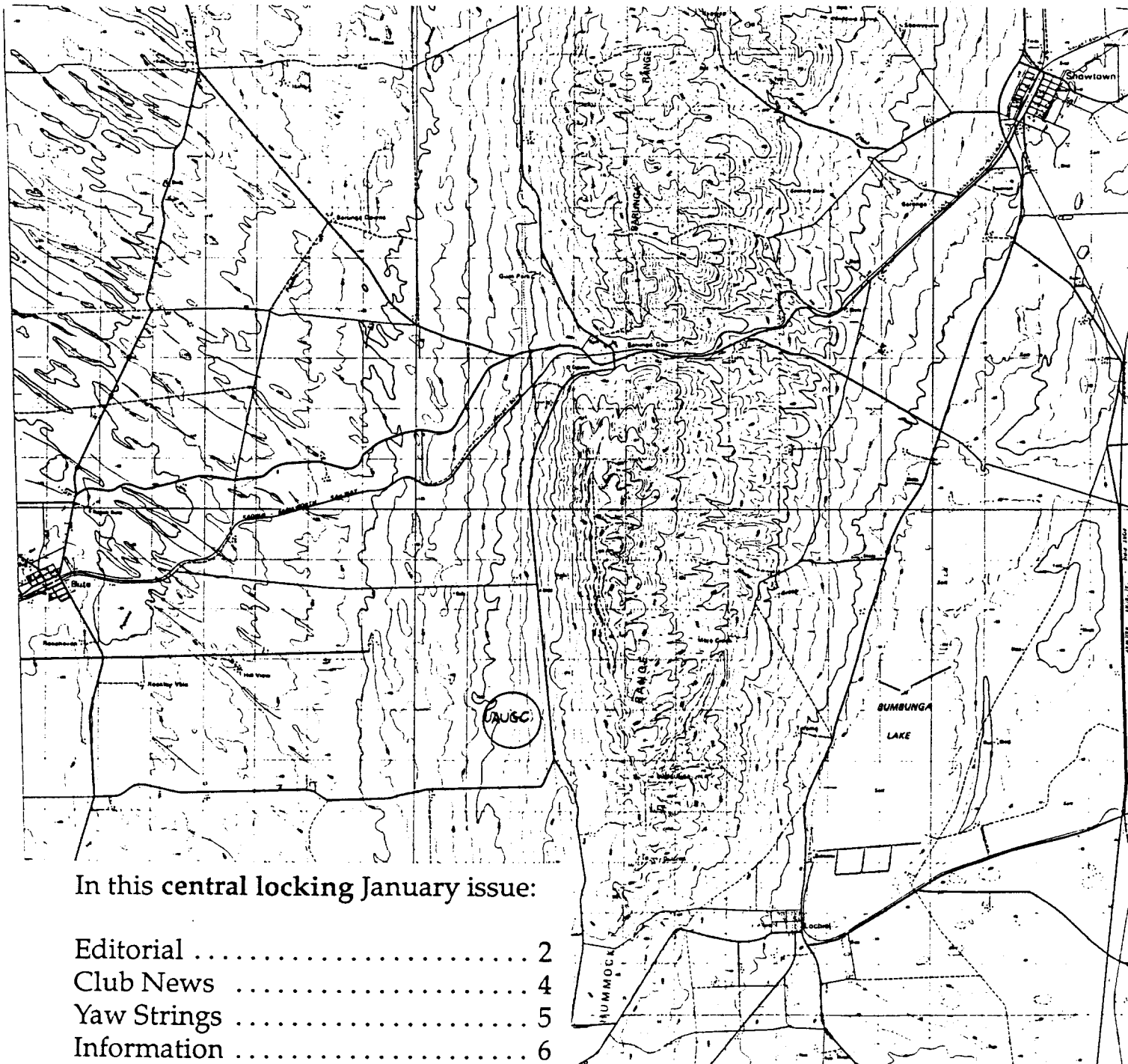


Uni Gliding

Volume 16, Issue 1

January, 1991



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An official publication of The Adelaide University Gliding Club Inc.

Editorial

Happy New Year to all members of the Adelaide University Gliding Club. The past year has been a most eventful one, which has prompted the editors to browse through the past issues of Uni Gliding from 1990 and reflect on the happenings of the past year...

January began on a high note in the wake of the successful Vintage Regatta held between Christmas and the New Year. January saw typically excellent soaring conditions, culminating in the first soloist for 1990.

February saw the purchase of the new Libelle and the last flight of the Phoebus which had faithfully served the club for so many years. Since then the Libelle has been most popular,

Due to a highly successful O-week campaign, March resulted in many new members joining AUGC. Since then, quite a few of these have become regular trainees, and there have been several solos from this new batch of members. March is typically the busiest time of the year, and this year was no exception with many new members experiencing the thrill of gliding for the first time. The load was lightened, however, with the loan of the Blanik from Adelaide Hills Soaring Group.

April is the month of the Annual General Meeting which saw the changing of the Executive once again. The 1990 AGM sported a record turn-out with plenty of candidates for each position. The Easter flying camp was well attended, with plenty of new pilots taking advantage of the chance to advance their training while the hot weather persisted.

With May and the onset of cooler weather the emphasis started to shift from thermal soaring to ridge flying. This resulted in the first of two birdstrikes for 1990, with Redmond Quinn being attacked by an eagle on the ridge. This brought the Arrow out of action for a short while. The Black Springs flying camp held over the Adelaide Cup long weekend was a success.

Most of the winter period was spent with airworthiness work. The Arrow repairs were completed, and the Blue House was rebuilt after strong winds blew it on top of the T-hangar. The Bocian's Form-2 inspection was also completed. Despite a couple of weekends being rained out, ridge flying was spectacular. The Flinders Ranges camp provided some good winter flying also. The Annual Club Dinner was well attended, and a good time was had by all. The Phoebus was finally sold, much to the Treasurer's relief.

September presented variable weather from thermals to ridge flying to extremely windy conditions. Steven Were conducted an extremely successful flying camp which was attended by several trainees, resulting in several solos.

The October general meeting was a special event, with Mike Valentine as guest speaker. Mike discussed the causes behind recent accidents and what pilots could do to prevent the reoccurring. With the weather warming up once again, a couple of long flights were achieved. The Whitwarta Regatta was attended by several members of AUGC, with Peter Cassidy winning a prize.

November was a quiet month for the club with most Uni students studying hard for exams. Other members reported excellent weather, with several cross country flights being made.

Editorial

With exams out of the way once again, most members were able to take advantage of the excellent soaring weather December provides. An Open day was held, and the flying camp held after Christmas was well attended, resulting in yet more soloists.

Like any year, 1990 had it's ups and downs, but overall it was a successful one. Operations are running smoothly and a reasonably regular influx of new regular members has seen the club grow and prosper. With a little effort from current members building on these foundations, the new recruits from O-week will find that A.U.G.C. is a club worth joining, and worth staying in.

The Editors.

P.S. On behalf of all AUGC members, I would like to wish David Teagle all the best in Melbourne with his Airforce training. David has recently become a QFI and will return to the club after he has completed his training later in the year.

Club News

The past month or two have seen a substantial amount of good soaring weather. Almost all weekends have had at least one day with either thermals or ridge or both. This has enabled members to achieve longer flights and trainees in particular benefit a lot from this.

Recently, more of our dedicated pilots have advanced in flying status. Congratulations must go to Louise Pearsons for going solo and Paul Vanderloo and Gary Hill for converting to the Arrow.

A few weeks ago the Club held a Passenger Day which was publicized by Life Be In It. Fortunately only a van load of people arrived wanting to fly, for the chaos that reigned that day would have prevented many from flying at all.

The day was plagued with cable breaks and winch troubles surrounded by a general lack of enthusiasm on behalf of all but a few members. It was these few that managed to coordinate operations enough to provide flying for the passengers that arrived.

During the week following Christmas, a flying camp was held at Lochiel. This camp saw some fantastic weather and three of our members were able to complete 300 km cross country flights. It is hoped that an article describing one of these flights will be available next month.

Recently the farmer has harvested the crop in the paddock and so all that is left is short stubble. This means that aircraft will no longer be forced to land on the operational strip which can slow operations. Pilots can choose to land to either side of the strip which makes things much easier especially when several gliders are trying to land at once.

The Bergfalke was declared temporarily unairworthy when a large crack was noticed in one of the rear rudder pedals during a recent Daily Inspection. The pedal has since been repaired and the Bergfalke is flying again.

The Renmark Gliding Club invited our members to drop in on their way to Mildura (12th January). About 10 of our members turned up and after check flights were converted to Renmark's club gliders. They have a Blanik, a Club Libelle and an LS3. The day proved to be very good with many pilots being called down after an hour so that others would have a chance to fly. At the end of the day the club put on a barbecue. I would like to thank Renmark for their kind invitation and congratulate them on a fine operation.

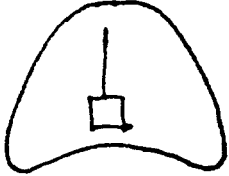
In the coming months, the club will be preparing itself for O'Week 1991. This is the time of year that the club takes in new trainees which will hopefully go on with their flying to become regular members. O'Week preparations will be discussed in more detail at coming meetings.

Last year, the Club organized a Skyshow social event. Agata is again organizing for the club to meet and see Skyshow 7. For those that don't know, Skyshow is always held on Australia Day (January 26th) at Bonython Park. This year, Australia Day is on a Saturday. If you intend coming to Skyshow with the Club, we will be meeting on the Bar Smith Lawns at University at about 6:30 pm. From there we will be catching a bus down to Bonython Park.

See you at Skyshow,
David Hulse

Know Your Yaw String (Reprint)

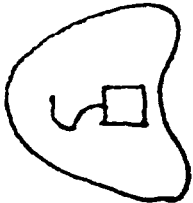
HOW TO TIE A KNOT IN YOUR YAW STRING IN FLIGHT



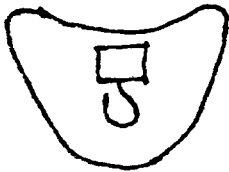
Start off from stable level flight at about 1000 ft. Push the stick well forward to give a speed of about 80 kn. The purpose of this move is to attain a straight taught string.



Pull the stick back violently letting the speed drop off until the yaw string just goes slack. At this point give a little rudder (in this case left rudder) which will cause the string to roll over to the side.



Immediately bank the aircraft in the direction of the tip of the string. It is important at this stage to maintain a slack string and a good rotational movement. The string will take the shape of a ? . Keep the tip vertical by side slipping the craft towards the ground.



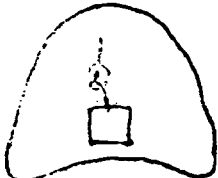
Maintain the craft in the roll. Resist the temptation to roll the craft back to the level. Remember, when you are upside down you will require a little forward stick to maintain lift. Also, a stall in this position would spoil the whole manoeuvre



Continue the roll. Make sure that the tip of the string passes OVER and not UNDER the base of the string.



At this point the loop has to be lifted so that the tip can pass through the centre. This is achieved by giving a forward-backward pump of the stick. A pressure wave is generated at the nose and propagates along the aircraft. As it passes the loop, it lifts it.



Immediately throw the aircraft into a dive. This forces the tip of the string through the loop and pulls the loop tight.



MAINTAIN ALTITUDE !

Information

Club Contact Numbers

President	Peter Cassidy	356 3382
Secretary	Bradley Gould	381 2072
Treasurer	Terry Gould	381 2072
Social Convenor	Agata Jarbin	336 8131
Fifth Member	Andrew Huggins	340 2775
Club Contact	Matthew Nicholls	297 0078
Newsletter Editors	David Hulse	31 3312
	David Smith	264 6733
Chief Flying Instructor	Redmond Quinn	344 5331
	Lochiel Airfield	(088) 26 2203

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

When	Where
26th January, 6:30 pm	Bar Smith Lawns, Adelaide University