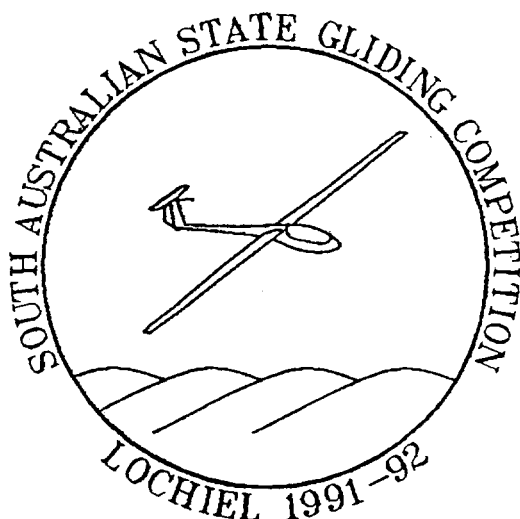


Uni Gliding

Volume 16, Issue 7

October 1991.



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An official publication of the Adelaide University Gliding Club Inc.

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EDITORIAL

Welcome to the October edition of Uni Gliding. There has been a lot happening of late, so here goes.....

Andrew Ramsay became our third solo pilot for the year, following on from **Steven Hill** and **Paul Stead** and **Adrienne Walker** followed the next day. Congratulations to you both. **Adrienne** has also discovered the joy of flying the Arrow and has already had a 2 hour plus flight in it which gives her a "B" certificate. Several of our pilots took their aircraft to the **Balaklava Regatta** and for the second year running one of them came back with the trophy for the most meritorious flight, our congratulations this year going to **Stephen Were**. **Andrew Huggins** and **Gary Hill** have both completed the requirements for their "C" certificates. **Andrew** has also gained cross country and aerotow ratings. **Jaeson Hollands** now has an aerotow rating as well as a conversion to the **Puchacz**. **David Conway** has added to his long list of decorations by gaining a Form-2 (Annual) Inspection rating after attending a course at **Waikerie**.

We have taken possession of our Super Arrow/Boomerang, **Tango-Juliet**. (or is it a **Barrow**, a **Boomerow**, or even a **Arroang**? I'll leave you to decide) It is sitting quietly awaiting the kiss of life. (20 yearly inspection!) The **Bocian** should be flying again by the time you read this. (in fact if this edition takes as long to the press as some recent ones have then **TJ** might be flying before you read this!) However the "never-ending-story" continues with the **Libelle Form-2** now due.

Now that we have both two seaters operational again let's see some more of you come up to fly. If you haven't actually had a go yet then it's not too late! Or if you've only been up once or twice then come again! The thermals have been getting better as we move into summer so chances are you could get a flight of an hour or so at heights anything up to 5000 feet or more. Of course we can't guarantee it, but if you never come to **Lochiel**

Gary Hill.

PRESIDENT'S REPORT

Two new people went solo in the last few weeks, **Adrienne Walker** and **Andrew Ramsay**. I was going to say that both of these people would be chasing an Arrow conversion, but **Adrienne** has already got one. Well done to both of you.

At press time it looks as if there will be **Intervarsity Gliding Championships**. The **Queensland University Soaring Club** (the only other uni club in existence in **Australia**) wishes to compete against us. The only question at the moment is where? **QUSC** wants the **Nationals** at **Gawler** in early **January** to be the venue, however if it was at **Lochiel** and incorporated into the **State Comps**, it would enable more of our pilots to compete in a competition. **Red tape** has reared its ugly head, as the **Australian University Sports Association (AUSA)** does not recognise gliding as a competition sport. Also the rules say you need three Unis competing. As there are only two Unis at this time with clubs and gliding is an internationally recognised sport, I hope all the details can be arranged. Little is known of the **QUSC**. However I am sure we will have closer relations with them in the future, as I would sure like to fly in **Queensland** and do a few other things as well. So if you ever go to **Queensland**, I am sure the **QUSC** will make you feel welcome.

Bradley Gould.

Interview: Adrienne Walker

Adrienne is our most recent solo pilot, having "left the nest" the day after Andrew Ramsay. She became our fourth solo for the year, following on from Steven Hill, Paul Stead and Andrew. Bradley Gould caught up with Adrienne recently at West Beach over a dismantled Bocian.

BG : How did you first hear about gliding?

AW : At school I did a "Cross Road Cluster" elective - a brief course culminating in a flight at the Murray Bridge Gliding Club.

BG : Where did you learn of AUGC?

AW : I was acquainted with a member, Andrew McGrath. A visit to Lochiel was arranged one weekend and I haven't stopped since.

BG : Tell us about your first day on field.

AW : It was hot and boring for the most part since I didn't really know what was going on. The flight was good though and a bunch of idiots chucking around an aerobic provided other entertainment. (Dictionary definition of aerobic: steel reinforced airborne decapitation device.)

BG : Did you make any major mistakes during training?

AW : Tendency to avoid obstacles on strip by the tried and true method of: "aim at obstacle, hold it steady and shut eyes".

BG : How long did it take you to go solo?

AW : Too long. Twelve or thirteen hours and seventy flights. (roughly)

BG : Who is your favourite instructor?

AW : Everyone, of course! Except Bradley.

BG : What is your most memorable experience with an instructor?

AW : Looping the loop, of course.

BG : By yourself?

AW : My first solo flight was very nerve wracking. My first solo soaring flight was good fun and trying to launch the Arrow in a tailwind was pretty exciting too.

BG : Are you a better shot than David?

AW : Yes - need you ask?!

BG : I hear you are a good shot with an aerobic as well.

AW : Oh yes - it ricochets off the back of Terry's head quite well ... with a dull thud.

Interview: Andrew Ramsay

Andrew Ramsay joined the club during O'Week this year, attracted by our offer of free flying for new members. In the last few months he has trained quite regularly and recently made his first solo flight.

Gary Hill: Why did you join the AUGC?

Andrew Ramsay: I want to be a commercial pilot. I've always had a passion for flying...I've spent many hours procrastinating at the airport watching the jets and I have plenty of remote control models at home. However I hadn't flown much myself and saw this as an ideal way to find out if I actually enjoy being the pilot.

G.H. : You have done some flying before?

A.R. : Yes, I've had about 10 minutes in a Cessna and had a weekend up at Waikerie but of course that is hardly enough to base a career decision on.

G.H. : Tell us about your first flight with AUGC.

A.R. : I came up when the free flights were being offered. I went up in the Bergfalke (quite a contrast to Waikerie's Twin Astir) and scratched around on a weak ridge for about 10 minutes. I got pretty nervous and rightly so because I haven't been that close to the ground before but I lived so I can't complain. I was amazed how easily the Bergfalke could get back to the field having fallen off the ridge.

G.H. : Did you have any really big screwups during training?

A.R. : No. My flying tends to be conservative. The bad mistakes I've made in the past were messing too much with the airbrakes before touchdown and I once did a slow speed turn off a cable break and McGrath screamed. I got quite a mouthful both times (rightly so) and haven't made those mistakes since.

G.H. : What are your impressions of our instructing?

A.R. : When I first joined my main concern was what the standard would be like. Frankly, having seen the photos of the ridge passes at O'Week I worried that they'd be a bunch of cowboys. I'd enjoyed Waikerie and hoped for similar instruction. As it turns out my preconceptions were totally wrong. The instruction was excellent and extremely thorough. Thanks to those who got me solo, namely Cathy Conway at first and later Andrew McGrath.

G.H. : How long did it take you to go solo?

A.R. : I went solo on my 36th flight after about 8 hours 10 minutes. I was very fortunate that I had a number of long flights early in my training (Waikerie aerotow) and then many short flights to tune up my circuit/landing and emergency skills.

G.H. : What were your impressions of your first solo flight? Did going solo come as a surprise and were you scared at all?

A.R. : Great impressions. Andrew did a very useful exercise before I went solo where he'd remain totally silent. This was very valuable. This mixed with a number of compliments and constructive criticism really helped to build my confidence which is absolutely essential before going it alone.

I didn't see it coming (good idea not allowing the nerves to brew). He was strapping up the rear harness and when I came to my "H" check and he wasn't in I knew. He checked to see if I felt OK about this and I felt good. I was quite a sight. It was very hot and my face was dripping with sweat like in Top Gun!

Andrew Huggins gave me a beautiful launch (1500 feet) and I flew straight into lift. Too many bad stories about a gunho first soloist prevented me

HOW TO FLY

There is an art, or rather a knack, to flying.

The knack lies in learning how to throw yourself at the ground and miss.

Pick a nice day, and try it.

The first part is easy.

All it requires is simply the ability to throw yourself forward with all your weight, and the willingness not to mind that it is going to hurt.

That is, it's going to hurt if you fail to miss the ground.

Most people fail to miss the ground, and if they are really trying properly, the likelihood is that they will fail to miss it fairly hard.

Clearly, it is this second part, the missing, which presents the difficulties.

One problem is that you have to miss the ground accidentally. It's no good deliberately intending to miss the ground because you won't. You have to have your attention suddenly distracted by something else when you're halfway there, so that you are no longer thinking about falling, or about the ground, or how much it's going to hurt if you fail to miss it.

It is notoriously difficult to prise your attention away from these three things during the final split second you have at your disposal. Hence most people's failure, and their eventual disillusionment with this exhilarating and spectacular sport.

If, however, you are lucky enough to have your attention momentarily distracted at the crucial moment by, say, a gorgeous pair of legs (tentacles, pseudopodia, according to phylum and/or personal inclination) or a bomb going off in your vicinity, or by suddenly spotting an extremely rare species of beetle crawling along a nearby twig, and then to your astonishment you will miss the ground and remain bobbing just a few inches above it in what might seem to be a slightly foolish manner.

This is a moment for superb and delicate concentration.

Bob and float, float and bob.

Ignore all considerations of your own weight and simply let yourself waft higher.

Do not listen to what anybody says to you at this point they are unlikely to say anything helpful.

They are most likely to say something along the lines of, "Good God, you can't possibly be flying!."

It is vitally important not to believe them or they will suddenly be right.

Waft higher and higher.

Try a few swoops, gentle ones at first, then drift above the wavetops breathing regularly.

DO NOT WAVE AT ANYBODY.

When you have done this a few times you will find the moment of distraction rapidly becomes easier and easier to achieve.

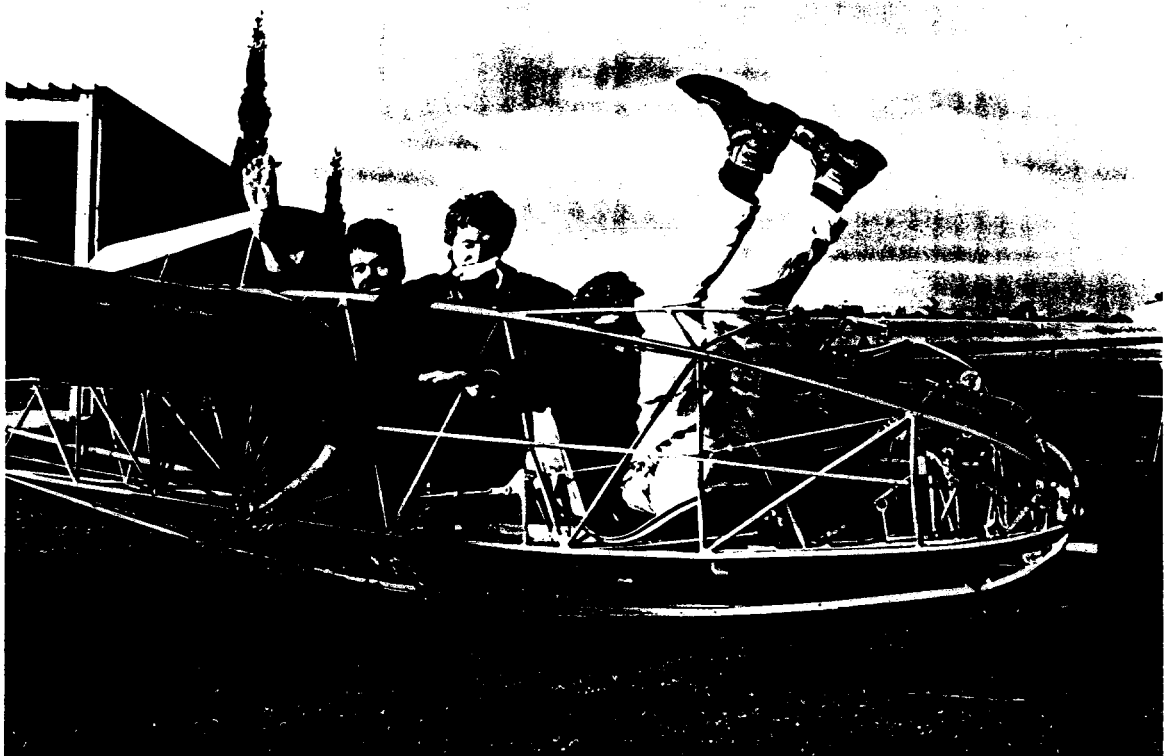
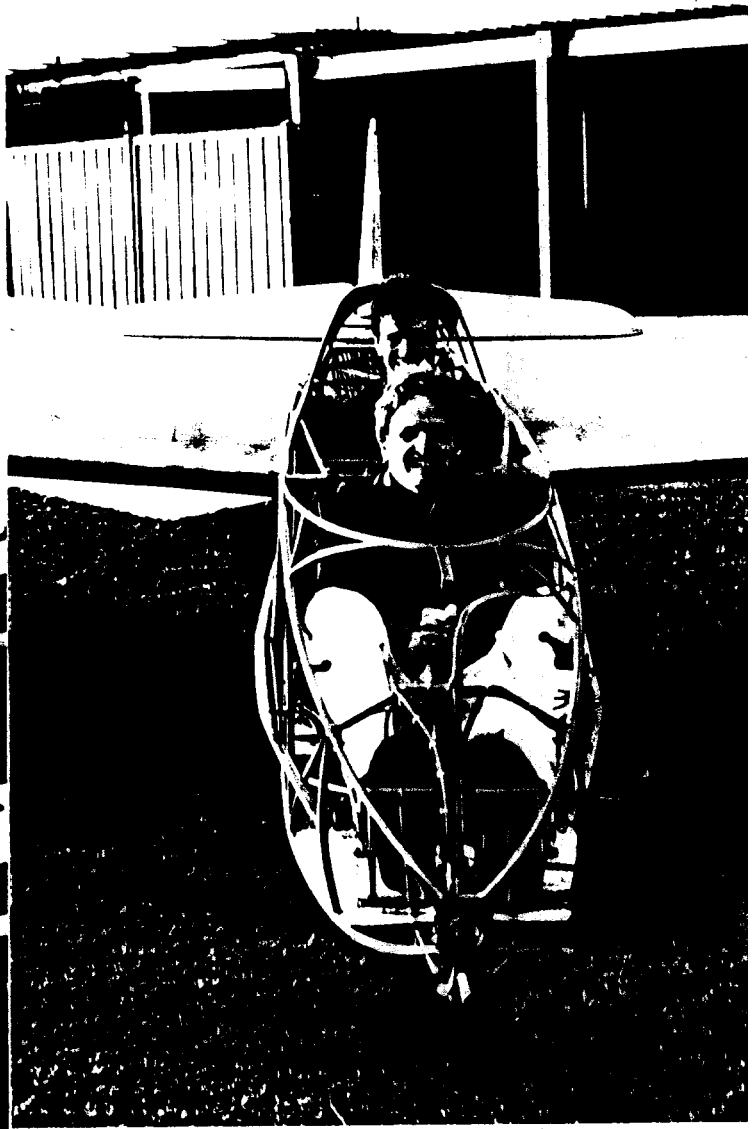
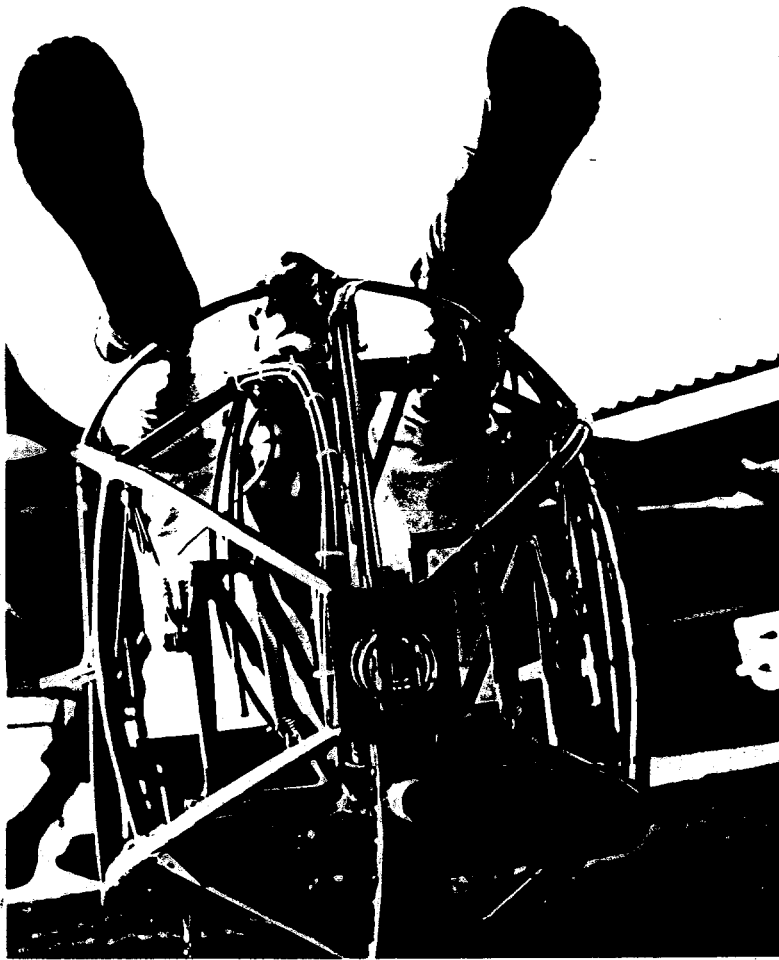
You will now learn all sorts of things about how to control your flight, your speed, your manoeuvrability, and the trick usually lies not in thinking too hard about whatever you want to do, but just allowing it to happen as if it was going to anyway.

You will also learn about how to land properly, which is something you will almost certainly cock up, and cock up badly, on your first attempt.

There are private flying clubs you can join which help you achieve the all important moment of distraction. They hire people with suprising bodies or opinions to leap out from behind bushes and exhibit and/or explain them at critical moments. Few genuine glider pilots will be able to afford to join these clubs, but some may be able to get temporary employment at them.

From: "Life, The Universe and Everything" by Douglas Adams.

Editor's note: "Life, The Universe And Everything" is the third book in the four part "Hitch-hikers Guide To The Galaxy" trilogy. (also "Restaurant At The End Of The Universe" and "So Long And Thanks For All The Fish") These books, without fear of contradiction, can be highly recommended to all "Uni Gliding" readers.



The Back Page !

CLUB CONTACT NUMBERS

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|--------------------------|----------------------|----------------------|
| President: | Bradley Gould | (08) 381 2072 |
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| Treasurer: | Catherine Conway | (08) 294 4828 |
| Social Convenor: | Andrew McGrath | (08) 356 2466 |
| Fifth Member: | Paul Stead | (08) 271 5124 |
| Club Contact: | BRADLEY GOULD | (08) 381 2072 |
| Newsletter Editors: | Matthew Tippet | (08) 362 5118 |
| | Gary Hill | (08) 267 5751 |
| Chief Flying Instructor: | Redmond Quinn | (08) 344 5331 |
| Lochiel Airfield: | | (088) 262 203 |

SO YOU WANT TO FLY THIS WEEKEND ?

First you must ring the contact person on Thursdays between 8:00 and 9:30 pm. You must do this so he can organise instructors, transport if you need it and other such things. If you do need transport to Lochiel in can be organised with a lift from the University footbridge at 7:00 am or from the Caltex service station on Port Wakefield Road, Bolivar (just past the White Horse Inn) at 7:30 am. Remember to ring the contact person or you could find yourself forgotten.

Upcoming Events

STATE COMPS 14 Dec - 22 Dec

It is vitally important that you ring the contact person as soon as you know that you are coming, (i.e. before December 1st, the sooner the better)

For any more information just ask any of the regular members, or ring the social convener.