

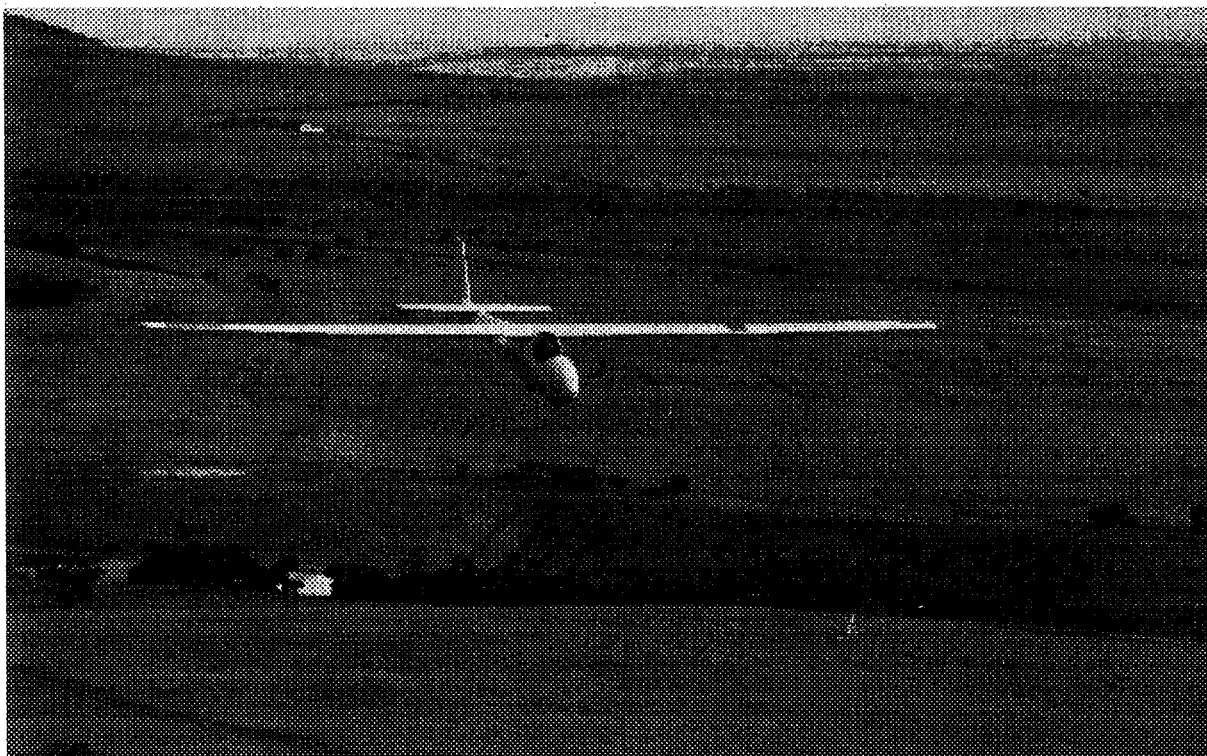
Uni Gliding

Volume 19, Issue 1

O'Week '94

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AN OFFICIAL PUBLICATION OF THE ADELAIDE UNIVERSITY GLIDING CLUB INC.



The club's Arrow flying at Lochiel.

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Notice of the Annual General Meeting of the Adelaide University Gliding Club Inc.
Wednesday 6th April, The Little Cinema, Level 5, The Union Building, 7:30pm.

NOTE: ONLY FINANCIAL MEMBERS HAVE VOTING PRIVILEGES.

A Word from our President...

Hello all and welcome to another year of flying with AUGC.

To those of you new to the club this year, I trust you will enjoy the challenge of learning to fly. To our old members, welcome back.

Congratulations to those that have gone solo over the past year or converted to a new sailplane type. There can be many facets to being a member of the gliding club that can serve to enhance your personal learning experience. Learning to fly gives a sense of satisfaction and achievement and is a great confidence booster. Even after a solo standard is achieved there are other goals that you can strive for, such as progressing into higher performance single seaters, flying cross-country, learning to do aerobatics and competition flying.

In addition to learning to fly there are opportunities to learn about meteorology, sailplane and winch maintenance, as well as developing your people skills. Club members have the opportunity to enjoy an active social life with such events as go-kart racing, beach volleyball, movie nights as well as lamb-on-the-spit BBQs.

Once again welcome to the club, hope to see you at Lochiel soon.

Catherine Conway **President AUGC**

General Information:

HAVE YOU EVER WANTED TO LEARN TO FLY? THINK IT'S TOO EXPENSIVE? WELL THINK AGAIN!

The AU Gliding Club can teach you to fly at possibly the lowest cost in Australia. We were formed in the mid 1970's to provide affordable flying for students. Our membership is not restricted to Adelaide University students, many of our members have continued flying with us after leaving Uni, and we have some who have simply heard of us and decided to join up.

The following sections will give you an idea of what happens.

THE COST

It will cost you only \$5.00 if you join at the O-week desk. This entitles you to 3 free flights* until the end of April. The normal costs after that are \$2.50 per launch and 15 cents a minute for instruction in our two seaters, that's only \$9.00 per hour!

AIRFIELD AND OPERATION

We operate from our airfield at Lochiel, 130kms north of Adelaide, and arrange car pooling so that everyone can get there. It is important to bring a long a hat and sunscreen. We have two hangars and a clubhouse with beds, kitchen and bathroom facilities. A wide range of food and drink is available at reasonable cost. We fly most weekends, public holidays and during Uni holidays we hold weekday camps.

AIRCRAFT

We own five aircraft: two twin seaters for training and three single seaters for solo flying.

SAFETY AND MAINTENANCE

We aim to provide a very safe gliding operation. Our instincts of self preservation are as strong as yours, so don't worry! To that end we are careful about what we do

and when we do it. Before each day's flying our aircraft are thoroughly inspected to ensure that they are safe for flight. The pilot conducts checks before and during flight to make sure that all is in order. In addition each aircraft undergoes a major inspection every year in which it is very thoroughly examined.

TRAINING

Training is provided by our qualified instructors, the instructors are trained and examined by the Gliding Federation of Australia (GFA). Some are very experienced with over 1000 hours flying. The instructor occupies the back seat of the glider and instructs the students in all aspects of flying. You learn to fly at your own pace and more advanced sequences are only introduced as you are ready for them. The aim of our training is to provide a safety conscious, competent pilot.

FLYING SOLO

A trainee who flies regularly (once a fortnight) could expect to fly solo after about 8-10 hours of dual flying (40-80 flights). There are no formal time requirements. Once your instructor is satisfied that you have reached the required level of ability then you are given the opportunity to go it alone!

FURTHER PROGRESS

You can convert to better performance aircraft at our club and also fly other club's aircraft. Cross country flying and gliding competitions are also held and we can teach you to perform aerobatics (loops). With further experience you can take your friends flying and later you may have the opportunity to become an instructor and pass on your knowledge.

*Limit of free flying offer of \$10.00

Silver C Distance

A LEGEND IN THE MAKING

As a glider pilot gains experience, one of the more interesting challenges to extend the developing skills is the First Cross Country flight. To reach this stage, a pilot has already developed the complex skills needed to safely fly away from the home field, beyond the watchful eyes of any instructor and into areas where an 'outlanding' may even be required. A sporting achievement badge, the Silver C, is aimed at pilots in the early stages of exploring this exciting new realm of flying. Late last year, just before Christmas, Jeff Brenton made his first cross country flight.

Jeff's flight was carefully planned. By flying to Crystal Brook, 60 km north of the AUGC airfield, and back, he would satisfy the distance requirement of the Silver C badge: a flight incorporating a straight line distance of at least 50 km. The terrain between AUGC and Crystal Brook is very 'friendly', with many paddocks very suitable for a landing, should that become necessary. Jeff had booked the Super Arrow for the day, a glider he had been flying quite a bit lately. He had made the aircraft's trailer ready to set off on a retrieve at short notice, should a phone call from our intrepid pilot inform the ground crew that he'd landed somewhere on the way. The proposed distance of 120 km was not too great, and while an experienced racing pilot in an high performance glider should be able to cover the distance in little over an hour, a first time cross country pilot would be expected to take more like three hours. Jeff launched soon after lunchtime and disappeared into the north.

Three o'clock came, and back at the airfield, Jeff's imminent arrival was expected. Four o'clock came, and still no Super Arrow. The airfield phone was manned continuously, but the only calls were three wrong numbers. Soon after four, the seabreeze arrived at the airfield, and with it the end of the thermals. Jeff would be back in the next fifteen minutes, or almost certainly outlanding. The fifteen minutes duly passed, and the expectation was diverted to the phone. By five o'clock, without any word, and it was by now assumed that he must have been having trouble finding a telephone after landing.

By six o'clock, some vague uneasiness was creeping slowly upon the duty instructor, although pilots have certainly called in much later than this. It is possible the weather was much better up where Jeff went, and he was able to remain airborne until quite late. It is possible he'd landed in a paddock full of cows, and was standing alongside the Super Arrow fending off the inquisitive and destructive bovines (cows can do a lot of damage to a wooden aircraft like the Sparrow, and are remarkably inquisitive and persistent). There are many possible explanations for a late call in. But if a pilot hasn't been heard from by last light, the duty instructor must notify the Civil Aviation Authority's Search and Rescue division, and the emergency services of the state start to swing into action.

Seven o'clock came and went. Last light was going to be around 8:30. The instructor was beginning to mentally compose the call to the CAA. Eight o'clock arrived, and then... the phone!

"Hello, Adelaide University Gliding Club."

"Hello, this is the Civil Aviation Authority Search and Rescue here. Do you have a pilot named Jeff Brenton out on a cross country flight at the moment?"

This was the instructor's worst nightmare coming true. Just think of the paperwork...

"well, er, umm, well, um, well yes"

"He's in the pub at Crystal Brook. It seems he landed at 2:30 this afternoon, but your phone's been out of order. He rang us to let us know he was fine, just in case he couldn't contact you by last light."

Then we heard from the Lochiel pub that Jeff was OK and in a pub at Crystal Brook; he had called them, too. We then found out from Telecom that a problem at our local exchange was diverting incoming calls virtually at random across the countryside. The unusual number of wrong numbers was explained, along with Jeff's inability to call in successfully. So now we knew he was OK, and it was just a matter of picking him up. A retrieve crew with the trailer was dispatched to Crystal Brook.

It transpired that Jeff had safely landed a few kilometres out of town, and was offered a ride into the pub by a local. There, though, he failed to contact the airfield, and started to become concerned about notifying the club before dark. He called the CAA in Canberra to try to contact SAR (he knew the CAA had centralised such functions, but not to where). He explained the situation to them, and they said thanks, but they're not really the right people to tell, and that maybe he should try Sydney. So he rang Sydney, who referred him to Melbourne ("You're at Crystal WHERE?"). When he rang Melbourne, they already knew all about him, because the Canberra people had rung ahead of him. Melbourne really were the right people, but suggested that he contact the Adelaide CAA SAR as well in case his club rang Adelaide. By the time he got onto Adelaide, they'd already heard from Canberra and Sydney. Meanwhile, the Melbourne office was trying to let Jeff's club know that Jeff was alright, only they didn't know WHICH club. So they started ringing every gliding club in S.A. that they'd ever heard of; Waikerie, Gawler, Balaklava, and finally the AUGC. Most of the country's aviation emergency services were by now thrown into total confusion by a report from a pilot that he was perfectly alright.

On arrival at Crystal Brook, (by now about 10:30 p.m.), we headed straight for the nearest pub, and found Jeff. He'd been in the pub for the entire afternoon and evening, and by this time could barely walk. He had gathered quite a crowd of admirers, and was animatedly relating tales of his flying exploits with words slurred almost to the point of incomprehensibility. He was bundled unceremoniously out of the pub and into the passenger seat of his car.

Then followed a most entertaining drive through a maze of winding dirt roads in the dark with a drunken navigator.

"Where did you say you left it?"

"Yesh, ish thish way. Thish zall very familiar", followed shortly by, "No. Thish ish wrong. I don't remember any'v thish." But at length we found it anyway.

Now anyone who has used the Super Arrow trailer lately will be only too well aware that it's not the easiest and quickest of trailers to use. Try it on a dark, overcast night in a remote paddock.

"You had a torch with you, didn't you Jeff? Where is it?", was the innocent question. "Err, ish in my bag. In the pub. Where I forgot it."

Oh good. The aircraft was derigged anyway, and only one nut was dropped into the stubble; found, somewhat amazingly, with the aid of an LED on a keyring. Then back to Crystal Brook and the pub for Jeff's bag, and back to the airfield. All before 1 a.m.

And so another outlanding story enters the annals of AUGC folklore, and "Jeff Brenton" becomes a name to instill fear into the heart of any Civil Aviation Authority telephone operator. At least his landing was more than 50 km from the AUGC airfield, so Jeff got his Silver C distance.

A Message From The CFI

On behalf of the Instructor's panel I would like to welcome you to the Adelaide University Gliding Club. The panel provides flying training and supervises flying operations. The following club members constitute the Instructor's panel:

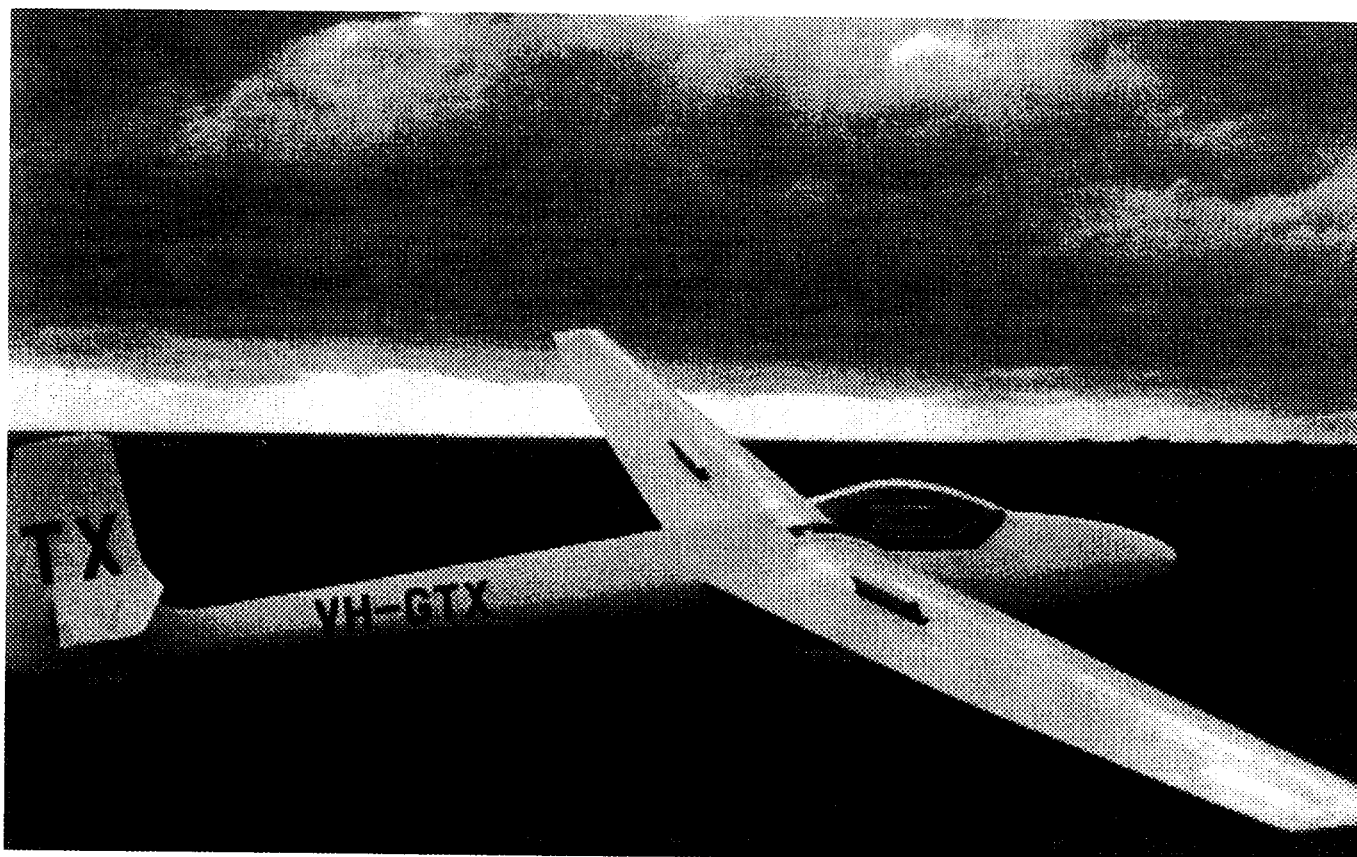
- * Peter Cassidy
- * Catherine Conway
- * David Conway
- * Bradley Gould
- * Gary Hill
- * Andrew McGrath
- * Dennis Medlow
- * Redmond Quinn
- * Peter Temple
- * Stephen Were

Please don't hesitate to discuss any flying problems you may have with one of the above. These people spend long hours in the back seat teaching students to fly. It certainly helps them and in turn the students if everyone on field chips in to keep the operation running smoothly.

New members on field for the first time will be introduced to an experienced pilot who will act as their "Mentor" for the day. This will help you to become familiar with the way the Club and Flying Operations work. Again don't hesitate to ask questions. Further flying theory and associated information is presented at club meetings usually held on the first Wednesday of each month at the city campus. I recommend you attend these informative and entertaining events.

See you at Lochiel

Redmond Quinn Chief Flying Instructor



A Libelle similar to the club's... resting at Lochiel

Instructor Profiles

Redmond Quinn : Age : ?? Flying Hours : 400

Redmond joined the club in 1980, and he has been an instructor since 1983, and has been the Club's Chief Flying Instructor for a very long time. He is currently the only Life member of the Club. He is an engineer with SANTOS, is married and has four children. His hobbies include making Wilpena Pounds with LPG cylinders, and flying sideways.

Dennis Medlow : Age : 31 something Flying Hours : 500

Dennis joined the Club in '82, and became an instructor in '84. He works for Telecom. He flies powered aircraft (which he finds easier to thermal), objecting to people calling him Dippy and flying his boomerang- Queasy. The silliest thing he ever did was send Peter Cassidy (see below) solo.

Peter Cassidy : Age : 31 Flying Hours : 525

Peter joined in 87, and has been instructing since '91. His favourite aircraft is the LS-3, his least favourite the Twin Astir. He works for --CLASSIFIED--, "I'd tell you but then I would have to kill you". The silliest thing he ever did was go solo (See - "Dennis Medlow"), closely followed by lifting the tail of a Twin Astir, thereby doing his back in.

David Conway : Age : 30 Flying Hours : 1000

His illustrious flying career started in '84, he has been instructing since April '86 and recently became an NGS Instructor, an honour bestowed on only a chosen few. He owns a silver Commodore. He likes flying LS-3s and CAP-10s. His hobbies include extinguishing fires in said Commodore, and making loud noises around rabbits. The silliest thing he ever did was to throw Andrew McGrath (see below) in the sheep trough.

Andrew McGrath : Age : ?? Flying Hours : "Weeks and weeks"

When did he start flying? I don't know and he refuses to tell. Andrew has flown gliders in the USA, but fortunately for us he didn't pick up any bad habits. The silliest thing he ever did was to get drunk enough to be thrown into the sheep trough (See - "David Conway").

Stephen Were : Age : 35 Flying Hours : 1000

Stephen "The Doctor" Were has been flying for a long time (since 1985) and is quite prolific in his ability to acquire flying hours. Stephen owns part of a PIK 20B, which is the hottest aircraft that flies out of Lochiel. His hobbies include driving very, very fast into very, very big fence posts. Photos available upon request.

Catherine Conway : Age : 28 Flying Hours : 500

Married to David Conway (or the other way round if you prefer). Cathy started in December 1986, soloed in March 1987 and has instructed since 1989. She works for Telecom on the Jindalee project, which involves flying to Melbourne and back quite a lot.

Peter Temple : Age : 26 Flying Hours 675

Peter started in 1982 and went solo on 30th December that year. His favourite aircraft is his Boomerang, which he shares with two others. Just as well as a flight of 9 hours would cost a fortune. He was the first Club pilot to convert to the Phoebus from the two seaters, and likes doing 500km flights in his Boomerang.

Bradley Gould : Age : 22 Flying Hours : 300

Bradley has been flying since 1988 and instructing since 1991. Bradley has been very active around the club in that time, having been Secretary, President and once a newsletter editor. In between all this he has managed to become State Gliding champion three years ago and has never been seen since his 21st party at Lochiel.

Gary Hill : Age : 27 Flying Hours : "Not so that you would notice"

Gary is the most junior of the instructors and as such doesn't really rate a mention, but his fragile little instructing ego, would be crushed if he wasn't included. Gary has 15 hours instructing and is only just beginning. He is a Ph.D. student in the Physics Dept. His hobbies include playing the piano, quite well actually. He also plays numerous sports. His favourite aircraft is the Libelle.

The What's on List

General Meeting

Wednesday March 2nd at 7:30pm

Margaret Murray Room, Level 5, Union Building (across from the bar)

Drinks & Munchies

This will be an informal chat and meet the Instructors and get to find out what goes on.

Some people will be going for dinner first, at the Bistro at 6:00pm, all are welcome

BEACH VOLLEYBALL :- BAR-B-QUE

Friday March 4th, West Beach by the Henley Sailing Club, at 7:00pm. (End of Burbridge Rd.)

After all the sand and surf we'll retire for a **BBQ** dinner. So bring along your favourite food and drink.

ROAST PIG ON A SPIT:

Saturday night March 12th, the club airfield. For all of those flying or anyone who just wants to come up.

There will lot's of food and drink (some of Andrew's famous port.)

Executive Meeting:

Wednesday March 16th at 7:30pm

The Conway's residence, 1 Cuming St., Mile End.

A chance to come along and see how the club is run.

ICE SKATING:

Friday March 18th, Ice Arena, Mount Thebarton, at 7:30pm.

Come along and see how pilot's fare on the ground.

The Annual General Meeting:

Wednesday April 6th, the Little Cinema, Union Building, 7:30pm.

Have a say in who your next President will be, or just a chance to say hello to the new executive.

CLUB CONTACT NUMBERS

President	Catherine Conway	(08) 43 7535
Secretary	Jeff Brenton	(08) 43 4518
Treasurer	Stephen Were	(08) 352 5137
Social Convenor	Scott Battersby	(08) 293 7227
Fifth Member	Adrienne Walker	(08) 353 5646
Newsletter Editor	Martyn Roberts	(08) 302 5301 (08) 268 5237
Chief Flying Instructor Lochiel Airfield	Redmond Quinn	(08) 344 5331 (088) 26 2203

Club Contact Scott Battersby 018 080942, (08) 352 5137

SO YOU WANT TO FLY THIS WEEKEND?

293 7227

First you must ring the contact person on Thursday evening between 8:00 and 10:00pm. You should do this so that Scott can organize instructors and transport, not necessarily for you but for other people as well. If you do need transport to Lochiel it can be arranged as the club runs a car pool. We leave from the University Footbridge at 7:00am. and from the Caltex service station on Port Wakefield Road, Bolivar (just past the White Horse Inn) at 7:30am. Remember to ring the contact person or you could find yourself forgotten.

