April '96 Volume 21.4

Uni Gliding

The Official Journal of the Adelaide University Gliding Club Inc.

MEETINGS

Wednesday 1 May
General Meeting
Daily Inspection and Grampians Trip

7.30pm Canon Poole Room at Adelaide Uni.
We will meet for tea first in the Bistro at 6.30pm
The subject of the meeting will be "Daily Inspection Theory and Practice." It is hoped as many people as possible will attend, as the club needs more DI Inspectors.

We will be finalizing details of the club's trip to the Grampians, over the June long weekend. We need to know who is definitely going so we can organize transport and decide which aircraft to take.

Thursday 16 May
Executive Meeting

7.30pm Mary Willmott's, 22 Batten Crescent Pooraka. Note themeeting is on a Thursday.

CONGRATULATIONS

- **Mary Willmott** completed a five hour flight and 1,000m height gain to complete her Silver 'C' badge requirements and qualified as an 'Independent Operator'
- **Karen Deguet** gained her 'C' Certificate and completed her Silver 'C' distance.
- **Martin Roberts** completed his Gold badge at Renmark.
- **Dave George, Mandy Wilson**, and **Steve Mc Guiness** converted to the 'Super-Arrow'.
- **Mandy Wilson** gained her 'A' Certificate.
- **David George** gained his 'A' and 'B' certificates
- **John Dunstall** and **Mary Willmott** converted to the Libelle
- **Greg Newbold** gained his Air Experience Instructor rating.

EVENTS

- **Go-Karting Tuesday 30 April** contact Peter Temple as soon as possible if you're interested. He needs definite numbers plus a deposit to book.
- **BBQ** at Lochiel **Saturday 18 May** (Adelaide Cup long weekend).
- **Bowling** at Norwood Bowl **Friday 24 May** (we will go to tea beforehand) contact Mary Willmott if you're interested. Experience definitely not necessary.

ANZAC DAY

There may be flying on Anzac day depending on the weather and number of people interested. If you'd like to fly on Anzac day don't phone Mary, but phone Steven Were on 352 5137 between 6.30pm and 7.30pm on the Tuesday before to find out what's happening.

ANNUAL GENERAL MEETING

The AUGC AGM was held on 3rd April. Several awards were made to club members for their achievements over the previous 12 months.

Four people achieved the goals set by the CFI, Redmond Quinn, which were to be completed by 31st March;

- **Catherine Conway** flew 500km in her Boomerang
- **Karen Deguet** achieved her 'C' Certificate
- **Dennis Medlow** flew a cross-country
- **Mary Willmott** achieved her Silver 'C' Badge

Four others half completed their tasks and were recognized;

- **Andrew McGrath** flew one (not two) 300km flight
- **Redmond Quinn** flew a 300km cross country in the Libelle (not the Arrow)
- **Peter Temple** flew 3,500km cross-country, failing to get to the end of the bar chart by some 200km.
- **Michael Texler** qualified as an Assistant Instructor, but didn't complete a 300km flight.

Other achievements over the season included;

- Gold 'C'; **Andrew Huggins** and **Catherine Conway**
- 500km; **Catherine Conway**, and **Peter Temple**
- 300km; **Steven Were, Andrew Huggins,** and **Redmond Quinn**
- Silver 'C'; **Simon Hackett** and **Mary Willmott.**
- Triple Diamond Badge; **Peter Temple**

Prizes were presented for;

- Shortest cross-country; **Simon Hackett** (12km)
- Club Service Award; **Mary Willmott**
- Airworthiness; **Redmond Quinn**
- Dr. J. F. Harley Trophy for most Outstanding Cross-Country Flight; **Catherine Conway**
- Ray Duncan Memorial Trophy for most improved pilot; awarded jointly to **Mandy Wilson** and **David George**
- Wheels-up award; **Bradley Gould** for his efforts with the Bergfalke
- Suzuki Memorial Award; **Michael Texler**, enough said.

All positions on the Executive were declared vacant and a new Executive was elected;

PRESIDENT; Mandy Wilson

SECRETARY; Dave George

TREASURER; Mary Willmott

SOCIAL CONVENER; Greg Newbold

FIFTH PERSON; Michael Texler

NEWSLETTER EDITOR; **Mandy Wilson**

CLUBHOUSE; **Karen Deguet** and **Steve Were**

CONTACT PERSON; **Mary Willmott**

Where Eagles Dare Part II (cont.)

I landed after just over five hours on task and a speed of 72km/hr, pretty slow but fairly normal for me. I estimate that if I had tried to complete my original task and the lift had kept going until last light I would have landed at Burra and got home around midnight (maybe). I am normally scornful of those who turn short on a task, but it must be admitted that at times it is the best option. A visiting German pilot in Gawler's Hornet also attempted a 500km, but turned Peterborough and actually took longer than me, which makes me feel a little better about my speed.

This was only my second attempt at the 300km distance, unfortunately the first one was over three years ago when I fell 11km short. Next time I try for a 500km flight, I will be better organised and leave on task earlier. There is no substitute for preparation, and on long flights you need to use as much of the day as possible. It has been a good year for club members doing cross country flying, and hopefully it will continue in future years, as in my opinion it is the most enjoyable form of flying.

Andrew Huggins

Gawler cuts prices

From 1st May Gawler will no longer charge a 20% surcharge for nonmembers.

Member rates are currently $2.68 per minute for aerotow (typically 4-6 mins).

Twin seaters are 57 cents/min and single seaters are 50 cents/min.

Overheard at Gawler

whilst I was cleaning the Bergie.

"Someone's got a good job cleaning that glider."

"Well everyone has to clean their gliders before a competition, but most pilots have a wife or girlfriend to do it for them like this lass here."

DEVELOPMENT MEETING

The meeting was well attended with pilots of all levels of experience present to air their views and opinions. Emilous chaired the meeting impartially and everyone had a chance to speak.
There will be a follow-up meeting in a few weeks and all members are encouraged to come along and take part. The following is a report prepared by Cathy.

The Way Ahead

Club Development and Planning Process

The first session of this exercise focused on what type of people we have within the club and what their needs are, and how much time they devote to gliding. The purpose of this was to gain a better understanding of the profile of pilots within the club and to use this information to determine how best to service the needs of those pilots.

History

AUGC was originally set up in the mid-70's to give university students an opportunity to learn to fly at rates they could afford. Training was the primary focus with the thought that members could move on to other clubs once their needs outgrew AUGC. Equipment for cross country flying was not provided by the club. Members interested in that side of gliding bought a private glider and flew at competitions or other sites.

Analysis

The following list of types of users of AUGC was developed at the session.

1. Partners
2. Undergrads
3. Looking for a club
4. Graduates
5. Postgraduates
6. Passenger Friends
7. External Passengers
8. Try anything once
9. Trainees (keen)
10. Trainees (not so keen)
11. Women
12. Silver 'C' std
13. Contest/Badge pilots
14. A. E. I. S
15. Old Farts
16. Instructors
17. Can't spend as much time as in past
18. Visiting Pilots
19. Private Owners
20. Helpers
21. Airworthiness People
22. Visiting groups
23. Lazy (consumers)

It is understood that most pilots will fall into a number of different categories.

In identifying the above categories, a number of issues about the Club and it's operation were raised. In a number of cases, several pilots spanning a number of different categories and experience, expressed similar concerns. As a result, a number of key issues were summarised by the meeting.

Key Issues for AUGC

Three key areas were identified:

The first deals with progression between training, instructing and cross-country flying. The club needs to be more proactive in moving people across the streams, allowing a progression for instructors and the opportunity for them to persue their own flying, cross-country and advanced training, and a more active approach to moving those who are ready and willing into instructing.

The second concerns 'TJ'. This aircraft was purchased for cross-country flying since a conflict arose when students wanting to embark on their first cross-country flights clashed with early solo students wanting to use the first single seater. Many club members at the meeting did not know that this was the philosophy behind the purchase. In any case the aircraft is not 'cross-country friendly' in terms of condition, equipment and trailer so this discourages it's use for x/c flying. The club needs to get the trailer and equipment up to scratch and encourage it's use as intended. Perhaps by instituting a booking system for the aircraft on weekends in the soaring season?

The third concern was quite a large one. On field organisation is causing some aggrevation at the moment. The club needs to determine what an appropriate level for this organisation should be, taking into account what is required to keep the operation moving and improve performance.

Club Ethos

As discussed when examining the club's historical basis, primarily the club was set up for trainees and structured to suit. We need to look at the markets we now wish to serve and determine how best to do that. Categories to consider are: 1. ab initio/trainees 2. revenue raising visitors 3. x/c pilots 4. senior members - succession path 5. social aspects 6. communication within the club.

The focus may vary seasonally. If a category is determined to be not important then the club must be careful not to be distracted by it.

The Way Ahead

The next step is to identify what groups we intend to focus on and we need to do to satisfy those groups. This includes an analysis of Operations, Administration, Fleet structure, and financial setup.

Catherine Conway

EASTER AT GAWLER

Three Lochiel aircraft competed in the Gawler Easter Regatta.

Andrew Huggins flew in his Boomerang QZ, Martyn Roberts flew in his Pik OK, and the club Bergfalke was flown by Peter Temple, with a different 'passenger' on each day.

Day 1 Friday.
The duty weather man optimistically forecast 4kt thermals to 4,000 ft., and a Sports class task of; Freeling, Hoyalton, Kapunda, Gawler was set, (155km).

Launches began at 12.30. Peter and I spent an hour over the field between 1,800 and 2,200 ft. and at one stage the entire Sports class field were in the same 2kt thermal.

When the sun came out we managed to climb to 3,200 ft. and started. As we descended towards Freeling we flew over QZ in a paddock some 13km from Gawler. (Surely this flight is a contender for the Cross-country prize at next year's AGM).

We made a 270 turn at Freeling and set off for Hoyalton. We didn't go up much, but nor did anyone else. At one stage we could see five different gliders which had either outlanded or were about to outland in paddocks.

We found the only thermal that was left in the sky and climbed to 4,800 ft. At this time only Paul Clift in his KA6 was still airborne. He set off on a more direct, easterly route towards Hoyalton. This took him over rising ground, and he landed. With our Mcready ring set to half a knot we flew on towards a grey sky. A few weak thermals tempted us to try to climb but we got blown downwind so far there was no net gain. It didn't look good, and inevitably we landed in a paddock, about 4km East of Balaklava at about 4pm.

We had covered 57km in 90 minutes. Not a record breaking flight. We walked into Balaklava which was really a waste of time as all the pubs were shut.

David had had a busy day as he had already had to retrieve Martyn. In fact Martyn had outlanded and called in before we had even started. When David Martyn and Andrew arrived we derigged the Bergfalke in the dark.

When we got back to the club we found we'd missed the BBQ. We also found that we had flown much further than anyone else. The next best Sports class glider flew only 33km, but this meant that our result didn't count, as at least two gliders must fly 1/3 of a course.

In the Handicap class two gliders made a technical outlanding and took a photo of the same paddock near Blyth, (which was over 1/3 of their distance), and therefore got a result.

The next day all the people who had been saying rude things about our 'Bergie' came back and had another look.

At the briefing the next day we were presented with 2 bottles of wine for a 'Meritorious Flight', whereas the winners in Handicap class only got medallions, so there is some justice.

Day 2 Saturday.
It rained and there was no competition flying.

Day 3 Sunday.
The weather man was still optimistic forecasting 4kt thermals to 3,000 ft. A task of; Freeling, Tarlee, Freeling, Gawler (80km) was set. David flew with Peter, they again spent a long time over the airfield to gain height. They flew 61km and landed in a paddock near Freeling (on the way back).

We found them in the pub crying into their beers shortly afterwards. Martin didn't fly and Andrew completed the task.

(CONTINUED ON NEXT PAGE)

Staple Gun

The missing Staple Gun has been returned to Westbeach. Maybe we should start a lost and found column?

New Barograph

The old club Baroraph has gone 'Sproing' for the last time. So we are buying a new electronic 'Joey' which will hopefully go 'Boing' for many years to come.

Easter at Gawler (cont.)

Day 4 Monday.
With forecasts of great streeting, a task of Freeling, Owen, Sheok Log, Gawler was set (100km). Raj flew with Peter, but after an hour over the field they landed back on the field, having been unable to gain enough height to start.

Martyn turned up in time to help Andrew derig the Boomerang after he broke the tail skid towing the glider out to the launch point.

At the prize giving we were awarded an enormous trophy for our flight on Monday as the most Meritorious Flight.

Mandy Wilson

Aircraft Statistics for March

	Mar Launch	Mar Minutes	Feb Launch	Feb Minutes	YTD Launch	YTD Minutes
GCY	12	378	10	561	30	3040
GNF	41	1305	28	912	91	2680
GTJ	30	746	7	448	42	1251
GZM	57	747	75	1460	185	4156
KRO	125	1234	77	1199	277	3055
Total	271	4844	197	4580	642	14182

Free Flying

Don't forget the club is still offering free flying before 10am.So get up early and make the most of it.

THIS MONTH ON FIELD

24th March
We had clearance to 10,000' and made good use of it.

31st March
Karen flew to Crystal Brook. We were winching by moonlight, and looking for the trace by moonlight, and repairing the cable by moonlight.

Easter
On Easter Sunday the first flight of the day was at 9.23am and qualified for the first time for free flying.
Six AUGC club members plus Bergfalke, QZ (Boomerang), OK (Pik) flew in the Gawler Easter Regatta. (See report elsewhere)

13 March
It was a great ridge day and we made the most of it

14 March
We were up before the sun, in the rain, to launch three gliders onto the ridge for free flying. Unfortunately apart from Peter, in the Libelle everyone else "fell off the ridge". Next time I think we'll make it one launch each, then back to bed.

Flights by Cathy in Boomerang QZ

Redmond Quinn, the Chief Flying Instructor, devised a system of goal setting for the 1995-96 soaring season to encourage more cross country flights by club members. Each member was asked to nominate a goal that they wished to achieved.

I nominated 500km in my Boomerang VH-GQZ (QueeZy). The 500km flight is a recognized FAI Diamond Distance badge. The Boomerang is a 30 year old vintage sailplane of wooden construction with modest performance compared to the fiberglass gliders. It is not so common these days for a flight of this length to be undertaken with a glider of this performance.

My first attempt, an out and return flight to *Balranald* in NSW was planned from *Renmark Aerodrome*, total distance 540km. It looked like a good day with a forecast maximum in the high 30's. (It actually reached 41 in *Adelaide* and 45 in *Renmark*). Soon after the launch, the thermals were going to 10,000 feet so I set off for the Victorian border. The flying was good with climbs averaging 5-600 feet/min to 10,000 ft. Crossing the irrigated area between *Carqarp* and *Robinvale* caused a longer than typical glide but a thermal was contacted at about 4,000 feet marked by a dust devil. A photograph of the *Balranald Aerodrome* provided evidence that the Boomerang had been there. After 270km the elapsed time was 2.5 hours giving an average speed over 100km/hr (with a 10kt tail wind). Turning around slowed things down. The lift was going higher but once again all was quiet over the irrigated areas between *Robinvale* and the *Murray River*. A long glide saw a grovel at 3,000 ft. near *Carwarp*. It took a long time to get away with climbs of only 100 ft./min at times. With 140km to fly, it was time to take things softly. Down to 3,000ft again at *Lake Cullulleraine*, some lift was found over the warmer water of the lake.This thermal blew the Boomerang downwind so a beat back into wind was necessary. Pressing on along the main road between *Renmark* and *Mildura* it became apparent that 500km would not be achieved. After calling for the crew and trailer on the mobile phone I finally landed in a stubble paddock at 8.10pm having covered a distance of 465km.

For my second attempt I declared a flight of 556km. *Gawler / Peterborough / Saddleworth / Whyte-Yacowie / Gawler.* The day proved to be no good with thunderstorms North of *Burra* preventing me from getting to the first turnpoint. A flight of 260km was completed with a glide home through *Adelaide* airspace in communication with Adelaide Approach. The conversation went along the lines of "QZ squark 14xx", "Adelaide negative transponder", "QZ maintain 7,500", "Adelaide QZ cannot maintain height". It probably brightened up an otherwise dull afternoon in the Adelaide tower and watching the glider on radar they radioed distances to run to the Boomerang (after coming to terms with how much slower than a jet the Boomerang actually flies) and wished me luck with the remainder of the flight at the time of handover to Gawler circuit.

The third and successful attempt was out of *Waikerie*. I elected to fly the Open/Handicapped task of the State Comps while similar aircraft flew only 300km. A declaration for the 508km Waik*erie / Lake Cullulleraine / Nottswell Radio Tower / Meribah / Waikerie* was made and the Boomerang was launched at 11.30am.

Lift at that time was a little weak to 7,000 ft. and an Easterly wind made the trip to *Cullulleraine* a slow one. After turning *Cullulleraine*, the run to the *Radio Tower* was excellent with thermals in excess of 10,000 ft. and climbs up to 900 ft./min. Finding the tower was another story. After flying in circles photographing the entire area and covering an additional 35km I located it. Close to the third turnpoint, the lift was getting weaker and the cumulus clouds were dying. Rounding the turn there were very few clouds left. I flew 5km past the turnpoint to the only close cumulus and climbed to 9,000 ft. Passing back over the turnpoint, the distance to run was 95km with 8,500 ft. of height. The final glide computer was forecasting 11,200 ft. required and there was one lone cumulus left near *Loxton*. Creeping off with a zero ring setting at 49 knots made for a slow trip! I gained an extra 2,000 ft. 69km out in that lone Cu. This meant that flying exactly right at best glide speed I should get the Boomerang home. About 20km out it became obvious that I would get the Boomerang home and at that point I encountered more lift, probably caused by the river. A finish at 500 ft. and 100 knots announced that the Boomerang was home.

Catherine Conway

AUGC Club Information

President	Mandy Wilson	(08) 263 2778 (H)	
Secretary	Dave George	(08) 263 2778 (H)	D.George@unisa.edu.au
Treasurer	Mary Willmott	(08) 349 5407 (H) (08) 343 2684 (W)	willmott@roads.sa.gov.au
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Newsletter Editor	Mandy Wilson		
CFI	Redmond Quinn	(08) 344 5331 (H) (08) 224 7309 (W)	etsrjq@ms-smtgate.santos.com.au
Lochiel Airfield		(08) 88 26 2203	

So you want to fly this weekend?

Then you must ring the club contact person on the preceding Thursday between 8.00pm and 10.00pm. This is so that Mary can organise instructors and transport for those intending to fly.
If you need transport to the airfield at Lochiel it can be organised through the contact person. A lift is available from the Adelaide University footbridge at 7.00am, or from the Caltex service station on Port Wakefield Road at Bolivar (just outbound from the White Horse Inn on your left) at 7.30am. Further directions to the airfield are available from the contact person.
Remember to ring the contact person, or you could find yourself forgotten!
For those with e-mail access you may wish to use that instead. Mary will reply to your e-mail when she receives it, so if you don't get a reply ring on Thursday night to check.

Uni Gliding

If undelivered please return to:

AUGC Inc.
c/o Sports Association
Adelaide University
SA 5005