

# Uni Gliding

The Official Journal of the Adelaide University Gliding Club Inc.

## MEETINGS

### Wednesday 5 June General Meeting Flying in the Grampians

The meeting is being held in the Margaret Murray Room at Adelaide Uni. We will meet for dinner in the Bistro at 6.30pm. (Don't order the fish!).

The meeting will be fairly informal to make final arrangements for the trip to the Grampians and there will be a short talk about flying conditions in the Grampians, and information about Wave Flying.

### Wednesday 19 June Executive Meeting

7.30pm, Michael Texler's house, 1/35 Park St., Woodville. Everyone is welcome to come along.

## CONGRATULATIONS

- **Mandy Wilson** gained her 'B' Certificate.
- **Dave George** gained his 'C' Certificate.
- **Catherine Conway** was awarded the Australian Women's Pilots's Association Award.
- **Karen Deguet, Mandy Wilson and Dave George** converted to the Libelle.
- **Raj Bholanat** converted to the Super Arrow.

## EVENTS

- **Aviation Medicine Course** at RAAF Edinburgh on Tuesday 2 July (details on page 3)
- **Grampians Trip** over the June long weekend. There will be no flying at Lochiel this weekend as we are taking most of the instructors and aircraft with us.

## GO-KARTING

Thirteen people raced Go-Karts at Cavan. They were divided into three groups, based on their qualifying times.

### Results;

#### Division 1

First: Peter Temple, Second: Gary Hill, Third: Gary Hollands, Fourth: Dhar Kurban.

#### Division 2

First: Redmond Quinn, Second: Steven Were and Greg Newbold, Third: David Conway, Fourth: Simon Hackett.

#### Division 3

First: Mary Willmott, Second: Michael Texler, Third: Martyn Roberts, Fourth: Justine Thompson.

## FOUR AUGC PILOTS

SW Who'd a thought thirty years ago we we'd all be sittin' here looking at our fleet of ASW 100's.

AH Aye in them days we'd a been glad to have the price of a winch launch.

PT A very bad winch launch

CC With a cable break

AH Ah we never had a cable, we used to have a piece of frayed elastic.

SW The best we could manage was to pull glider down the ridge on a piece of string.

PT But you know we were happy in those days even though we were poor.

AH Aye, because we were poor. My old CFI used to say to me, "money doesn't buy you happiness".

SW 'E was right. I was happier then and I had nothin'. We used to fly an old Bergfalke with great big holes in the wings.

PT Bergfalke you were lucky to have a Bergfalke, we used to fly an Arrow.

CC You were lucky to fly an Arrow we used to fly a Primary.

AH Oh we used to dream of flying a Primary. A Primary would have been a treat to us. We used to fly a Super Arrow.

SW We had our Super Arrow stolen and had to make do with a plank.

PT You were lucky to have a plank, there were 150 of us waiting to fly a brick.

CC You were lucky. We had to fly for three months on a sheet of cardboard. We used to get up at six in the morning, clean the runway, go to

work on the winch, instruct fourteen hours a day, week in, week out, and when we got back to the club house our CFI would thrash us to sleep with his hammer.

PT Luxury. We used to get up out of the club house at six in the morning, clean the club house, work twenty hours on the winch, come home and our CFI would thrash us to sleep with a club hammer, if we were lucky.

AH Of course we had it tough. We used to get up, at twelve O'Clock at night, lick runway clean with tongue, and work twenty -four hours a day on winch and when we got back our CFI would slice us in two with a jack hammer.

SW Right. I used to get up every morning at ten O'Clock at night an hour before I went to bed, drink a cup of winch oil, work twenty-nine hours a day on winch, and pay club for privilege of working, and when we got back to the club house our CFI would kill us and dance on our graves and sing "So do you still want to be an instructor".

AH And you try and tell that to the young pilots of today and they won't believe you.

### Blessed Relief?

A story (of many) about relief tubes from an Internet newsgroup.

An 1-26 Pilot had his relief tube in position, and through the wheel well. Upon landing after a cross country flight he made a remarkably rapid stop, and remained in the cockpit slumped over the instrument panel.

As people rushed over and opened the cockpit he shouted "push me backwards, quick".

The relief tube had become wrapped around the axle as he finished his ground roll and had stretched the tube and *vital* body parts to extremes. They had to cut the tube to free him.

## Hyperbaric Chamber

Tuesday 2 July 7.45 am.

Cost \$115

Cathy is organizing a course at RAAF Edinburgh, for Hyperbaric Chamber training. The following topics will be covered;

- ➔ Introduction to AVMED Physiology
- ➔ Hypoxia and Hyperventilation
- ➔ Trapped and Evolved Gases
- ➔ Chamber Brief and Run
- ➔ Plus other topics as appropriate e.g.; Spatial Distortion, Vision Stress, Motion Sickness.

There are a few places left, and if there is enough interest there may be a second course later in July. If you're interested phone Cathy ASAP.

Home; 43 7535

Work; 282 7211

## Airworthiness

Pilots are reminded that it is their responsibility to check that an aircraft has had a daily inspection before they fly it. Just because an aircraft is at the launch point it does not necessarily mean that it has been DI'd, and the Maintenance release has been signed and dated.

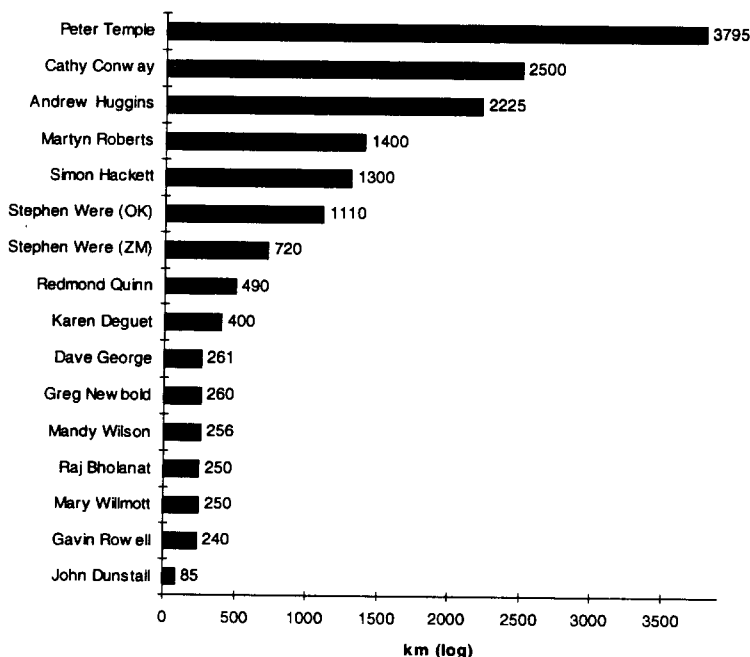
## Aircraft Statistics for April

	Mar Launch	Mar Minutes	Apr Launch	Apr Minutes	YTD Launch	YTD Minutes
GCY	12	378	19	1551	49	4591
GNF	41	1305	33	1263	124	3943
GTJ	30	746	20	782	62	2033
GZM	57	747	64	1402	249	5558
KRO	125	1234	73	1083	350	4138
<b>Total</b>	<b>271</b>	<b>4844</b>	<b>209</b>	<b>6081</b>	<b>834</b>	<b>20263</b>

## Questions Often Asked at Lochiel

- ➔ Why does TJ fly in circles?
- ➔ Why are the Lochiel pub steaks so big?
- ➔ What does *homologated* really mean?
- ➔ Is it possible for Michael Texler to spend a day on field without saying *Bottom*?
- ➔ What did David mean when he told Mary not to do a 500km flight from Lochiel because "it is too far from here"?
- ➔ How did Dhar Kurban manage to rebound a bowling ball off the side wall at the bowling alley and knock down his last pin?
- ➔ Why does Karen bounce on Steven in the mornings?
- ➔ Why do clouds melt?

## GFA BAR CHART



## THIS MONTH ON FIELD

### **20 April**

A great ridge day.

### **21 April**

Another great ridge day, with nice thermals up to cloud base (about 5,000'). Michael Texler got an early launch and had a flight of almost six and a half hours in CY.

### **25 April**

It wasn't easy but we did fly on Anzac day. We didn't get to the airfield until after midday, but it was a great ridge day and we got an hour each.

### **27 April**

This was the last chance for people who joined during 'O' Week to use their vouchers, and several did. It was basically a cir-

cuit day, but Redmond managed a flight of almost an hour in the Arrow when no one was looking.

### **28 April**

There was no flying at Lochiel due to the lack of an Instructor, so several of us went to Monarto to see Emilis's club in action. Andrew Huggins had QZ there for the Brewster meet, along with one other Boomerang. We were made very welcome and we all got to fly.

### **4 May**

The clouds looked good, but we had an Easterly and lots of sink. The longest flight was 19 minutes by Steven Were.

### **5 May**

The clouds looked better and there were some thermals. David George had an hour, but there

were lots of circuits. Andrew Huggins erected the windsock.

### **11 May**

Circuits, circuits, circuits.

### **12 May**

More circuits.

### **18 May**

Circuits, ridge, circuits, circuits.

### **19 May**

It rained all morning but we flew circuits when it stopped.

### **20 May**

(Monday) We flew circuits and Peter had a 99 min flight, and we derigged the Bergfalke for it's Form 2.

### **So you want to fly this weekend?**

- ➔ You must ring the club contact person, Mary Willmott, on the Thursday before, between 8.00pm and 10.00pm on 349 5407, so that she can organise instructors and transport for those intending to fly,
- ➔ 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.
- ➔ 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.
- ➔ Remember to ring the contact person, or you could find yourself forgotten!

## Uni Gliding

If undelivered please return to:

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

