

# Uni Gliding

## MEETINGS

The next General Meeting is on Wednesday 4 December, at 7.30pm at Peter Temple's house; 22 Dexter Dr Salisbury East. Michael Texler will talk about radio procedures. More details on page 4.

The December Executive meeting is on Wednesday 18 December at Peter Cassidy's house; 8/10 Hopelands Crt, Wynn Vale at 7.30pm.

## ON FIELD

→ Thanks to David Conway we now have a new hot water system installed. So next time you're in the shower think of David, I know I do!

→ The lease is finally finished and we have permission to erect a new hangar.

→ John 'Slasher' Dunstall has done us proud. He's slashed

## Fire Ban Season

The Fire Ban Season started on Wednesday 13 November. From now on the fire trailer should be kept, attached to a car, at the launch point whenever we are flying. It should be tested each day. If you don't know how to use it have a look at the new instructions on the water tank. If you're still not sure ask someone how it works. During the Fire Ban there is no smoking allowed on field.

the strips, twice. He's also cleared around the club house, to satisfy the fire prevention requirements of Bute Council.

→ Remember if you are the last person to fly a glider you must complete the Maintenance Release and return it to the glider. You need to enter the hours/minutes flown and the number of take offs for that day.

## REGATTAS

Dates for your diary;

December 7-8 Renmark (leg of State Comp).

December 21-22 Lake Bonney (leg of State Comp and also their 10 year Anniversary).

January 11-25 FAI Nationals at Horsham.

January 13-24 Renmark National Sports and Two-Seater Championships.

January long weekend Bordertown Regatta (leg of State Comp).

February 22-23 Lochiel (leg of State Comp).

## SOCIAL

→ On Friday 29 November Peter Cassidy's is having a house warming party. At 8/10 Hopelands Court, Wynn Vale.

at 7.00pm. The flier I have says BYOG. G for Guy, Gal, Glider, Grog???

→ The AUGC Christmas BBQ will be held at Redmond Quinn's at 13 Redmond St Collinswood on Friday 13 December at 7pm.

→ Tuesday 3 December; "Star Trek, The Next Generation, First Contact", at the Greater Union 5 Cinema Hinely Street, at about 6.30pm. Cost is \$7.

→ T-Shirts. If you haven't ordered your AUGC T-shirts yet contact Greg Newbold to place an order.

## CONGRATS

☺ Mandy Wilson flew her Silver C distance, and height gain.

## In this Issue

◆ Report on the PW5  
◆ Part 6 of the Cross Country Series; Changing Gears.  
◆ The Retrieve from Hell  
◆ Goals of AUGC Pilots for the coming season.  
◆ Mandy flies to Crystal Brook.

## Next Month

◆ Top Tips for thermalling  
◆ Final Part of the Cross Country Series; Survival.

# Downwind to Crystal Brook

"The worst thing that can happen is that you'll end up in a paddock". With Mary's words of encouragement fresh in my mind I launched in the Arrow for my first cross-country flight to Crystal Brook.

I launched with some apprehensions, worried about getting lost, getting low, and not getting to Crystal Brook. I had a good launch straight into a thermal, which took me up to 3,500'. I set off straight away towards Snowtown in plenty of lift. But once over the ridge there wasn't any more lift and I gradually descended until just North of Snowtown. I was about 1,000' AGL directly over a pretty pink lake. I was fairly sure this was it so I had a paddock picked. It was not a great paddock and I really didn't want to land in it. It didn't have a crop but it did have a SWER line and cows. I had visions of valiantly fighting off a herd of hungry cows armed only with a WAC chart and mobile phone as they gradually licked the glider to pieces. However it was not to be. I said a quick prayer to the goddess of thermals and promised to be good for a week, and she gave me a beautiful thermal up to cloud base. So I said goodbye to the cows and headed off to Redhill, dolphin soaring close to cloud base. Past Redhill there weren't any breaks in the clouds, so I decided to get as high as I could over Redhill and then fly straight to Crystal Brook. The ther-

mal goddess gave me another good thermal over Redhill and I got to 5200' before my canopy started to mist over. I could see that I had final glide to Crystal Brook. It's a really good feeling to know that you're going to make it.

I set off flying MacCeady to Crystal Brook. There was very little lift along the way, the vario didn't beep once. I found a thermal about 500m short of Crystal Brook at 3000' and thermalled up to about 4000'. As I was climbing I conveniently drifted over the silos and took several photos. Everyone tell stories of photos not coming out so I figured the more I took the better chance I had.

Then I turned into wind, and went down, and climbed back up and sank back down again. I couldn't manage to reach escape velocity to get away from Crystal Brook it kept sucking me back. The winds were fairly strong and more than a match for my flying and the Arrows penetration.

So I landed in a paddock. This was a much better paddock, no SWER lines or cows, just sheep.

I tied the plane down and phoned for a retrieve. (How did we ever manage before mobile phones?)

So assuming my photos come out I'm 2/3 of the way to my Silver C.

The thing that really surprised me is that beforehand when everyone was offering words of encouragement, and advice no one ever told me how

much fun it would be. Of course, you have to concentrate hard, and think ahead, but when you can see that you're going to be all right it's a really great feeling. So don't be afraid to go cross country, I guess really that's what it's all about.

*Mandy Wilson*

## Apology

In last months Newsletter, I said that the Spoiler on Andrew's car was damaged by the long grass. I have since learned that Andrew's car does not have, and has never had a spoiler. In fact it was the Air scoop which was damaged. Further I reported that the damage occurred on Saturday 12 October, whereas in fact it occurred on Sunday 13 October. I wish to apologise wholeheartedly and unreservedly for these errors, and I am deeply sorry for any offence that this mis-representation of the truth may have caused to those concerned. I have always tried to maintain a high standard of accuracy in my reports, and am grateful that this error has been brought to my attention. However I did not expect a Spanish Inquisition. Ed.

# Flight Evaluation of the PW 5

Last month I went across to my parents' place in the North East of Victoria. Whilst there, I visited Benalla Aerodrome, the Home of the Gliding Club of Victoria. The members were very hospitable, and after taking some family and friends for joy flights in an IS-28, I was offered a seat in the PW-5 (the new World Class glider).

Their machine was quite new and looked in great condition.

The aircraft is a nose dragger with a nose wheel. No flaps are fitted and the main wheel is non-retractable. The canopy hinges open from a forward pivot point. The seat pan is quite narrow and tight, the seating is reclined and comfortable. Rudder pedals were easily adjustable. The canopy jettison knob was quite close to the air vent adjuster at the top of

the instrument panel, it was important not to use the wrong one by mistake. The cockpit sidewalls are not high, affording good forward and downwards visibility. Being a high wing aircraft, the view backwards and to the sides is more limited. The ground run on aerotow reminded me of the Arrow. Noisy and bumpy. The aircraft pitched up easily into separation, and once airborne behind the tug, was easy to handle. Stick loads during aerotow were very light but with good feedback.

Free flight was delightful. The control loads are light, the aircraft is well sound proofed. The stall is viceless and easy to handle, with no real tendency to drop a wing. The PW-5 spins after some coaxing, but is conventional in its handling, and easy to

recover. High speed flight feels comfortable with minimal noise. The air brakes are effective and easy to use. The flare was non-eventful. However, like the Arrow, once on the ground, it was bumpy and noisy. Unfortunately, I did not get an opportunity to thermal the craft, or see it being de-rigged and trailered. Also, I didn't find out about it's maintenance requirements.

In summary, the PW5 was a delight to fly and very forgiving. More in the field research needs to be done to evaluate its trailerability and maintenance.

*Michael Texler*

# Club News

## Go Karts

We went back to Cavan for more Go Karting. We were divided into two groups based on our qualifying times. The results were.

### Division 1

First; Jeff Brenton  
Second; Peter Temple  
Third; Bradley Gould  
Fourth; Michael Texler

### Division 2

First: Redmond Quinn

overview of the cross country coaching planned at Lochiel this summer. For anyone interested there is a pilot evaluation form to be filled out, available from Peter.

At the meeting Redmond awarded Peter Temple his Diamond Certificate, the first one to be awarded to an AUGC pilot.

We also saw the trophy AUGC won for the decentralised competition, for the Bergfalke flight to Waikerie last year.

fun. If you are interested in flying at Renmark in the Bergfalke let me know ASAP. The competition runs from 13 to 24 January. Phone 8263 2778.

## Over Heard at Lochiel

☺ You must be Dennis,  
I've always wondered  
what you looked like,  
I've slept in your bed

available on;  
<http://wraith.internode.com.au/soaring/>

## Christmas

There will be flying at Lochiel from Thursday 26 December to Wednesday 1 January inclusive. Let the contact person know on Thursday 19 December which days you will be on field.

## December

# The Retrieve From Hell

The Retrieve From Hell (Names have been minimally modified to protect the silly.)

October long weekend, 1996. The Balaklava (Whitwarta) leg of the S.A. State Competition. It was late Monday. I was in the process of helping to pack away the Bergfalke into the Blue House (the trailer lives up to its name), when Peter C. was desperate to get going on a retrieve before last light set in. Peter's glider, a standard Libelle GTX, was some 30 km away. Fortunately there were some spare hands to help finish putting the Bergfalke away, so I left with Peter C. and Florian K. I wanted to get home at a reasonable hour. Peter's famous last words were, "It shouldn't take long."

Problem #1. Peter insisted driving along the dirt roads to get to the retrieve paddock, when there was a perfectly good sealed road to get there. Why? The trailer had dubious registration.

Problem #2. The dirt tracks we were taking looked less and less like real roads. But this wasn't a problem. Last light was happening soon. There had been recent heavy rains in the area, but this wasn't a problem either, until we came around a corner to a creek ford. It looked rather boggy and muddy, and we stopped to look at it from the car. Should we get out and test before crossing it? No! Peter said it looked O.K. from the car and so he drove on and stopped in the middle of the boggy mud instead. By the language he used, I believe that he didn't intend to stop there. So we unhitched the trailer (it was not in the mud fortunately) and pushed it backwards.

Problem #3. The sun had set. The car

was bogged. But fortunately we were able to unbog the car using fallen over signs we found by the side of the road. The signs said "Dip".

Problem #4. We could not turn the trailer around in the narrow track. So we had to push the trailer back down the track to a wider point. We drove back to the main sealed road.

Problem #5. It was dark. Where was the paddock? Somewhere near Blyth. We found the glider but the road was too narrow to do a U-turn with a trailer so we had to drive to Blyth to turn around. Peter mentioned something about the paddock having a large creek in it.

Problem #6. Where was the gate? We eventually found it. By now it was night. The fuel warning light was flickering on and off.

Problem #7. Not really a problem. De-rigging GTX was the easy bit.

Problem #8. When Florian got out to open the gate to go home, he almost fell down the creek canyon.

Problem #9. The fuel light was well and truly on. So Peter drove on the sealed road. He reasoned that running out of fuel on a isolated dirt road was worse than being picked up by police.

Problem #10. No petrol stations were open in Balaklava. So onwards to the Whitwarta airfield to drop GTX and trailer off.

Problem #11. The front gate was locked shut. I remembered that a club

member lived in the township of Whitwarta, just down the road. Problem #12. My car was still locked inside the aerodrome.

Problem #13. He didn't live in that house any more. So we were directed onto another house in Whitwarta.

Problem #14. The people in the other house weren't Balaklava members either. So we used their 'phone to ring someone in Balaklava.

Problem #15. He was already in bed, and couldn't be bothered getting out. (It was only 10.30 pm!) However, he

told us that we could get in through a cocky's gate, and that someone lived permanently on field. So we were able to get into the Whitwarta aerodrome.

Problem #16. No real problem, but Peter was able to fill his car with some lawn mower fuel. He towed TX back into the aerodrome. I got in my car with Florian and set off home to Adelaide

(100 km away). Problem #17. My car was running rough all the way home and losing power. I consumed half a tank of petrol to drive 100 km!

Problem #18. I got home late, and didn't get much sleep because I had to wake early.

The moral of this story; always make sure that the glider trailers are registered before you go cross country and always carry enough fuel in your car. If a patch of road in front of you looks boggy, it is boggy. Often the most dangerous part of cross country flying is the retrieve. Expect the unexpected.

*Michael Texler*

## Cross Country Flying

In order to increase the amount of cross country flying being done by pilots, the GFA have created a new role; a performance coach.

I have been appointed as AUGC's performance coach. It is my role to actively encourage cross country flying at every opportunity. It is my intention that on every day that is suitable for cross country flying at least one, maybe two club aircraft will be sent away cross country.

Cross country flying is a team effort and I will need full co-operation from all club members for this to work successfully.

Club aircraft may well be away from the field all day and in the short term this will result in less flying hours for some pilots, however the aim is to improve the quality of everyone's flying.

Inevitably with pilots and aircraft away from the field there will be more on field work

for those left behind.

All retrieve crews should leave as soon as possible following an outlanding report, in order to get the aircraft back before dark. There will be days when you will be asked to retrieve a cross country pilot at the cost of not flying yourself. Remember you turn will come. It is my aim to help everyone to become a better cross country pilot, but I cannot do it without your co-operation.

The details of the coaching program are not finalised, but there will be some 'lead and follow' (ie club members in single seaters flying together in radio communication) and some two seater training. Anyone who is interested, but was not at the November General Meeting should let me know.

Always remember cross country flying is a team effort.

*Peter Temple*

## New Prices

From 1 December all aircraft will be charged at 25 cents per minute. All Trial Instructional Flights will cost \$20. This first flight will include; a training book, a flight certificate, one months GFA membership and one months club membership and the first flight. This means that if the first flight is a circuit it still costs \$20, BUT all subsequent flights are charged at members rates. This will simplify the accounts no end.

# Cross Country Techniques

## Part 6. Changing Gears

With the pressure of competition it is often very difficult to recognise a deterioration in the weather and the need to slow down. As you charge along you sometimes miss subtle indications of a change for the worse, and if you fail to change gear quickly enough, the ground may come up to meet you!

You must always be planning a long way ahead. Visual indications may be a thinning out of the cumulus, or in blue conditions the "haze domes" may disappear.

Your last couple of climbs might have been weaker and not as high - beware! Take a weaker climb and get high and back off from your warp 9 cruising speed.

This will allow you to achieve a couple of things - firstly, if this bad patch is only temporary (maybe caused by some cool, damp ground or a more stable air mass) it will give you the glide range to survive and reach good air again. If the deterioration is more permanent (perhaps the sun is setting!) the thermals will cease at ground level first. High is a good place to be.

This changing of gear during competition flying is perhaps the most difficult learning process. Getting it wrong is devastating. You cannot afford to out-land unless everyone else does! Caution...

There are a few aspects at the end of the flight which also need mention. The final glide is of great importance in the overall flight. Your first few comp flights may very well be the first time you do a final glide in anger - that is arriving at the finish line without wasted energy in the form of excess height, or a zillion knots on the ASI, and with enough energy and ideas to complete a safe circuit and land. This can be tricky!

Some points to note: try to get onto your final glide as early as possible - this sounds stupid, but the point being made is that it is much better to climb onto the glide path as soon as you are within range from your maximum working altitude, rather than climbing to the required height at half the distance.

The reasons; thermals generally work better higher up, a long glide gives you more chance to judge whether you are gaining or losing on your glide, and what you might decide to do if you're losing on it. The psychological aspect of being on final glide is also not to be ignored - it feels good!

A couple of things happen as you get closer to home. You descend to a lower altitude than you have been used to working (unless you have been grovelling all day!) which means the thermals are less organised, and your means of determining where they are in relation to cloud etc becomes more difficult.

Don't stop thinking once you're on final glide, or you will quickly fall below it - you no longer feel good... Feel your way along and if you're getting a bad run don't just plough on in the sink. Change your track.

Often a number of gliders come together on final glide. Other aircraft give a good indication of where the good air is.

Usually your final glide calculations include a safety height for your arrival at the field. 500 feet is not a bad margin to work with, though beginners may feel comfortable with a little more.

Trust your final glide computer - the angle you are looking at will most likely be flatter than you are used to, but if the sums are right you'll get there...(brave words!) You'll find after a few that the last 20km or so is

eyeballed and the computer/whatever is forgotten. You quickly acquire a feel for what looks right and what doesn't.

This last section of the glide also provides another problem safety wise. If your glide is marginal, your speed will be slower and the angle quite flat to the airfield. There comes a time around 5-8km out where you pass below the height necessary for safe field selection/circuit planning if you need to land out.

If you are doubtful about getting back, take your ego/pride whatever between your teeth, chose a field and land. You can fly again tomorrow. This is a difficult choice close to home.

Once you pass this point you really are committed to the airfield, so you had better be able to reach it! A straight-in approach to the airfield may end up being your only option, in which case some care needs to be exercised in judgement of angles, pre-landing checks (oops! forgot the wheel..) and look out for finishers who have done a circuit.

It can get very busy very quickly on the finish line. At the end of a long flight you won't feel as sharp as you were at the beginning.

Assuming a normal finish, ie plenty of energy for a safe circuit, you will have approached the finish line at a fair speed, maybe over 100kt, and pushed

down to a height at which you feel safe.

The worm burners may do it at 20ft or less, you may find more comfort at 200-300ft until you get the feel of it. Now is not the time to plan our circuit! If you are to survive you will have done that long before arrival.

Check the wind direction etc, by radio 15-20km out, then keep your eyes open for traffic.

Generally everyone will do the same circuit after finishing - watch carefully! Pull up very gently after you finish and turn smoothly into your circuit.

There is no need to turn all your energy into altitude in a vertical pull up then fly the whole circuit at 50kt. It is very satisfactory and far safer to gradually bleed off speed as you fly downwind and base and arrive on final at your approach speed.

Remember after a long run at very high speed, the approach speed will feel and sound really slow - monitor the ASI and ensure you are flying Slow enough as you approach!

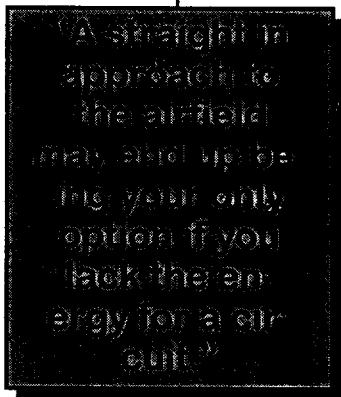
As I said before it can be busy at the finish line - remember to dump water about 10km out, remember to do your pre-landing checks and keep your eyes open. Consider pilots just behind you when you land - leave them room to pull up or land beside you and if you can't jump out and pull your glider off the strip.

Then you can relax and thank someone that you're not in a paddock somewhere! Some of this sounds like a huge amount of hard work and extreme danger.

I only wish to convey the need for preparation and a little thought in your actions.

Comp flying is truly exhilaration and loads of fun, and it is a sure way to improve your flying skills and your understanding of the possibilities that exist in gliding. I hope at least some of you will give it a try.

Next Month Part 7; Survival.



# This Month on Field

## Tues 22 October

We took CY to Gawler so that Mary could attempt a 300km flight. She declared; Gawler, Kingston on Murray, Gawler. In fact she almost made Sheok Log. We could see the outlanding from the pie cart!

## Sat 26 October

A circuit day and no students, so we finished early and did some chores; fixed the pie cart window, put the new tyre on the Bergfalke, and put a new jockey wheel on the Bergfalke trailer

## Sun 27 October

It was a great day, but we had all sorts of operational problems; the winch radio refused to work, the base set radio packed up, we had numerous cable breaks, a nightmare day. In spite of all this Peter took his Boomerang Cross Country and managed almost 300km, outlanding about 3km from home. He flew to Jamestown and back and then followed the convergence (if Gawler don't have sea breezes why should we), down the peninsular to Arthurton and didn't quite make it back.

## Sat 3 November

A few of us went over to Waikerie for their 'Monthly Medal' competition, a team cross country. At the briefing they were all doom and gloom with

talk of opening the bar early. However when someone took off for a passenger friend flight and didn't come back there was a rush to DI more aircraft. It was a spectacular day. Peter Temple and Andrew Huggins both got to 14,000' in their Boomerangs. (Andrew had a 10kt climb on his averager at one stage.) They made themselves ill in the process, ask Peter about the paralysing effects of hyperventilation. I only managed 11,500' in the Grob, but I wasn't ill!

At Lochiel they had thermals to 4000' with ridge later as the front came in. They killed the bees and finally the lease was signed.

## Sun 4 November

No instructor and no flying.

## Sat 10 November

We had a late start as John had to slash the runways again for the fire prevention requirements of Snowtown Council, so we did more chores. We cut the grass around the club house, put new lights on the Bergfalke trailer, etc. Once we started flying it was a good day with strong lift to 6000', although it was windy. Later in the day the lift was not as strong, but by then the ridge was working. Everyone had several hours flying, and Greg was on field!

## Sun 11 November

We woke to 8/8 cloud and having

flown so much the day before there wasn't much enthusiasm, early. Quite soon the cloud began to melt and it started to look OK, although it was still windy. Once we started flying there was good lift to cloud base, about 5000'. I was persuaded to fly to Crystal Brook, (see page 2). We had several passengers to fly.

## Saturday 17 November

We had strong Northerly winds early, but we DI'd everything ready for the forecast Westerlies later, then we did more chores; we put new (4.8mm) cable on to the winch, fitted the nose for the T-hanger, and fixed the lights on the Arrow trailer. Just after 2pm the front came through as forecast and we went flying. On the second launch the weak link broke and we spent several hours unsuccessfully searching for it in the crop. No one could spot it from the air either.

## Sunday 18 November

We had 5 pilots 3 aircraft and great weather. Each aircraft flew for over 6 hours. There was ridge and strong lift below the clouds to 6000'. At the end of the day the sea breeze formed a large bank of cloud which we were able to fly above and amongst, it was an amazing sight.

## So you want to fly this weekend?

- You must ring the club contact person, Michael, on the Thursday before, strictly between 8.00pm and 10.00pm, on 018 810 963 or (08) 8345 4159, so that he can organise instructors and transport for those intending to fly. Please try the mobile number first. Remember if the call is less than one minute it only costs 25 cents
- A lift is available from the Adelaide University footbridge at 7.15am, or from the Caltex Service station on Port Wakefield road, Bolivar at 7.30am
- Directions to the airfield are available from the contact person.
- Remember to phone the contact person or you could be forgotten.

### Uni Gliding

If undelivered please return to:  
AUGC Inc.  
c/o Sports Association  
Adelaide University, SA 5005

