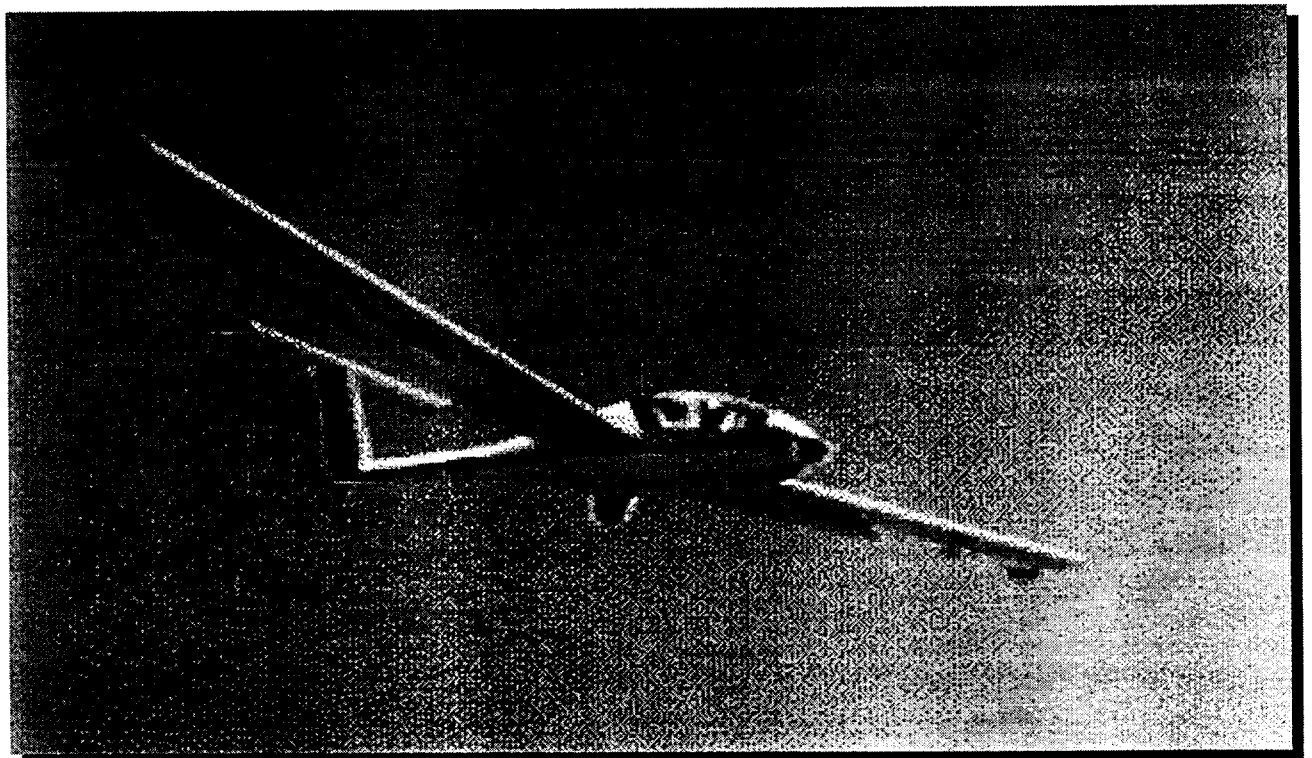
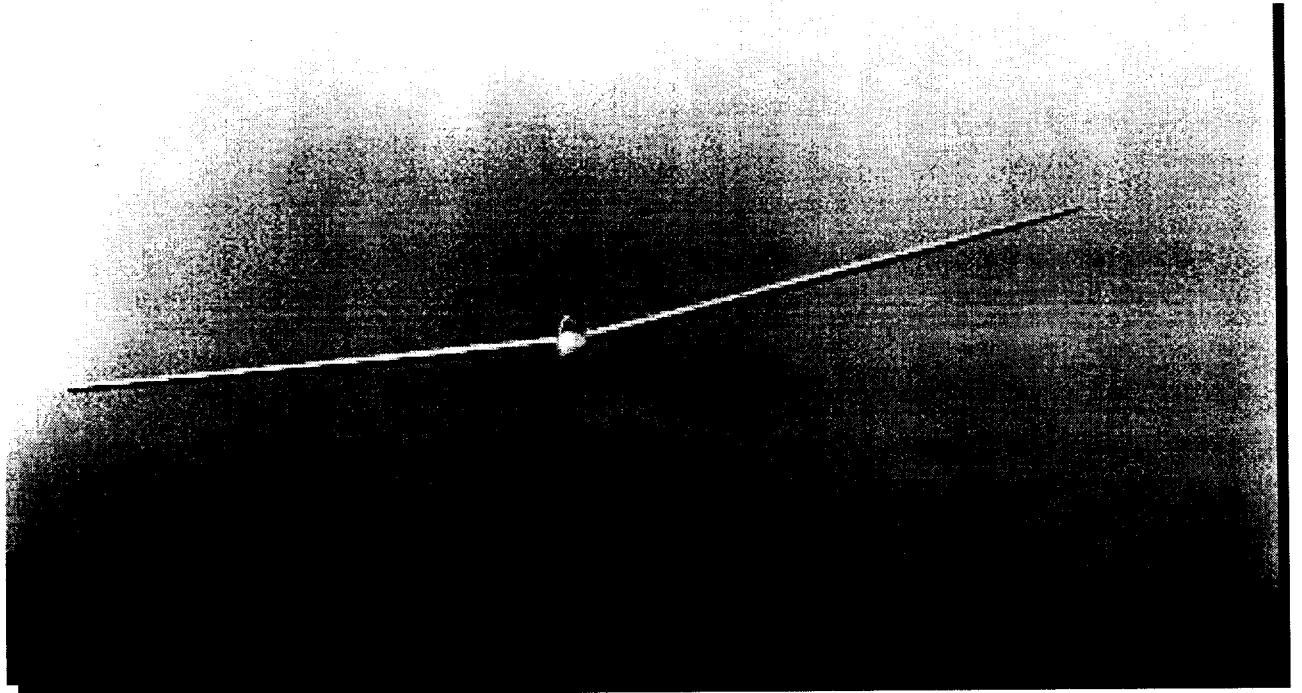


Uni Gliding

Special 'O' Week Edition



Internet Watch

A number of gliding resources are found on the Internet, generously maintained by Simon Hackett's Internode Systems Pty. Ltd. A brief list is included here;

"aus-soaring @internode.com.au" a mailing list for general discussion on Australian soaring. To join send a message containing "subscribe" to;

"aus-soaring-request@internode.com.au"

"augc-people@internode.com.au" this is a mailing list for AUGC members with an e-mail address. To join send a message containing "subscribe" to;

"augc-people-request@internode.com.au"

World Wide Webb pages are located at;

<http://www.augc.aus-soaring.on.net/>

augc@internode.com.au. is the AUGC e-mail address

Do You Want to Learn to Fly?

HAVE YOU EVER WANTED TO FLY, BUT THOUGHT THAT IT WOULD BE TOO EXPENSIVE?? WELL THINK AGAIN.

The Adelaide Uni Gliding Club can teach you to fly for one of the lowest costs in Australia.

The club was formed in 1970 to provide affordable flying for students. Our membership is not restricted to Adelaide Uni students, many club members are former students who have continued to fly after leaving Uni, and some are people who have simply heard of us and joined up.

THE COST

It will only cost you \$10.00 if you join during 'O' week This entitles you to a free flight of up to 25 minutes until the end of April. After that normal costs apply. That is \$3.00 per launch and 25 cents per minute for instruction in the club's two seater aircraft. That's only \$12.00 per hour.

AIRFIELD AND OPERATION

We operate from our airfield at Lochiel, 130kms north of Adelaide, and can arrange car pooling so that everyone can get there. We have two hangers, and a clubhouse with bunk beds a kitchen and showers. A wide range of food and drink is available at reasonable cost. We fly most weekends and public holidays.

AIRCRAFT

The club owns three two 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! Before each days flying our aircraft are thoroughly inspected to ensure that they are safe to fly. Our instructors are trained by the Gliding Federation of Australia (GFA), so you can be assured of a high standard. 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 GFA. Some are

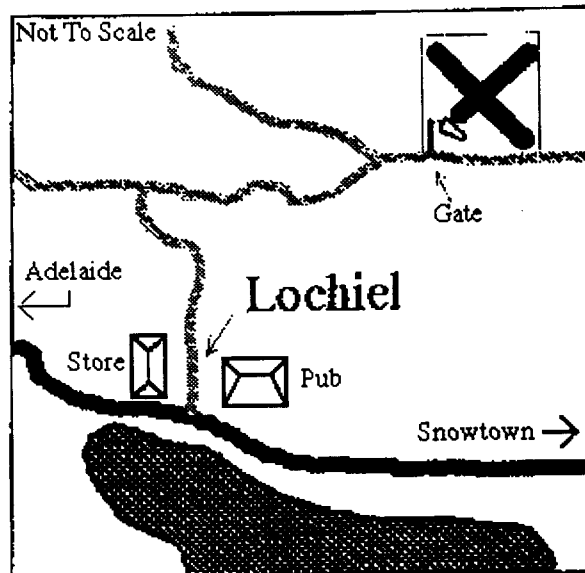
very experienced with up to 1400 hours flying. The instructor sits in the back seat and instructs the students in all aspects of flying. You learn to fly at your own pace and more advanced sequences are only introduced as you are ready for them. The aim of our training is to produce a safety conscious, competent pilot.

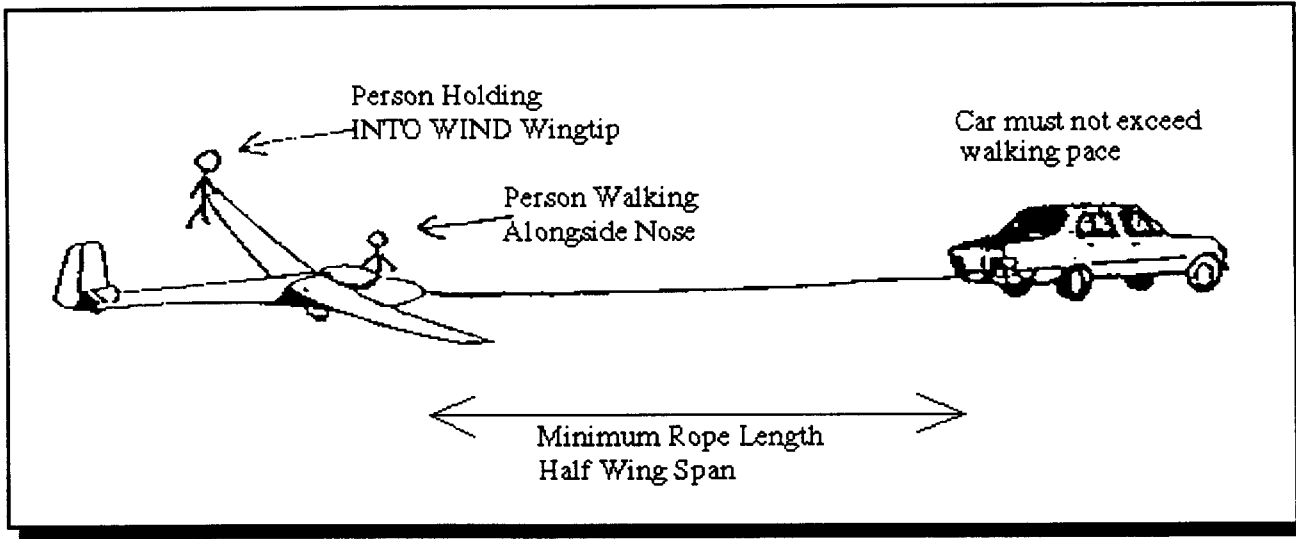
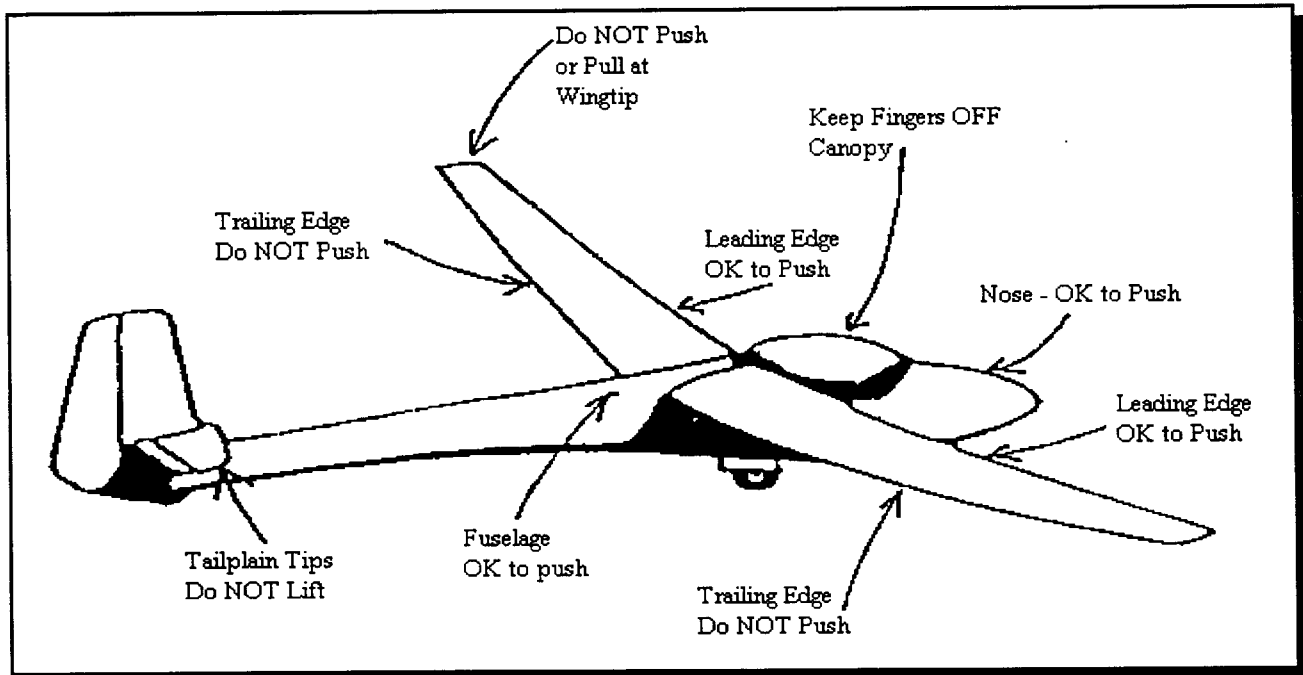
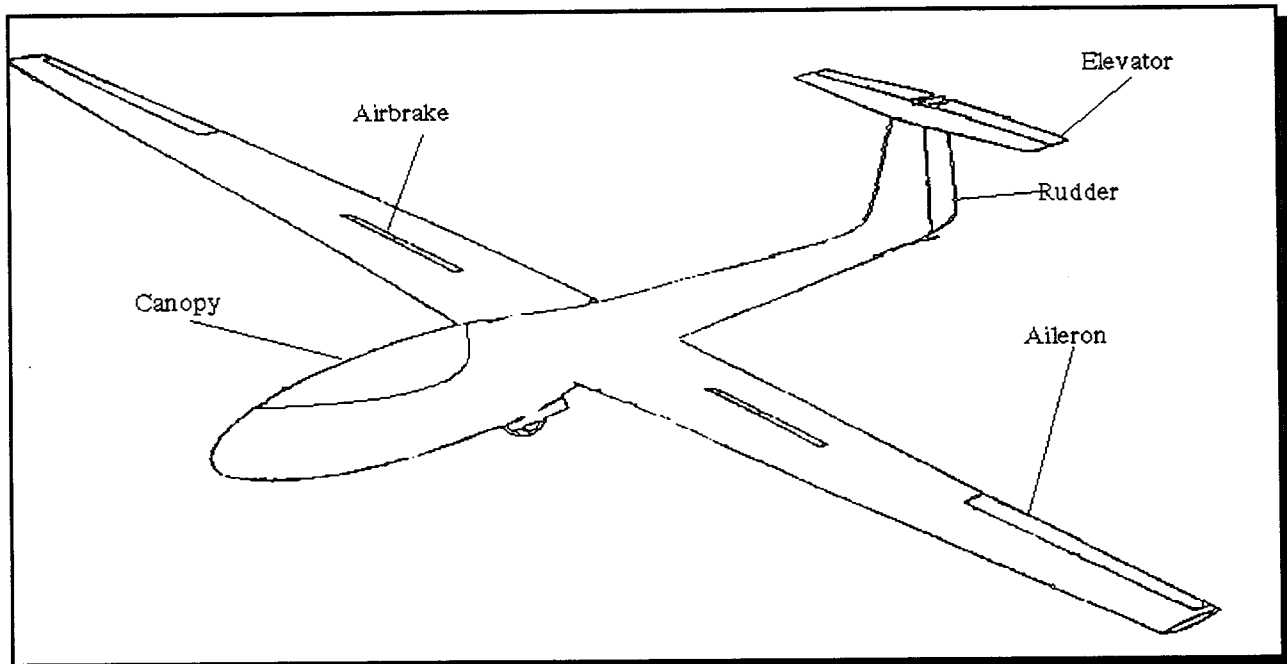
FLYING SOLO

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.





First Solo

The flights leading up to it were fairly hectic and filled with shouts about speed from the back seat and cables parting company with gliders at some indeterminate moment well before the top of launch.

I climbed into the Bergy as usual and listened to Guy telling me what he wanted me to do on that flight, as he usually did. The first hint of anything different was when the back seat harness was done up, but I could still see Guy standing outside.

"...But I think you can do this one on your own."

Feeling rather nervous, I finished my check and waited for the cable: Looking to my right, what I was about to do was reinforced by the grinning faces of people at the launch point.

As the cable started to move, I decided

I'd better do this right as there was no-one back there to get me out of trouble.

Apart from a too fast signal at the beginning of the launch, Stephen gave me a very nice launch with the speed remaining almost constant to about 1600 feet.

I released the cable, sorted out my speed etc. and thought "wow".

My next thought was along the lines of, "what am I going to do with all this height?". The sensible thing to do would have been to do a few turns so I didn't. I flew out a little way then turned onto circuit. there was a reasonable amount of wind. I still had 1400 feet at the cross-strips so out came the airbrakes. Base leg was still a bit high so I used some airbrake there too.

Onto final. Looking OK, needs a little

under half airbrake round out... Down. Keep it straight on the strip and roll to a halt. I made it.

The difficult bit was climbing out, I was feeling sort of like nothing was real. I felt even less real after a half a glass of champagne in the clubhouse afterwards.

I guess now is a good opportunity to thank all those instructors who had to put up with me terrifying them, especially Guy. and a word to all those training, don't give up, if it can happen to me, think how much more chance you've got.

*Catherine Hehir
(Conway)*

First Impressions

It all started with a desk on the Barr Smith Lawns during Orientation Week. I was the typical interested type looking around for an association desk for a Gliding Club. I found the glider easy. But finding the desk was a little harder. But eventually I did to be greeted by an ever smiling Andrew McGrath and David Teagle. Expressing my eagerness to join the Adelaide University Gliding Club, David showed me the cockpit of the glider sitting on the Barr Smith Lawns. "Well how much does it cost to join?" I asked. Waiting for some wallet burning amount. I was surprised to hear "five dollars a Year" I returned the next day with cash in hand, and I joined the A.U.G.C.

After reading countless times through the handout "Information For New Members" and "Uni Gliding" I plucked up the courage to ring Andrew McGrath to put my name on the weekend flying list. Now the ball was in my court. I felt as though I was crazy getting up at 6 o'clock on a Saturday morning when most other people were sleeping in. I arrived at the Golden Fleece at Bolivar and was totally alone! Aha! A.U.G.C. was an O-Week joke! Who else would meet at a Golden Fleece early on a Saturday morning? Then suddenly everyone appeared!

So some people piled into my car, and other people into other people's cars. So off we drove to Lochiel. Driving up the dirt track from Lochiel to the airfield. I heard horror stories about this dirt track (that I was driving on!) that had a habit of eating cars. Arriving at the airfield, I thought it was great that so much work had been done on the clubhouse and hangars. Obviously this lot are proud of their club! During D.I. Redmond gave us, raw

prawns the Glider Anatomy Lesson. The Winch Truck roared into life, like something out of Mad Max, and people's cars were used to tow gliders to the end of the strip. Us new lot were given the run down on ground handling and launch procedure by Redmond. It was all new stuff. All the phraseology seemed foreign, at first, but as the day passed it was familiar.

So up went the first glider flight of the day. The glider just seemed to climb vertically off the ground. Gulp what was holding it there? Round it went for a circuit. I was surprised at how whistly gliders are with their airbrakes out. as they approach to land. Then one of the new members went up for his first flight, I bade him farewell and told him that he was a nice guy. After his flight he was grinning from ear to ear. So is this what gliding does to people?

I learnt about C.A.R.D. checks and winch procedure during the morning. Then it was my turn to go up for a First flight...

Stephen Were helped me harness up. Then he harnessed up in the back seat. He started waving the control stick around, flapped the rudder and commented about the weather. I thought he as trying to exchange idle chit chat. The canopy was closed and suddenly I thought, "Well this is it. what do you think you are doing?" An outside hand went through our C.A.R.D. check. Then it all began with "Take up slack.... ALL OUT!"

The ground dropped away, like we were in some glass elevator. The wind rumbled outside. He levelled off and I felt my stomach drop as the cable was released with a Clunk! So this is Flying! It is unreal. Stephen pointed out features on the landscape, such as the

lake, the ridge and the airfield. The six minute flight lasted an eternity. Landing seemed a worry, but it wasn't as bad as I thought. After my first flight I could now realise what draws people to pursue Gliding as a recreation. The feeling of floating on nothing, yet whilst feeling secure in a harness. The ability to move fully in three dimensions. Not to have the sound of an engine in the craft. Gliding is GREAT! I became more and more familiar with the routine during the day (not to say that I was any master of it yet.) Watching trainees recovering from stalls, spins, broken cables. Watching trainees practice landings, launches and circuit flying. I was at a loss at first, as to how this is all supposed to be learnt. One day I hope to learn all this too.

After two more flights, in which I learnt a little bit more about the secrets of gliding, the day had come to a close. Watching hangar runs was exciting. Packing the gliders into the hangar was like some sort of Rubik's Puzzle. Back in the clubhouse I procured my log-books and was proud to fill in my first flight (it has to start somewhere). Redmond gave me a run down on DO's & DON'T's of the day whilst people were getting training schedules signed. Eventually it was time to go home.

My parents couldn't shut me up when I arrived home. They said I hadn't looked happier in years. Non-gliding friends were amazed by my first day adventures. I felt on top of the world. So I made a deal I with myself that I would start training to glide. I think I am most definitely hooked on GLIDING!

Michael Texler.

Monthly Meeting

On Wednesday 5 March.

The March General Meeting will be a film night. We will show 2 or 3 gliding videos. The meeting will start at 5.00pm in the Margaret Murray Room Level 5 of Union House (behind the bar). We will have tea in the Uni Bistro at 6.30pm. All new members are especially welcome. This will give you an opportunity to meet the regular club members, and instructors, and ask any questions you may have, before your first trip up to Lochiel.

BBQ at Westbeach

On Monday 10 March we will have a BBQ at the club's workshop at Westbeach at 7pm.

Executive Meeting

On Wednesday 19 March.

The March Executive Meeting is being held at 6 Neptune Avenue Modbury Heights, at 7.30pm. All club members are invited to attend and see how the club is run.

Glossary of Common Gliding Terms

Angle of Attack; Pick up lines that pilots use.

Stall; Technique used to explain to the bank why your car repayment is late.

Steep bank; Banks that charge more than 10% interest.

Tactics; What a clock sounds like when it needs fixing.

Tail Wind; Results from eating beans, often causing oxygen deficiency in the immediate vicinity.

Windsocks; Socks that need darning.

Notice of AGM

The Adelaide University Gliding Club's AGM will be held on Wednesday 2 April in the Cannon Poole Room at Adelaide University. All club members are welcome to attend.

We will meet in the Uni Bistro for tea first at 6.30pm. Come along and vote for the new Executive and watch the club prizes being awarded.

Instructor Profile

Redmond Quinn

Redmond joined the club in 1980 and has been an instructor since 1983. He has been the club's chief flying instructor for a very long time. He is currently the only life member of the club. He works as an engineer with SANTOS, he is married and has four children. If he offers to fly you cross country take your own map and compass, and make sure you know where Morgan is.

Andrew McGrath

Andrew flies powered aircraft too but we don't hold that against him. He is studying for a Phd at Flinders. He recently became engaged to Liz.

Bradley Gould

Bradley started flying in 1988 and has been an instructor since 1991. He has been working hard and hasn't been flying much lately.

Catherine Conway

Cathy started flying in December 1986 and soloed in March 1987 and has been an instructor since 1989, she works for Telecom on the Jindalee project. She managed to get a flight in the Primary (on the club house wall) before it crashed. She is part owner of QZ (Queezy) a very pretty Boomerang which recently won the Schneider trophy.

Peter Temple

Peter started flying in 1982 and went solo in December of that year. He is part owner of a Boomerang PN (Papa). He is the first AUGC member to achieve a Diamond Badge. He is famous for being able to thermal in sinking air if a mouse sneezes or a cow farts below him.

Michael Texler

Michael is our newest instructor but knows lots of jokes, most of which contain the word bottom.

Stephen Were

Stephen has been flying since 1985 and has lots and lots of hours. He owns part of a Pik 20B which goes very fast but has a silly wheel to control the flaps.

Greg Newbold

Greg is a trainee instructor so he'll be keen to practice on you if you let him!

Peter Cassidy

Peter has just returned from 12 months in Canada. He owns a Libelle called TX, and was the highest placed AUGC pilot at the National Championships this year.



History of AUGC

Although AUGC began operations in 1976 the club was in existence before this. The inaugural meeting took place in 1975 (It seems that the minutes of this historic meeting have been lost in the mists of time). The first flights of the AUGC took place in a longwing Kookaburra on Saturday March 13 1976. In those far distant days we didn't have our own airfield and we operated off the Balaklava Gliding Club's Airfield. Members met at Bonython Hall at 8am and car pooled their way to Balaklava.

Regular newsletters began in June edited by Guy Hartley. The first club trained solos took place in the May/June gliding camp. It became apparent as the camp progressed that there were going to be several solos and a betting book was opened prices being adjusted after every flight! The winner turned out to be Guy Hurley (2 hrs 54 mins) followed by Niel Mankelow (2 hrs 50 mins) Ian Roberts (6 hrs 29 mins) Adam Kirkland (8 hrs 24 mins) and David Biggs (8 hrs 48 mins).

In July several significant events in the club history occurred. Balaklava Club brought in rules stipulating that AUGC could only operate one glider off their airfield and every AUGC member had to become an affiliate member of their club. This caused the president to resign as he felt the pressure put on AUGC was partially caused by himself. It was decided that if AUGC continued to operate under such conditions the club would lose it's identity. Club operations were moved to Gawler until August.

In August AUGC became AUGC inc. and a member of the South Australian Gliding Association (SAGA) this allowed us freedom to operate without the supervision of another club. Of course we needed an airfield to operate from and likely sites included a site at Mintaro. This site was jointly owned by the University and the public libraries and held in trust for a widow. Permission was sought from the widow and it seemed likely to proceed.

Operations recommenced at Balaklava following a change in the arrangements. In-stead of each member joining BGC there was a 25% surcharge on flying fees for use of their facilities.

It transpired that in October the Mintaro site fell through but "the executive is looking at another site at Lochiel which is promising" Also plans for a winch started with the purchase of a V8 engine by Emilis.

In November Lochiel became the home of AUGC. Two 1963 Bedford trucks were purchased and we also acquired some bits and pieces from Harry Schneider. Emilis attempted to form a syndicate to purchase a ES59 Wallaby 2-seater. The club was offered a T-31 glider but it was subsequently found to be little more than a decayed heap and was turned down. Arrange-

ments were made in December to hire the Balaklava Club winch. A winch chassis was acquired from Mildura.

Here is a reprint of Emilis's report of the first weekend of operation at Lochiel;

Saturday; wind was a calm 15 knots from the south west so went to the "22" end of the 04/22 cross strip on its 5000' length we ran out of cable on the winch drum, but we got 2300' launches non the less. We got cloud lift to 5000' and despite the low wind speed ridge lift up to 1700'. Chris Lockwood, David and John Stobie joined the proceedings and we flew to 6.30pm when we derigged and trooped back to Balaklava with all the equipment.

Web Humour

This is a true story???

A glider pilot woke up one morning, and looking out of his window he saw some magnificent clouds right over the gliding field.

He rushed out to his car and ran out to the field. Along the way he stopped long enough to buy a couple of chocolate bars that would serve as breakfast and possibly lunch.

Once at the airfield he promptly began assembling his glider, threw on his jacket, checked his oxygen, strapped on his parachute and headed for the runway.

After he had been flying for a few hours he got hungry. Reaching into his pocket for the candy bars, he felt something strange. Wondering what it was he removed the candy and the wing pins from his pocket. Instantly he wasn't hungry any more. He decided the best course of action was to trim the glider out and try and install them in flight. Undoing his belt and rolling onto his stomach wasn't possible without also undoing the parachute harness.

After wrestling with the pins for what seemed to be an eternity, he finally managed to get them partially installed. He had also managed to work up a sweat. His body heat had melted the chocolate bars and they were smeared and oozing all over the canopy. His attempts to clean the canopy only made matters worse.

Now faced with a glider that had questionable integrity of the wing installation, and no visibility the pilot decided that his best option was to part company with the glider at a safe altitude, whilst the plane was still flying. He jettisoned the canopy, stood up in the cockpit and pulled the ripcord of his parachute. When the chute deployed it instantly parted ways with the pilot since he had forgotten to resecure it.

Stunned he sat back down again. Now for the good news. He could now see where he was going. He flew and landed the plane without further incident.

Housekeeping Notes

→ We are now in the fire ban season and the fire trailer at Lochiel must be transported to the launch point and tested every flying day before flying starts. The trailer should remain hitched to a car all day. Everyone on the field should know how to use the fire trailer, and if YOU don't then ask someone to show you how. Remember, if you see someone smoking on field, politely remind them that there is no smoking allowed on field. Lastly take heed from last seasons mistake and if you have a cable break remember to re-

lease the cable. Don't drag it over the power lines

- Don't forget to do your washing up
- Please take care driving on the dirt roads to the club. Someone has an accident every year. Don't let it be you.
- The club house has had it's annual spring clean and is almost unrecognisable. We need to keep it looking like this.
- Please make sure all cupboard

doors in the club house, are closed, especially when leaving on a Sunday.

- We now have three dustbins with lids, please make sure you put all rubbish in the bins and put the lids on securely.
- Please make sure any broken cable is removed from the field. If you see any wire at any time pick it up and put it in the bin by the club house. Wire gets caught in sheep's wool and devalue it. It also damages farm equipment.

So you want to fly this weekend?

- You must ring the club contact person, Mandy, on the Thursday before, strictly between 8.00pm and 10.00pm, on 018 810 963 or (08) 8263 2778, so that she 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

