

Uni Gliding

MEETINGS

NOTICE OF AGM

The Annual General Meeting of the Adelaide University Gliding Club will be held on Wednesday the 2nd of April in the Cannon Poole room at Adelaide University. All club members are invited to attend, to elect the new Executive and to see the club prizes being awarded. We will meet first in the Uni Bistro for tea at about 6.30pm.

The next Executive meeting is on Wednesday 16 April at Mary Willmott's 22 Batten Crt. Pooraka. Unless the new Executive decide otherwise. The meeting will be at 7.30pm club members welcome to come along.

ON FIELD

- Please remember to reset the new winch radio to Channel 5 each morning when the winch battery is reconnected. Otherwise it turns on to Channel 9 which is the emergency frequency.
- The new fuel bunker has been delivered to Lochiel and once it is installed it will be ready to go. The old pump has been repaired, so it should be possible to refuel the winch on a windy day without covering yourself in fuel.
- A 'cap' for the new hangar should be completed in the next few weeks, then we can start playing at shed erection.

SOCIAL

- ☉ A combined BBQ with the diving club at Westbeach on Thursday 3rd April, 6.30pm cost \$2. Let Greg know if you're interested.

CONGRATS

- ☉ Fiona Clements who went solo on the weekend of the Lochiel Regatta.
- ☉ Peter Temple and Peter Cassidy who won in sports and handicap class respectively their at the Lochiel Regatta.

WEST BEACH

- Work is progressing on the Bochian. The nose is now finished and work has shifted to the tail area. Everyone is welcome to come along and join in the fun on Monday nights.
- We have enlarged one of the drums off the winch for the 5mm cable to stop it falling off every time it is reeled in. The second one should be done soon. We already have some more 5mm cable for the second drum.
- Redmond's display boards are almost finished and will be used around the Uni to promote the Club and hopefully attract new members

New Contact Person

Michael Texler has resigned as contact person after six months in the job. He has been replaced by Anthony Smith, who is unavailable for six weeks, because he is on a course. So I (Mandy) have replaced him, but I'm going overseas for a few weeks, so I'll be replaced by Greg until he goes to Japan and then who knows you could be contact person. At least with the mobile the number stays the same. So don't try ringing me at home only use the mobile number.

018 810 963.

New Editor

This will be my last newsletter for a while. Anthony Smith has agreed to produce the April Newsletter, whilst I am away, but when I get back I won't have access to a computer, so I guess a new editor should be appointed at the AGM? I have enjoyed producing the newsletter, although it is a time consuming job. I would like to thank all those people who have written articles for me (without too much bullying), and also those who have found articles from elsewhere for me to reprint.

Mandy Wilson
(Ed)

Mary Returns

Actually she never left! Mary's plans have changed and she will be in Adelaide for another four months before leaving for Sydney.

President's Report

My first year as President has been challenging.

Sometimes as a club we tend to get bogged down with all of the work that we have to do and forget that the club is making progress.

We did a lot of flying last year, and our pilots made a lot of progress.

We struggle as always to keep pace with the constant stream of maintenance. The amount of work needed

to keep the club operating sometimes detracts from the amount of time and effort available to work on major new projects, such as building a new winch, or erecting a new hangar.

The club continues to attract and train new members, although we would all prefer to have more trainees. Retention of student pilots is a common problem, however AUGC is more successful than most other clubs.

Flying

Last year we flew 682 hours and did 1925 launches. Apart from Waikerie and Gawler, this is more flying hours than any other South Australian Club. We should not lose sight of the fact that we are doing OK.

We flew 14,585 cross country kilometres, the longest flight being 616km by Peter Temple.

continued on page 3

Our First Gliding Nationals

On the Friday in the middle of the Renmark comps, Fiona and Clare Clements and I set off from the Hills for Renmark on what would be our first taste of competition flying. But we didn't get very far.

half an hour later we were involved in a six car pile up in which luckily no one was hurt, but this left our transport slightly crumpled and in need of a tow. This seemed like a miserable way to end a gliding trip which we had all been looking forward to for weeks. Hmm, maybe we should have taken Michael up on his offer to fly up to Renmark.

But we were lucky and Fiona managed to borrow a car. So next morning we left early, and raced the clock to get to Renmark before the 10 o'clock muster. We made it with a good twenty minutes to spare; in the end it took us about fifteen hours to get to Renmark.

Mark's Flight

Steve and I flew on the Sunday and were set a 100km/ three and a half hour flight. We winch launched, and after a shaky start at around 900', we started climbing easily to between 5000' and 8000'. While at about 7000', Steve's yaw string started to fall off, and my efforts to reach it through the hole in the canopy turned out to be in vain. After about an hour we were through the start gate and headed across the river to the first mandatory turn point. We had difficulty crossing the scrub along the border, with a few scary minutes in the middle of the scrub at 2000'. However we made fairly good progress bouncing between 2000' and 7000'. It was midway through the task when my yaw string also fluttered off into the wind. Well, now I didn't have to lean over to let Steve see mine.

We were looking like making about 200km in the three and a half hours and had final glide from the border when we decided to make one more small detour on the way back. We thought we would try to make an extra 10km but the lift disappeared. Steve made an amazing effort to keep the Bergie in the air, and after spending 45 minutes under 1500' (a lot of that under 1000') and only 20km from the finish, Steve managed to claw us up to final glide.

We managed to climb out of the Bergfalke very tired and sore, over five hours after we had got in it. It was quite simply a fantastic flight.

Mark Tingay

Fiona's Flight

Michael Texler and I flew the 90km/hr task on the Saturday that we arrived. We were due for a winch launch, but as the cable break that occurred just before our launch looked as if it would take a while to fix, aerotow seemed to be the best option. As my first aerotow experience I was surprised at how quickly we reached 2000'. Once the cable was released started thermalling in what was an extremely large "gaggle of gliders". After 45 minutes of this thermalling, the start gate was opened- the photo taken and we had begun. The scenery during the initial part of the flight was quite spectacular especially the meandering river.

One of the most outstanding features of the flight was the border between SA and Victoria. I didn't expect that this imaginary line on the map would be visible from the air. However it was clearly visible where Victoria started and South Australia ended. Victoria began where the bare earth fields ended and the beginning of the untouched scrub started. (It's great to know that we are in the best State for outlandings).

After approximately two hours in the air it was time to start heading back to the finish line. It was only on our return journey that Michael informed me that this was going to be the first time in competition flying that he was going to make it back to the finish line.

As my first taste of competition and cross country flying I really enjoyed the flight, and it opened up a whole new aspect of flying that I hadn't really ever thought much about before.

Both Mark and I would like to thank Stephen and Michael for the fantastic flights in the Bergfalke and for a great weekend.

Fiona Clements.

continued from page 2

We sent seven people solo, six pilots gained A Certificates, five B, four C, and four gained Silver C. Certifi-

new hangar at Lochiel to house the Puchatek. The lease has been renewed securing our tenure for another term.

The club won the SAGA AAUP trophy for having most club pilots involved in competitions.

This Month on Field

continued from page 3

process of upgrading the aircraft radios. The winch has been fitted with 5mm cable in an effort to reduce cable breaks, and this seems to be working well. Throughout the year many pilots have made good use of our new Joey barograph for badge flights.

The Future

We held two development meetings during the year to try and define the club's future direction, and whilst the meetings cleared the air and provided a platform for everyone to speak, nothing was positively resolved. I would urge the new executive to actively address the issues that were raised, and to act upon them.

Mandy Wilson
President AUGC

Sat 22. Feb

Day 1 of the AUGC Regatta. See report on page 3.

Sun 23 Feb

Day 2 of AUGC Regatta.

Sat 1 March

The first flying day after 'O' week. Several new members flew for the first time. Although conditions were not the best with strong winds putting an end to flying early.

Sun 2 March

A few more new members flew, the conditions were slightly better. Peter Cassidy had a few worried moments when he lost the Maintenance Release for the Cessna he had hired the day before to fly to Lochiel. Fortunately the owner found it under the back seat.

Sat 8 March

More circuits for our new 'O' Week members with fairly strong winds. A few of us went

to Bordertown for the State Comp and had thermals to 4-5000'. Peter Temple won on Saturday and was second on Sunday. I flew TJ on Sunday, and I didn't come last!

Sun 7 March

Circuits again for our new students.

Sat 15 March

Stephen and Karen got married and they invited all the instructors to their wedding, so there was no flying at Lochiel.

Sun 16 March

We had strong thermals to 5,300' and had several new people on field for their first flight. Martyn Roberts woke up long enough to have a check flight and a fly in MI, and then went back to impersonating a doormouse. A combination of jet lag and the strain of being best man.

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) 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.

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

