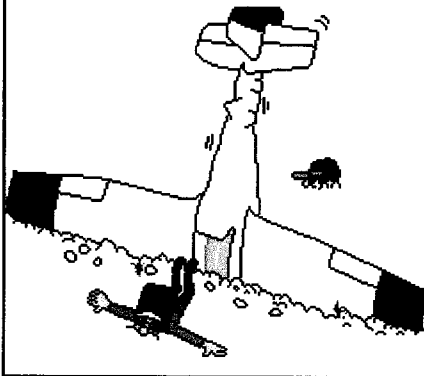


Uni Gliding

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PRESIDENT'S BLURB

Dear Fellow Fliers,

Well another year has come around, another AGM has passed and I find myself elected. The new committee will aim to carry on with the excellent work done by last year's committee. I especially welcome Angus McGillivray to the committee as a representative of our newer members.

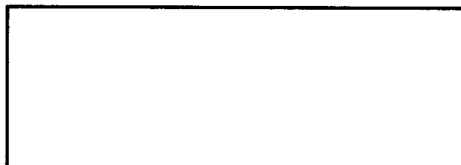
For those of you who haven't been up to fly at Lochiel, give it a go (*..and bring your friends! Ed*). Routine maintenance (and repairs) are carried out on our fleet down at West Beach. For the newer members, come down to West Beach and learn some new skills and help your club out. Do not be afraid to ask questions if you don't know how to do something. For our more experienced people, teach the newer members the skills need to help run a smooth operation, so that all benefit.

As always, fly safely

Michael

Uni Gliding

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



EDITOR'S COMMENTS

Hi everyone and welcome to my first attempt at producing the club newsletter. We all thank Mandy Wilson for her efforts as president and newsletter editor in the past year or so. She has set a very high standard of production and punctuality which I will be trying hard to match. You will have noticed a number of changes (... improvements?) to the layout and I would appreciate any feedback or suggestions. Importantly, the back page is now a calendar which will include social events, whats on at West Beach and other events (it's a bit bare at the moment as our social convenor is away in England). Stick it on your fridge so you'll know what's going on.

Other changes include the addition of assorted cartoons (Swamp by Gary Clark featuring Ding Duck is a favourite of pilots everywhere) and photographs (the more incriminating the better!). Like all editors before me, I ask that people send in appropriate articles to be included. If you don't, all you'll get is my prattle from cover to cover.... *urgghh!*

Echoing the President's words on page 1, the gliding club operates on everybody participating and helping out. All aircraft require regular maintenance and, in order to keep the flying costs to an absolute minimum, the club carries out this maintenance itself. The club has a shed at the University Sports Grounds at West Beach

(see the map included in this newsletter) where this is carried out.

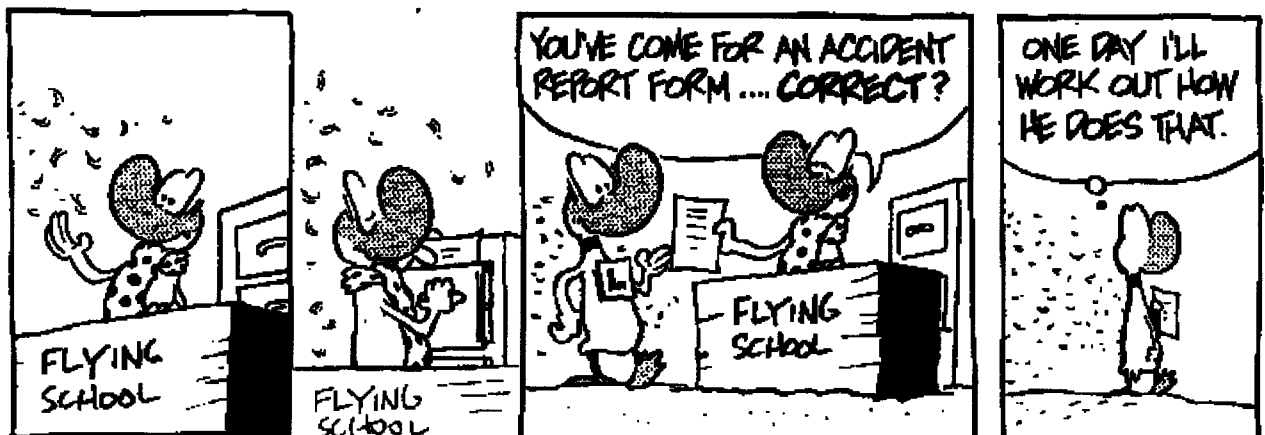
Current projects at West Beach include the building of the new winch, Thunderbird 3 (if you're a Mad Max fan, then building this vehicle might be right up your alley) and rebuilding the Bocian, a wooden two-seater which was extensively damaged in a take-off accident some time ago and now provides a unique insight into how wooden aircraft are built.

There are people at West Beach every Monday night after 7:45 pm and often on Tuesday through to Thursday nights as well. **No experience is necessary** and everybody is welcome to come and lend a hand. Not lending a hand means aircraft are away from Lochiel for longer and people get less flying. The alternative is to *pay* someone else to do the work for us which means the flying gets more expensive. If you want to find out what's going on ring the contact person (me) anytime during the week and I'll be able to tell you (hopefully).

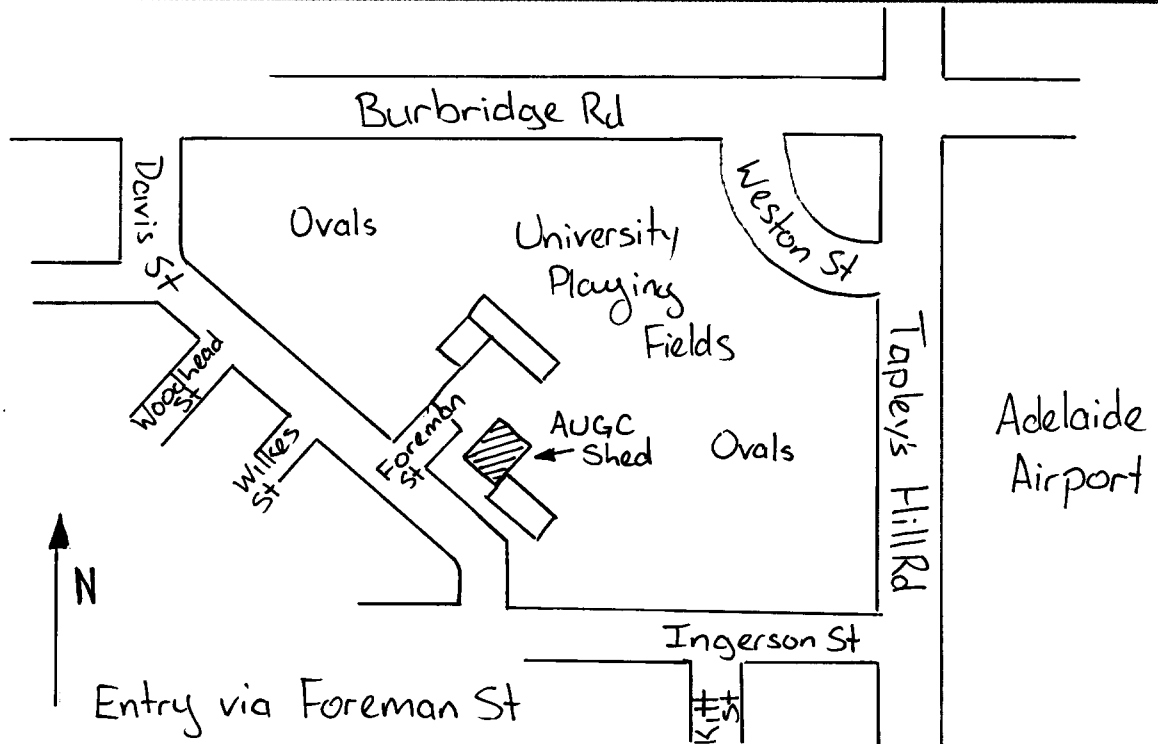
Hope you have great flying,

Anthony (Editor and Contact Person)

SWAMP



WHERE IS THE SHED AT WEST BEACH?



GLIDING TRIPS TO EXOTIC LOCATIONS.....

In the past the club has embarked on a number of trips and visits to places other than Lochiel. The club frequently participates in the State competitions held at assorted clubs in the area and we have attended camps held at the Flinders Ranges, the Grampians (VIC), the Snowy Mountains (NSW) and the Stirling Ranges (WA). These camps have a number of benefits including better soaring conditions to allow pilots to achieve badges and exposing junior pilots to different conditions and operations than those at Lochiel. They also allow for a bit of sightseeing and other touristy things.

Historically, the club has embarked on a major camp to Jackson (up in the NE corner of SA) once, participated in the Flinders camp (hosted by Gawler on the Queen's birthday long weekend) and more recently the Grampians camp (hosted by the Grampians club also on the Queen's birthday long weekend).

The Grampians camp is in some doubt this year (the owner of the airfield died recently) and I am interested in what type of trips people would like to do and how frequently. I have proposed that the club embark on a major trip/camp at least once every two to three years. By major trip I mean going away for a week (during uni/school holidays) to somewhere further afield eg Alice Springs or somewhere else exotic. This kind of trip is a logistical nightmare because you have to organise accommodation, transport of people, gliders and some form of launch device (ie tug, winch or a car for auto tow). Tugs are expensive and we have yet to get a tug pilot in the club. The current winch, Thunderbird 2, is not roadworthy and would be lucky to get 20 km down the road with a tail wind before it broke down (this is a good excuse to get Thunderbird 3 finished and to try and keep it roadworthy so that we can take it away with us). Despite these obstacles, such a trip is possible

and I am prepared to organise one providing people are keen.

Alternatively, we could even try for an overseas gliding holiday in New Zealand or further afield (Switzerland would be nice). A group booking on airfares a long time in advance would be sure to generate some sizeable discounts and make it cheaper than it sounds.....?

I have also proposed that the club participate in a number of minor trips each year. This is outside of the competition visits and would involve either participating in a trip/camp hosted by another club (they supply the tug / winch) or just taking our aircraft and visiting another club at their home airfield for a weekend eg Pt Augusta or Stoniefield (Barrosa). Again I am prepared to organise these trips if people are keen (and the other clubs let us visit).

Please consider the following questions:

What kind of trips would I like to do (major or minor)?

How often would I like to go on major trips?

For major trips, how far would I like to go (within SA or interstate)? (Is anybody interested in an overseas gliding holiday in New Zealand?) Any suggestions where?

How often would I like to go on minor trips?

For minor trips, how far would I like to go? Any suggestions where?

I would appreciate any feedback or suggestions. These trips can be a lot of fun and can produce some great flying. I'm sure we can organise something if enough people are interested.

Anthony (Editor and Contact Person)

RIDGE BITES BERGFALKE

Well it is now Autumn and Winter looms before us. Despite the chilly weather and lack of thermals, seasoned glider pilots rejoice at the prospect of the approaching ridge season. For the uninitiated, gliders need rising air in order to stay up. The ridge runs north-south with the airfield on the west side. If the wind is from the west it has to go UP to get over the ridge. By flying on the upwind side we are in constantly rising air which means we can stay up as long as the wind continues to blow from that direction. This is ridge or slope soaring.

In winter the wind has a greater tendency to blow from the west (this is a large scale climatic thing of our area) and we get some great flying. One of the benefits of ridge soaring is it allows people to fly low and fast near the ridge nearly continuously, which is very exhilarating and is called a 'beat up'. One of the disadvantages is that ridge lift is often accompanied by rain and low cloud. Another disadvantage is that ridge lift is only localised to

near the ridge which means you can't get very high or very far away and if the wind suddenly stops or swings around you can end up stuck at the far end of the ridge without enough height to get back.

Unfortunately, we have already had a case of 'Ridge Rash' for this season. The Bergfalke was doing a 'beat up' and the right wing tip actually grazed the ridge. The result was a hole under the leading edge at the tip of the wing and a shaken pilot. It could have been a lot, lot worse.

The President has asked me to remind people about safety and ridge flying:

- Always remember that the wing tip nearest the ridge is a lot closer to the ground than you are in the cockpit.
- Always fly within your capabilities.
- It is better to land early if you think the ridge is dying; and if you are caught too far away, it is better to outland than try to scorch back to field.

THIS MONTH ON FIELD

THE NEW COMMITTEE

The AGM was held on Wed 2 Mar and the following people now make up the committee:

President: Michael Texler

Secretary: David George

Treasurer: Mary Willmott (but leaving soon)

Social Convenor: Mandy Wilson

5th Member: Angus MacGillivray

Newsletter Editor: Anthony Smith

Contact Person: Anthony Smith

WANTED

A new club treasurer is needed urgently. Mary Willmott is departing for Sydney soon and we need someone to take over from her. Basically **without a treasurer the club cannot continue to operate**. No accounting skills are necessary (but would be an advantage), but a home computer is required. If you are interested talk to someone from the committee.

ALSO WANTED

Also on matters financial, please pay up if you have outstanding accounts. The amount shown on the address label is what you owe. If its not in brackets, it means the club owes you money. The club is not a bank and can't operate on money owed. If you don't pay up we'll send the boys around. If you still don't pay up we'll then send the *girls* around.....

CONGRATULATIONS

☺ Fiona Clements converted to the Arrow.

☺ Raj Bholanat converted to the Club Libelle.

☺ Mandy Wilson, David George and Anthony Smith have been nominated for Instructor's Courses.

ON FIELD

Sat 22 Mar: Andrew and Liz got married there was no flying.

Sun 23 Mar: Thermals, 20 flights.

Fri 28 Mar: No flying.

Sat 29 Mar: No flying.

Sun 30 Mar: No flying.

Mon 31 Mar: Thermals early on. David George went cross country at Gawler in TJ.

Sat 5 Apr: Ridge in the morning and later in the afternoon. Everyone had good flying. Bergfalke damaged wing tip on the ridge.... Doh!

Sun 6 Apr: No flying.

Sat 12 Apr: Weak thermals

Sun 13 Apr: No flying.

Sat 19 Apr: Late start. Weak thermals and circuits.

Sun 20 Apr: No flying.

STOP PRESS

We may be able to attend an alternate Grampians camp. This is hosted by Gliding Club of Victoria at the northern end of the Grampians but numbers may be limited. Call contact person for further details.....

SO YOU WANT TO GO FLYING THIS WEEKEND?

→ You must ring the club contact person, Anthony, on the Thursday before, between 8.00pm and 9.30pm, on 018 810 963 or (08) 8393 2646, so that he can organise instructors and transport for those intending to fly. If you are **truly** desperate, his work phone and work e-mail are : (08) 8393 2897 and smitht@esa.gvl.esys.com.

→ A lift is available from the Adelaide University footbridge at 7.00am, 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.

AUGC: What's on?

May '97

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
			1 Call Contact Person 018 810 963	2	3	4
5 7:45 pm West Beach Shed: Winch #3	6	7 General Meeting 'Relaxation for better soaring' 7:30pm Cannon Poole Rm, Uni. 6:30pm Bistro for Tea.	8 Call Contact Person 018 810 963	9	10	11
12 7:45 pm West Beach Shed QWinch #3	13 Movie Night 'The Return of the Jedi' First session after 7:00pm at Teat Tree Plaza.	14	15 Call Contact Person 018 810 963	16	17	18
19 Adelaide Cup Go gliding...	20	21 Exec Meeting. 730pm 17 Douilton Cres Modbury Heights, All welcome	22 Call Contact Person 018 810 963	23	24	25
26 7:45 pm West Beach Shed Arrow Form 2 Winch #3	27	28 Rollerblading or ice skating. Call contact person.	29 Call Contact Person 018 810 963	30	31	1