

Uni Gliding



The Official Journal of the Adelaide University Gliding Club



The Twin Astir, which AUGC has borrowed from Whyalla for the next few months, comes in to land: Photo by D Conway

WHATS INSIDE

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- Flying at 100,000 feet may get crowded! Have a look at Helios on [Page 9](#).
- Notes from the Instructors Panel are on [Page 10](#). Check them out.
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- Lots and lots of things will be happening this year. See [Page 12](#) for what's happening soon.

STOP PRESS

Redmond's Big Erection Day: Saturday 11 August 2001. Come along and help put up the club-house extension frames at Lochiel. Enjoy the huge post-erection barbeque and bonfire afterwards.

QUOTE OF THE MONTH

"I can't get it up!" Mandy Temple broadcasted her frustrations to the world over the VHF radio, after she encountered difficulties retracting WVA's undercarriage.

EDITORIAL

Once again the club has demonstrated the lack of communication of little problems in the club until after they have become big problems. It is important that if you see something that isn't as it should be, then either fix it (or tell someone who can) and make sure that everyone else knows about the problem. Hopefully this will allow things to be fixed before they become bigger and more expensive problems to repair.

It has become apparent over the last 6 months that someone has been occasionally helping themselves to the cash in the money tin as well as the food and drink in the fridge. The club operates on a shoe string budget as it is and cannot afford to have money or stock go missing. This **theft** is pretty stupid on several levels. The first level of stupidity is that **you will get caught**. It is easy to see when money is missing because the payments written on the flight sheet don't add up to the money in the tin. It is easy to see who was on field that day. After a couple of **thefts** you will find that there were only a couple of people who were at the airfield on every **theft** occasion. Any further **thefts** and the list is very likely to only have one name on it. The second level of stupidity is when you are caught you will get thrown out of the club. Some people will agree with me that not being able to go flying is a very serious punishment anyway, but wait there is more! The third level of stupidity is that when you are caught you will be **charged with petty theft** at the local police station. **A criminal record is a guaranteed way of ruining any future career** you might have wanted, be it as a Qantas pilot or a company executive or whatever. All recruitment companies and employers now do police record checks. Nothing will make a potential employer drop you faster than a red hot brick is having been charged with stealing money! The big lesson here is **DON'T STEAL!**

In the meantime, I have made further progress with the scanning all of the old issues of the newsletter and converting them into Adobe PDF format. I have now completed all of the 'archived' newsletters (ie there are a few missing). These will all appear on the club web page in the very near future. My next step is to now start looking in other peoples collections for issues that are known to be missing from the club archives.

After that, I have a choice of what to do with the PDF versions. I can leave them as they are and present them as a relatively accurate portrayal of what members received in their mailbox each issue. Alternatively, I can OCR the text to make it more legible and find the old photos and scan them in colour. This would not make them authentic reproductions, but something more akin to colourised black and white movies. However, they would be easier to read, be searchable for key words and of course have colour pictures. I look forward to seeing what everyone else's thoughts are....

Thanks to David Conway for contributing the photos (as always).

Anthony

Editor

DO YOU WANT TO IMPROVE THE NEWSLETTER?

Got a good idea on how to improve the newsletter? Well, let me know on what you want to see in here and I will try to make it happen.

Improvements so far: If you are looking at the PDF version of the newsletter, you will find that the page numbers on the index on the cover should link to the relevant page. You will also notice that the calendar is now on [Page 3](#) so that we can now have a 'Page 3 Girl' if one actually volunteers (or the club raises the exorbitant amount of cash requested by **Sonya Fennel**).

AUGUST



Peter Temple demonstrating that being married and tennis ball haircuts are attractive. Photo by David Conway

| MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|--------|---------|--|----------|--------|---|-----------------------------|
| | | 1 General Meeting: Radio Operators Li- cense: 7:30 pm Canon Poole Room | 2 | 3 | 4 <i>Go gliding</i> | 5 <i>Go gliding</i> |
| 6 | 7 | 8 | 9 | 10 | 11 Redmond's Big Erection Day! Help build the club- house extension! <i>Go gliding</i> | 12 <i>Go gliding</i> |
| 13 | 14 | 15 Exec Meeting: 7:30 pm. 1 Cuming St, Mile End | 16 | 17 | 18 <i>Go gliding</i> | 19 <i>Go gliding</i> |
| 20 | 21 | 22 | 23 | 24 | 25 <i>Go gliding</i> | 26 <i>Go gliding</i> |
| 27 | 28 | 29 | 30 | 31 | | |

PRESIDENTIAL DECREES

Hello all

This month has been a busy one.

The Twin Astir “India Kilo Whiskey” hired from Whyalla Gliding Club has joined the fleet and has had two weekends flying with the club. Please read the notes kindly written by Simon Hackett about operating this aircraft, it is a different generation of two seater from any other two seater that we have had before. It’s a great opportunity for club members to fly a different glider with higher performance and different characteristics to our current two seaters.

We are past the Winter solstice and the days are getting longer. This is the time when your thoughts should start to turn towards the coming soaring season. We are running the “Summer Medal” again this season where you nominate your goal. This goal can be anything depending on your ambitions and level of experience. It might be a first cross-country, a conversion to a single seater or even a 1000 km flight! Maybe your goal could be flying at a club camp or a competition. If you achieve your goal, you will be awarded with a really nice medal at the end of the season.

Congratulations to **Brett Collier** for converting to the Club Libelle. Judging by the smile, he seemed to enjoy it! See [Page 5](#) for his version of the story. Congratulations also to **Michael** and **Sue Texler** as well as **Peter** and **Mandy Temple** on getting married recently.

There is a lot of work happening at West Beach at the moment. Please consider if you have time to come down and help out.

We have had some great ridge flying recently and it’s been wonderful to see lots of people at BBQs and staying over in the clubhouse.

See you all on field soon.

Cath

President

SUPER WINCH

The winch has had some modifications very recently thanks to the efforts of **Scott Lewis**. The back engine has a nice shiny new Holley four barrel carburettor (and its nice shiny chrome air cleaner). This will allow more fuel and air into the engine, and hence give the back engine a lot more power. It also has a choke so that it will be easier to start and idle smoother when the engine is cold.

When you are driving the winch in the future, be aware that the engine will have a lot more power and will wind up a lot faster than it used to. The throttle lever position and the noise level that we have become used to while launching specific gliders will be somewhat different with the new carby fitted.

All winch drivers: Be careful of the amount of power you apply and how quickly you apply it. Whilst I don't think the winch will have as much trouble launching the Twin Astir now, please show some pity to the poor Arrow pilots as they are pinned to the seat bulkhead under 9g of take-off acceleration (leaving the wings behind at the launch point) and propelled into the stratosphere.

MY FIRST SWING AT GOLF 'MI'

A conversion to any aircraft, be it the Arrow or Libelle, as most of you will know, is an exciting yet somewhat nerve-racking time.

On the 21st of July, the usual thoughts of "*Don't screw up this landing!*" and "*I hope I don't get a cable break!*" ran through my mind as I sat in 'MI' and got a quick run through of the aircraft's performance, capabilities and the usual "stuff" as the sun slowly sank further down in the sky.

The worst part for me that Saturday was hearing "*ALL OUT*" and thinking, "*Will this fog on the canopy clear?*". I could barely see the runway ahead!

Thankfully, the fogged canopy cleared almost instantaneously once we were moving and the flight began.

It was personally a very enjoyable flight; the combination of smooth air, a fantastic sunset, and that great trim made it a delight. Alas however, with no lift about it was soon time to come home and land.

I was slightly nervous as I commenced final, knowing that the CFI and my friend Matthew would be watching me intently no doubt! Thankfully though there were no dramas during the landing and I was actually pleased with it, considering it was my first attempt at one in the "floater" (and the bonus for me was that the canopy was still attached!).

Flying 'MI' was great, and I'm sure I'm going to love my future flights in it, however I'm certainly not going to turn my back on the Arrow; I like flying that too, despite the differences between the two.



Brett Collier and MI. Photo by David Conway

Brett

MI FIRST FLIGHT IN THE CLUB LIBELLE

The day was less than perfect, intermittent rain showers had everyone ducking for cover in the pie cart on a regular occasion. Both Scott and Karen tried unsuccessfully to dry the PIK between the persistent rain showers that were consistently coming through. Meanwhile Steve Were was also working overtime to get his PIK airborne and unfortunately was not successful until later in the day.

About an hour earlier David Conway had asked whether or not I'd like a flight in Mike India. Remembering a quote of Catherine's: "*Fly anything you can get your bum into!*"; I eagerly accepted, looking forward to flying the aircraft that had seemed years away when I began my flight training.

Having gone over the aircraft a little, and discussing the habits that it is prone to, I strapped on a parachute and jumped in for a "ground based familiarisation" (a sit in the aircraft to get comfortable to the attitude and position of the glider). Meanwhile everyone else was watching this wall of water falling from the sky edge its way towards the field.

In a hurry I disembarked my aircraft (ensuring my seatback was in its upright and fully locked position) and made a bee line for the pie cart to wait out one of the longest and most annoying drizzles that I've ever experienced.

The rain stopped, and the Lochiel ants began scurrying too and fro attempting to dry off their gliders and get flying before the next onset of rain. Once again I was in MI, Scott had just dried off WVA, and Steve was just finishing up drying off his PIK. Yet again operations were delayed for rain. I walked back to the pie cart.

Again drizzle stopped, action was a little slower to get started this time, a quick wipe down of the wings saw me once again strap on the parachute, and climb aboard. A few minutes to adjust myself (parachutes aren't that comfy after all! Guys know what I mean...) as well as doing the checks and the all out signal was given. Me slightly nervous sitting in a cockpit, with a canopy that was slowly but persistently fogging up.

It climbed very smoothly and sat at 45° very nicely, the trapezium stick was a great change from the previous sticks that I have used in the past.

The flight itself was FANTASTIC, a big wall of cloud out to the south, with a fully circular rainbow also in the south-east. The west had a fairly thick build up of dark ugly Cu's. Then there was me, sitting happily at 60 knots as I watched wisps of cloud scoot below me in the only blue hole to be seen that day, the variometer sitting at the expected 3 – 4 knots down.

It began to rain, despite my efforts to stay under blue sky as much as possible, and as such circuit height wasn't far away. I remember on my downwind thinking about how badly the PIK performed with wet wings, not knowing the aircraft very well I turned onto a slightly high final as an added safety margin. ½ to ¾ airbrakes on the approach (a little more than I would have liked, but necessary due to my high final) and then full airbrakes as I cleared the last of the obstacles (the fence), by a very adequate margin of course. What I thought was a fairly reasonable landing resulted. Landing into rain was quite different actually, a slightly more challenging undertaking, but fun nonetheless!

I got out of the aircraft, into a waiting car due to the rain.

The glider itself I thought was fantastic! The responsiveness and the ease with which it flies was a very memorable part of my first experience with the Club Libelle, and I certainly look forward to a great deal more flight time in it!

Matthew

FLYING THE TWIN ASTIR 'IKW'

Even if you have flown one of the Gawler Twins, be aware that IKW is not a "G103" like the Gawler aircraft but a "Twin Astir". The differences are slightly more than cosmetic. Here are some salient points about IKW.

Daily Inspection

Hint for the DI: There are four safeties that need to be checked on the wing root area on this aircraft. Two of them are easy to see through the little Perspex windows built into the edges of the rear seat, the other two are visible if you open up the round metal covers on the deck behind the rear headrest and climb in and look into those areas (which you need to do anyway to check the fittings on the control rods).

These safeties are rotating sleeves around tubes. They are safe if you can clearly see that the pin of the safety mechanism is 'around the corner' in the slot that it runs in. They do -not- need to be rotated completely to the end of their travel - in fact they won't go that far - they just need to be clearly away from the 'corner' of the 90 degree bend in the slot. If this doesn't make sense or you aren't sure when you are doing a DI, ask someone else for a second opinion.

The cable release needs to be pulled out a long way to release the belly hook. Try it on the ground: pull it out a ways and the front hook disengages, and then pull still harder and the belly hook triggers. Get the hang of this when doing the release checks during the DI and you'll see what I mean.

Remember that it's a fibreglass aircraft and if you don't have a fibreglass DI ticket, you need to get one before signing out this aircraft.

Getting In

A rear seat which is best described as 'challenging' to get comfortable in. Do not underestimate the fatigue load of not getting comfortable in the back before flight. The strange cushion with the two large blocks of foam on it is meant to go under your knees to support them in the strange angle they wind up in due to the shape of the rest of the cockpit. Try it; it's almost always an improvement to not using it. Headroom is limited in the back as well - don't crack the canopy by jamming your head up against it and riding a rough ridge.

The front seat is really quite good for both comfort and headroom by contrast. Very nice in fact.

There are TWO canopies, and hence two canopy catches to check before takeoff, not just one. They are good latch mechanisms but that doesn't absolve you of the need to check both canopies carefully before flight.

The main wheel is retractable (but only from the front cockpit! Hence not a recommended thing to do if taking up an ab-initio passenger). Also not recommended on the ground. The actuating mechanism works very easily, just move the lever and the right thing happens, and move it back (and make sure the handle is 'around the corner' of the slot) to put the wheel back down. You do not need to slam the lever back to lower the wheel - just move it at a steady pace, and you'll hear the main wheel thump down and lock by itself as you push the lever forward.

Be nice to the retract mechanism, on a Twin Astir it is complicated, using levers, cams and cable drives to do various parts of a rather amazing ballet - the wheel actually folds up and sideways into the fuse when you retract it. The retractable wheel is most of why the rear pilot's available space is so limited, and one of the reasons that the later G103's use a fixed wheel. Abuse of this mechanism significantly improves your chances of discovering what a wheels-up landing feels like.

An undercarriage alarm is fitted so that an alarm sounds if the airbrakes are opened with the wheel up. As always, verify the undercarriage status by referred to the placards adjacent the lever; don't just move it from one position to the other.

Flight

It just doesn't spin very well (if at all). Don't be surprised at this. It stalls quite happily and it's very easy to recover. This aircraft is from an era in German glider design where pilots were not spin trained, and the aircraft was designed not to spin except under duress.

Its nice to fly in general, it ridge soars just fine, and its weight and reasonably high max rough air make it an easy aircraft in this role.

The glide performance really is quite nice. You'll be amazed just how far you can waft in this aircraft compared to the Puchatek. Similarly impressive is how far you can still go if you wind the speed up a bit. Don't be afraid of speeding up and punching into wind to cover ground - that's easy in this ship.

The visibility during turns on the ridge is severely limited by the nifty solar panels screwed into the canopies. Be CAREFUL (even more so than usual) when preparing and executing turns on the ridge as a result.

The mass of the aircraft means that (relative to lighter metal or wooden aircraft), you can manage quite nifty pull-ups in this aircraft - turning speed back into height is quite effective. Those of you

who haven't yet progressed to other glass aircraft may find this quite a nifty thing (all the glass ships can manage great pull-ups to various extents). The thing to bear in mind, ESPECIALLY on the ridge, is that when you're going through that massive pull-up, be mindful of the potential for someone to be slowly wafting over the top of you, 500 feet above you, who you might suddenly bump into from below. In other words, if you're going to indulge in a seriously 'vertical' move, be mindful of the need to direct your lookout to where you're about to be - which is UP, not just FORWARD, of your current location.

Finally, Landing:

Here is the watchword for Twin Astirs: **INERTIA**. These aircraft are really quite nice to fly, but being a lot heavier, tend to want to keep on going in the same direction despite you wanting to pull up (or round-out on landing). Despite this they are quite easy and very forgiving providing that you remain inside of the safe speed envelope for the aircraft.

Glass aircraft glide really well. Your circuit needs to be larger than you might expect as a result. Don't fly by rote ground position, fly by angle to the landing point. If you are too high because you cramped in too far, then give yourself more room in the rest of the circuit.

Remember that retracting wheel. Make sure you aren't in the habit of skipping the 'U' bit of the FUST check, saying 'undercart fixed', without thinking about it. That's an easy habit to be in if you aren't used to flying retractable gliders. While there is an undercart alarm, it is really bad form to need it to remind you of something like this - the time you most need it the most is the time that the battery is flat.

The main thing I'd say about landing this aircraft is that you need to come in with at least 55 kts minimum on the dial. The aircraft is then very easy to handle in approach and round-out providing you keep the speed on. If you let the speed wash off, you will suddenly appreciate just how heavy a Twin Astir is! This is not a good look, and can completely ruin your afternoon. The profile of the wing section is such that with airbrakes out and the airspeed low, it just can't generate much extra lift when you raise the angle of attack - i.e. Check 1 - to arrest the rate of descent. So nothing happens except the nose comes up and the glider lands heavily. (Similar to the Bergfalke, except 100 kg heavier)

The airbrakes are heavy to operate, but they work very well. Full airbrake approaches are fine, if you intend to leave them full out for the flare ensure you have some extra speed on (60 knots), if not ease them away to ½ prior to the flare. Also if you are flying near all up weight, then increase the approach speed to 60 knots.

If you do flare with full airbrakes just remember to close them slightly before you touch down with the main wheel locked up! Once you're down, you can pull the brakes fully out to bring the roll to a stop.

Be careful with where you put your hand on the brakes - there isn't a lot of room between the handle and the cockpit edge when the handle is closed, and it's easy to scrape the back of your hand on the edge of the cockpit when you are operating the brakes.

There is a wheel brake, and a fairly good one, and it is on the end of the travel of the airbrake. So don't be holding the airbrakes fully out as you touch down.

The tail wheel on a twin astir gets a LOT of load on it - it gets a lot of static (mass) loading, and if you do manage to thump the aircraft down on its tail, the additional dynamic load is quite often enough to pop the tyre. So if you do have a tail-heavy landing, check the tail wheel afterward, and make sure you still have one.

Simon Hackett

MORE FLYING AT 100,000 FT: HELIOS

If you ever get around to flying at 100,000 feet, it is starting to look like it will get quite crowded up there. Last month's newsletter had an article about a remotely controlled sailplane being developed by NASA. This month features the prototype Helios Unmanned Aerial Vehicle (UAV).

The Helios Prototype UAV has two missions. The first mission is to reach an altitude of 100,000 ft. with a small payload. It would be a single day mission demonstrating that an aircraft can carry a science instrument to extreme altitudes. The power required to lift a small (100 lb.) payload to 100,000 ft. also enables the aircraft to carry substantially large (600 lb) payloads to altitudes up to 70,000 ft., making this a versatile UAV.

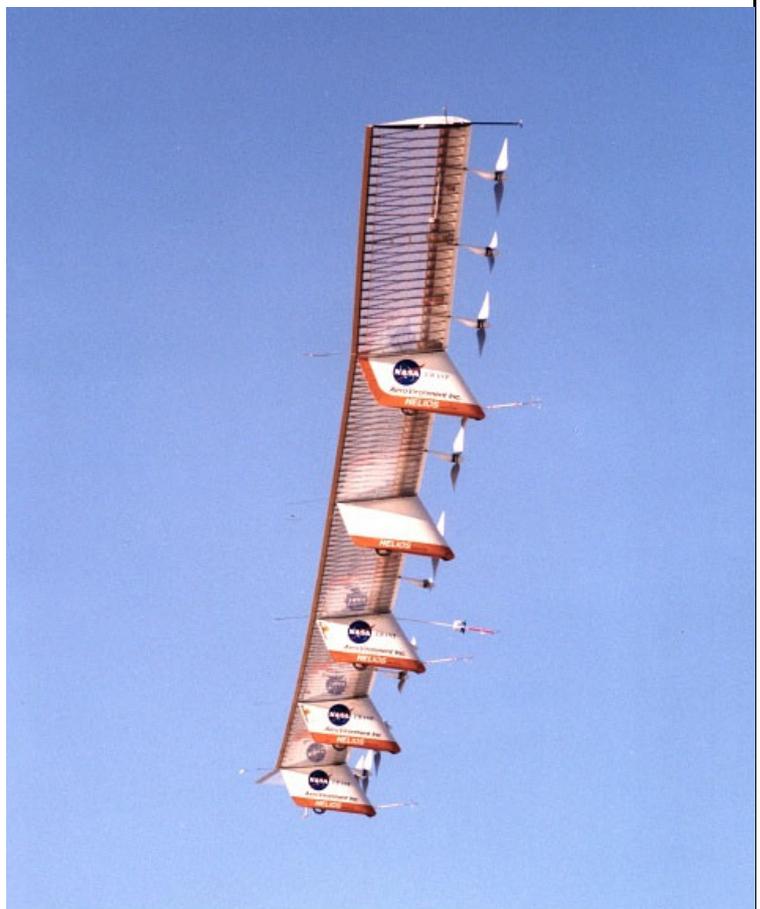
Flight at 100,000 ft. is quite similar to that expected in the Martian atmosphere, so this flight series will help to build NASA's technical and operational data base for future Mars aircraft designs and missions. It is currently anticipated that this mission will be accomplished by the year 2001.

The second mission for the Helios Prototype is to achieve extreme duration. Current plans call for this aircraft to fly above 50,000 ft. for 96 hours by the year 2003.

Helios will eventually be powered by solar cell arrays that will cover the entire upper surface of the wing. For long duration missions the solar cells will not only power the electric motors but charge an on-board fuel-cell based energy storage system that will power the motors and aircraft systems through the night. Using a device called an electrolyzer, this system stores excess electrical energy generated by the solar cells to dissociate water molecules. Oxygen and hydrogen gases are accumulated in separate tanks. At night, when the solar cells stop producing electricity, the process is reversed. The oxygen and hydrogen gases are fed into a device called a fuel cell which produces water and electricity. The electricity is used to power the Helios Prototype until the next morning, when the cycle starts all over again.

If this concept is proven out, flights that last for several months are just around the corner. This is expected to spawn a new generation of aircraft which are being called "atmospheric satellites".

There are a number of potential applications for a "atmospheric satellites". These aircraft may be able to do work such as telecommunications more efficiently and at much lower cost than our current space-based satellites. They could also monitor weather, track hurricanes, and provide coverage of disaster sites such as fires, mud slides, flooding and earthquakes in order to more precisely direct emergency resources.



NASA Dryden Flight Research Center Photo Collection
<http://www.dfrc.nasa.gov/gallery/photo/index.html>
NASA Photo: EC99-45161-8 Date: September 8, 1999 Photo by: Tom Tschida

Helios Prototype in flight during maiden low-altitude checkout flight

FROM THE INSTRUCTORS PANEL

Recently the Bergfalke canopy opened on late final, breaking the Perspex. During the flight a large number of side slip exercises had been done and this may have caused the latch to come loose.

Just a reminder to visually check that the latches are physically locked when you do your pre-flight checks and to check the latches periodically during the flight and at the pre-landing check especially if you are doing sideslips. More on this later.

We also had some minor damage to the Arrow as a ballast block was being removed. Please be careful with the ballast blocks. Do not try to take them out whilst you are still seated in the aircraft!

The club has leased a Twin Astir from Whyalla Gliding Club. The Twins are a different aircraft from what you have been used to and we will be sure that people are properly converted to it before flying it P1. Please be patient while we introduce this aircraft to our operations.

Other points:-

- * make sure releases are tested as part of the DI before you sign it off.
- * make sure the Pie Cart is at least 1 wingspan back from edge of strip.
- * Separation - if you can't land at the launch point with at least a wingspan clearance from other gliders or people, land well off to the side, or over-fly and land down the strip.

Finally, Peter and Mandy are leaving soon for the US for a couple of years, on behalf of the Instructors Panel and AUGC I would like to thank them very much for their contributions to the club and wish them a safe trip and hope all goes well. Bon voyage!

David Conway

Chief Flying Instructor

TREASURER'S NOTES

Flinders Ranges Charges: For those lucky enough to fly on the one day it didn't pour down at the Flinders, you will find we have now added the tug ferry, fuel and tow costs to your accounts. There was no strip hire charge as the Rawnsley Park people were kind enough to waive that on the basis we didn't fly much! The all up cost was \$33.60 per person. Please pay up as soon as possible.

Missing Money: A development over the last few months has been the incidence of money going missing from the cash tin at the airfield. Whoever it is; **STOP IT NOW!** New payment procedures will be put in place soon to help prevent this from happening again.

GFA Membership: All solo pilots must be current full or three month members of the GFA in order to fly solo. Daily or one month membership is not sufficient for solo flight.

New Assistant Treasurer Needed: It appears that being assistant treasurer guarantees the incumbent to move interstate. Steve Gray had to move to Canberra to get out of the job and now Steve & Karen Were are moving to Brisbane to escape! So a volunteer is need to take over the role of Assistant Treasurer!

Dennis Medlow

Treasurer AUGC

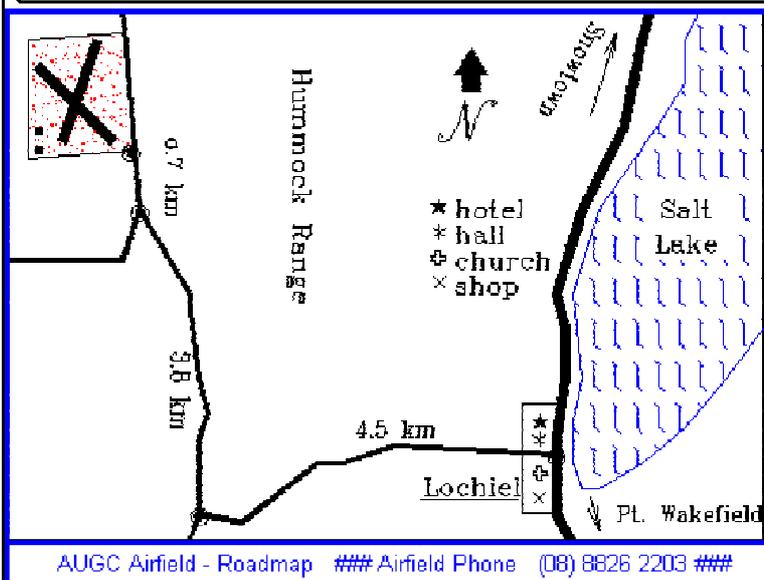
STAY IN TOUCH

The club has an e-mail group address, augc-people@lists.internode.on.net, that is used to either discuss or arrange things within the club. If you want to stay in touch with the club, send a blank e-mail to augc-people-request@lists.internode.on.net and it will send an automatic reply with instructions on how to join the group list. You can still send an e-mail to the list even if you have not subscribed to it.

You can also get the latest newsletter and up to date news on what is going on at the club's web page: <http://www.augc.aus-soaring.on.net/>

If your e-mail address is on the membership database, Dennis the club's highly esteemed Treasurer can send you your account updates over the internet, as well as receipts for payments. Send an e-mail to: dennis.medlow@saabsystems.com.au

SO YOU WANT TO FLY THIS WEEKEND?



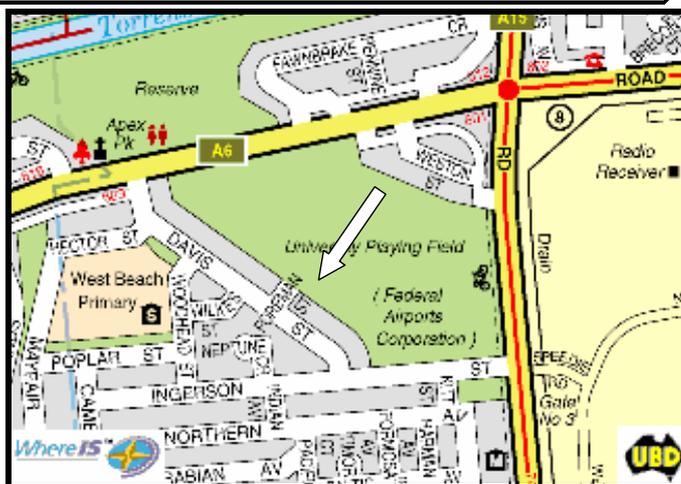
You want to go flying on the weekend? You must ring the club contact person, Scott, on the Thursday before, between 8.00pm and 10:00 pm, on 0412 870 963, (or by e-mail before) so that he can organise instructors and transport for those intending to fly.

You can either drive up yourself by following the map at left, or Scott can arrange a lift to Lochiel either from the Adelaide University footbridge at 7.15am, or from the Caltex Service station on Port Wakefield road, Bolivar at 7.45am.

SO YOU WANT TO HELP AT WEST BEACH?

West Beach is where we carry out the maintenance and repair on our gliders and equipment. There are usually volunteers working down there on Monday, Tuesday and Wednesday evenings. The entrance is at the end of Foreman St, West Beach.

So you want to help fix the gliders at West Beach, but can't get there? A lift can be available from the Adelaide University footbridge at 7.30pm by arrangement. Ring Anthony on (wk) 8393 3319, (hm) 8269 2687 or E-mail: Anthony.smith@adelaide.on.net.



WHAT IS GOING TO HAPPEN SOON

25th Anniversary of AUGC. The 25th anniversary celebrations will include a huge dinner for past and present members as well as a flying weekend. Date to be decided. Call David Hichens if you want to help.

Wed 1 August, General Meeting: Radio Operators License. Want to find out how to talk to air traffic control to get the airspace clearance over the radio? This is the theory and exam night and deals with radio use and procedure. 7:30 pm in the Canon Poole Room, Union Building. 6:30 pm in the Equinox Bistro if you want dinner.

Fri 3 August, Farewell Party: Peter and Mandy are off to the USA. They are having a farewell party at Adelaide Soaring Club from 6.30 pm onwards. The bar will be open for drinks, BYO nibbles and stay away from the jelly if you want to drive home (and not get done for DUI).

Sat 11 August, Redmond's Big Erection Day: Come along and help Redmond put up the clubhouse extension frames at the airfield. Enjoy the huge post-erection barbeque and bonfire afterwards.

Wed 15 August, Executive Meeting: Come along and have a say in the running of the club. 7:30 pm at the Conway's place, 1 Cuming St Mile End.

Sat 1—Sun 9 September, Canberra Gliding Club Wave Camp. The CGC wave camp is on again in the first week of September. Talk to Gary Hollands if you are interested in going.

Wed 5 September, General Meeting: Cross country flying. Essential for summer and doing cross countries! We will be doing out-landing check flights on the weekends after this meeting. Attendance at the meeting is a must if you want a check flight. 7:30 pm in the Canon Poole Room, Union Building. 6:30 pm in the Equinox Bistro if you want dinner.

Wed 26 September, Strategic Plan Night: Come along to the first major revision of the club's strategic plan and help set the direction of the club for the next 10 years. 6:30 pm for beer and pizzas and 7:30 pm onwards for the discussion at Anthony and Justine's place: 4/29 Fuller St, Walkerville.

Wed 3 October, General Meeting: The weather. A talk presented by Peter Web from the Bureau of Metrology. This will be a very informative night on predicting thermal conditions, sea breezes and lots, lots more. 7:30 pm in the Canon Poole Room, Union Building. 6:30 pm in the Equinox Bistro if you want dinner.

Wed 7 November, General Meeting: Maurie Bradney on advanced cross country flying. How to go further and faster safely. 7:30 pm in the Canon Poole Room, Union Building. 6:30 pm in the Equinox Bistro if you want dinner.

Uni Gliding

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