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Uni Gliding

June 2003

The Official Journal of the Adelaide University Gliding Club



Paul Schaper in the Arrow, raring to go (Photo: Trent O'Connor)

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QUOTE OF THE MONTH

*"Trent only lasts two minutes before his hand gets sore!"
Ann Sigston describing Trent's lack of back-massaging endurance*

STOP PRESS

Seminar on Wave Flying, Wed June 25. See page 12 for details.

Club News

Greetings all,

Thank-you to all those who provided feedback on the last issue, your constructive criticism was appreciated. Suggestions for what you would like to see in the newsletter are welcome at all times, as are articles and photos!

The Rogaine event of May 10/11 was a success, made possible by the hard work of a cast of club members too large to list here for risk of leaving anyone out. They cooked, served food around the clock, cleaned, maintained the bonfire and helped pack it all up at the end. Flying operations were conducted throughout both days and several of the rogaining people had air experience flights. **David Conway** kept those gathered around the bonfire entertained Saturday evening, demonstrating his personal test method for determining the stress properties of saucepan-grade stainless steel. In an amusing turn of events, **Michael Conway** picked up a trophy as part of the highest-scoring Adelaide Uni Mountaineering Club rogaine team -congratulations Michael! His two-hour test of endurance perhaps wasn't quite as epic as the winning 24-hour team, who were reluctant to get out of their seats to accept their trophy. Over \$800 was added to the club coffers from the event, so to all those who were involved, we salute you!



Dave Hichens whips up a batch of his special custard for the Rogainers



Genaya Misso painting the clubhouse living area...white.

The development of the clubhouse and surroundings goes on. The last month or so has seen:

- a bar added to the living area
- covering-up of the internal walls in the living area with gypsum and a fresh coat of paint - it's looking much brighter now
- lining of the firepit with cement in readiness for the bonfire season

Thanks for the above deeds go to (in no particular order) **David and Catherine Conway, Dirk Seret, David Hichens, Derek Spencer, Genaya Misso, Mark Tyler, Redmond Quinn** and those individuals I've inevitably left out.



Derek Spencer concreting



The new clubhouse bar and bar-flies. Note questionable beer in foreground.

Finally, the last month has marked the return of regular ridge soaring! Our club is quite fortunate to be able to offer this aspect of gliding to its members - if you're new to the club and haven't experienced a ridge flight yet you're really missing out. Remedy the situation this week and get in touch with our contact person (see page 11).

See you at Lochiel,

David

Editor

Letters to the Editor

David,

I don't think I've met you but I'm a long distance member who likes to read Uni Gliding to see what is going on back at Lochiel.

I was moved to write by your latest effort as I feel that you have missed the point in your opening paragraph. Innuendo, double-entendres, and slurs are what made AUGC great. I would even go so far to suggest that the little recognised but well used "single-entendres" are a worthy part of the lowbrow Lochiel culture. As someone who was personally present on the night of the light switch incident, I can assure you that it is slander like this keeps morale high, especially if it is at the expense of Conway (doesn't he look so young in that photo of the Ka6). Anyway I had to make sure that the light switch got another mention in this edition.

The latest newsletter was a very good effort, but it is interesting to see how certain things keep coming up. Redmond's BBQ gets another mention, as does his latest erection (the clubhouse extension). The "new" winch is still under construction. The Arrow trailer is still falling apart. Some things change, some stay the same. Oh, and I haven't seen Denis in a while, but he appears to have aged very well - or perhaps that is the latest plastic surgery funded by those years as treasurer.

There was also a large heresy in the newsletter that cannot go uncorrected. A certain member (who shall remain Anthony Smith) has raised the suggestion of SELLING THE BERGFALKE !!! The backbone of the fleet, the workhorse, the chariot that has launched a thousand solos skyward. Just because a motor glider would be more efficient for training, better utilised and fun to fly does not mean things should change. There is nothing wrong with pushing the Bergfalte back from half way down the strip after that last cable break that is going to take an hour to repair. Kids these days should feel privileged to break their backs lifting the tail. Next thing you know there will be talk about progress and keeping members happy (sacrilege).

Keep up the good work with the newsletter. Attached is a photo of my last trip to Lochiel (see calendar shot on next page - Ed.). It would be nice to see it on the website photo gallery sometime.

Dave Teagle

Improved Cable Joins

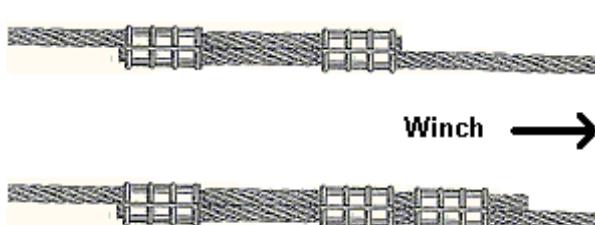
Most who have been flying at Lochiel will have all seen how much hassle and lost flying time is caused by cable breaks, most of which are failures of previous joins.

To make the joins last longer, we have recently started using three swages on each join as shown in the illustration. Please use this approach for all future cable repairs unless the cable at the join is too twisted, in which case a standard join can be used.

Another measure we can take to reduce breaks is to inspect the cable more often. Next time you are waiting and there is a long break before the next launch, please consider going for a walk along the cable and repairing weak points before they break. If you haven't done this before, get an instructor or Level 2 winch driver to show you where repairs are required.

The Winch Operations Manual Rev 2, will be out in June, assuming my frustration with M\$ Word abates somewhat.

.Trent.



June 2003



Visitor's view of Lochiel airfield (Photo: David Teagle)

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
30						1
2	3	4	5	6 Flinders flying camp	7 Flinders flying camp	8 Flinders flying camp
9 Flinders flying camp	10 Flinders flying camp	11	12	13	14 Go Gliding SAGA meeting at Lochiel Radio Course at Balaklava, 6.00 pm	15 Go Gliding
16	17	18 Executive Committee Meeting Conway residence 7.30 pm All welcome	19	20	21 Go Gliding!	22 Go Gliding!
23	24	25 Seminar on Wave Flying 7.30 pm, Seminar Room in Chemical Engineering Dept. Adelaide Uni	26	27 Deadline for July newsletter	28 Go Gliding!	29 Go Gliding!

President's Report

Trent O'Connor

Rain and booming ridge days are upon us again, which means great fun flying but not such great fun on the ground. Please take care to secure the gliders on the ground and try not to carve too many ruts in the airstrips and tracks with the winch and your vehicles.

The debris at West Beach from demolishing the new pie-cart down to its chassis is almost cleared. Derek Spencer and other pie-cart engineers will now be looking forward to your help in the coming months in deciding what features we need in the new pie-cart and in building it. If you have an urge to use power tools but for some reason have been held back from using them on our aircraft, this is your big chance.

Congratulations to Igor who has achieved his Arrow conversion, only one step away from being able to fly the plane he has bought a share in! All those who have recently completed the flying requirements for your A & B certificates are encouraged to complete the tests and get them signed off.

Thanks to Catherine Conway and her catering crew for allowing us to make food profits off *another* club's members for a change, and raising our club's profile in the process.

Thanks also to all those who have helped with preparations for the Flinders trip, including completing aircraft inspections in the last week. Assuming the wind died down enough for us to fly, the articles in the next newsletter will inspire all those who didn't go to get themselves on the list for next year.

.Trent.

Treasurer's Report

Mark Tyler

To paraphrase William Shakespeare "Be not afraid of treasurership. Some are born treasurers, some achieve treasurership, and some have the treasury thrust upon 'em." It seems that I was standing in the wrong place at the wrong time and have had the hot potato of AUGC treasury thrust upon me [Note to self - must be more careful next time]. It has been quite a job so far coming up to speed with the database, the reporting and grant applications as well as the mountain of records and invoices. Little things like getting the signatures changed on the bank account seem to grow into almost Herculean tasks (and in case you are wondering - no we have not yet got it done). A big thanks to both Anthony Smith, the outgoing treasurer, and Trent O'Connor for their ongoing assistance with all of this.

Overall the club's finances seem to be in reasonably good order with a sum being set aside from all of the flying activity to help fund replacement aircraft in the future. There have been some significant outgoings this month including payments for insurance and Sports Association memberships but income from the Rogaining event catering and flying have added to the coffers. The club has just received a capital grant of \$2150 to help fund the construction of the new pie cart which is starting to take shape down at West Beach.

One change which we are making is how people pay for food and drink at the clubhouse. For some time now any food consumed at the clubhouse has been paid for via the cash tin or notes on the flight sheet. This has made it hard for the treasurer to work out exactly what is going on and whether we are at least breaking even on the clubhouse catering. To help with this we are making a couple of changes. The most obvious one is that the esky will no longer be going to the pie cart. Drinks, chocolates and other snacks will still be available in the clubrooms as normal but the method for payment has changed. A set of "tick sheets" will be placed on the fridges. If you are a member who has flown recently chances are that your name is already on the sheet. If not, there are plenty of blank spaces for you to write your name and place a mark for each item consumed. About once a month the sheets will be collated and the values debited against your flying account. For those who wish to pay by cash (and remain part of the black market economy) there will be facilities for that as well. We will be reviewing the changes over the next month or two so if there is something that does not seem to be working please let me or anyone else on the Exec know.

Happy flying

- Mark Tyler

Lookout for Glider Pilots

David Conway

The following will be familiar to most. It is the application of this that needs improving. If the following is not already an invariable habit – please read this each day before you fly and make it an invariable habit for now on.

Recommended Procedures

1. Lookout should be a conscious effort 100% of the time. That is, except when doing other necessary things, we must be consciously looking and seeing all the time.
2. Use a 'targeted scan'. This is a scan process as described in BGK Chapter 4 combined with good situation awareness to indicate the area to target – see below.
3. Look in particular for turning gliders indicating a gaggle thermalling ahead.
4. Slow down BEFORE entering an identified area of lift especially if it already contains gliders.
5. When thermalling, at turn points and in the circuit, experience will readily dictate where to look for potentially conflicting gliders so here, particularly, use a targeted scan rather than a systematic scan.
6. In particular when pulling into a turn remember that you have changed the situation significantly so you need to take primary responsibility for remaining clear of other gliders – particularly scanning back along the track direction when entering a thermal on a day where other gliders are expected on that same track.
7. Because gliders around us will sometimes be easy to see and other time will disappear as we look, it is necessary to make a conscious effort to maintain situation awareness – ie keep track of the gliders around us and what they are doing.

Physiological Effects

Finally be aware of and allow for the effects of:

Age, fatigue, low blood sugar/dehydration and mild anoxia

If you have any of these be sure to concentrate more than usually on a conscious scan.

A Targeted Scan

1. Lookout Processes

* The table below shows the visual target size and time available to avoid a conflict at various target distances. The visual target size is defined as the apparent wingspan of a 15 m glider subtended at 1 m – ie arm's length – at the chosen range.

Actual distance to glider	Apparent Target Size – Wing Span	Time to collision at closing speed		
		50 kts	100 kts	200 kts
100 m	15 cms	4 sec	2 sec	1 sec
500 m	3 cms	20 sec	10 sec	5 sec
1000 m	1.5 cms	40 sec	20 sec	10 sec
1500 m	1 cms	60 sec	30 sec	15 sec

Table 1: Target size, Range of Detection and Time to Avoid.

15 m glider at 1 m – arms length

- Image size of a glider (at arms length as above) at initial detection is rarely much smaller than 1 cm so normal first detection range is ca 1500 m. This means that, even at 50 kts., proceeding longer than 60 seconds without a visual scan is equivalent to flying blind!
- Clearly, the high closing speed and small target area of head-to-head conflicts make such conflicts more difficult to see than other conflicts.

- * The picture we 'see' in our brain is not updated by any automatic process. It is all too easy to 'look' without 'seeing'. In order to 'see' the small target provided by another aircraft we need to make a conscious effort to 'see' when we look 100% of the time.
 - Focus on the horizon and notice some detail.
 - Examine each section of the sky with the eye focused on infinity and stationary for a short period of time before moving to the next segment. A moving eye will not see any detail.

2. Targeting of lookout

- * Consciously retain good situation awareness by being aware of the likely traffic patterns and any known aircraft in your vicinity. Target the scan to the areas of potential hazard.
- * Where the traffic pattern is random (lone cross-country or in the terminal area, ie local soaring) concentrate the scan on straight ahead and then to about 60° to each side. When flying fast, concentrate more on straight ahead; when flying slower expand the area of concentration. Regularly, but less frequently, do a full scan to the side and as far back as possible, especially where slowing, weaving or to achieve situation awareness when (say) heading off from the top of a thermal or approaching the airfield.
 - The terminal area (within – say – 5 miles) at a crowded site is a high traffic area with random traffic. This is particularly dangerous airspace and lookout needs to be excellent. High speeds in this area are not appropriate. Flying pre start in a competition is a particularly hazardous situation of this type.
- * Gliders on a reciprocal heading are very difficult to see. Avoid such circumstances and where this is not possible take special care. Examples are; in obvious streets and to from an obvious thermal close to a turn point.
- * When gliding in a group or on a set task, much of the traffic will be on a similar heading. Head-to-tail conflicts are easily avoided – however this traffic provides an ongoing hazard from gliders doing a pull-up, weaving turning or back-tracking.
 - A glider doing a pull-up can create a double blind situation – there is no obvious fix for this so prevention is the only defence. Do not follow another glider direct astern and higher.
 - When weaving or entering a turn where other gliders are expected on the same heading make sure the lookout goes as far back as you can see. The responsibility for clearing the air remains with the turning glider for at least the first full turn. Look over your head to see traffic conflicting with your turn particular back along the mutual track. If necessary, roll level to allow the conflicting glider to pass in front before re-entering the turn. Following gliders, particular if higher than the leading glider, must be aware of the likelihood of a turn associated with a pull-up and be ready to take appropriate action.
 - Be particularly careful when back-tracking (in lift) as this creates a head-to-head conflict.
 - It follows that situations where the following glider is a few hundred feet above the leading glider are potentially dangerous.
- Other areas where there are obvious traffic patterns are; at turn points, when final gliding, when approaching the terminal area and in the circuit. Be aware of these and scan accordingly. →

Wheels' owner 'wanted' by police

PEAK Hill Police Station in NSW has in its care a pair of dual wheels, which were found alongside the Newell Highway near Peak Hill on January 2, 2003.

According to Senior Constable Steve Bloomfield, the wheels appear to have separated from the vehicle about four kilometres south of

Tomingley, which is 55km south of Dubbo. It is believed the mystery vehicle was travelling in a northerly direction on or shortly before January 2.

The tyres are near new and the spider/rim assembly is complete.

Claimants should phone Peak Hill Police Station on (02) 6869 1444 to confirm ownership.

David Conway starts a new job as an interstate trucker



An interestingly painted ASK-7 from France. Perhaps when we repaint ZM??

The following article is courtesy of Adelaide Soaring Club

Letting You Down Gently!

Paul Mason, Adelaide Soaring Club

Caring for your parachute

At the beach the bronzed 'Aussie' lifesaver is at hand to give assistance if ever we should get into difficulty. They take great care of their equipment for they know that some day it will be needed to save a life. Yet some glider pilots spend half an hour doing a thorough daily inspection on a sailplane then go to the hanger, drag a parachute from its locker, sling it on their shoulder then chuck it on a wing or just throw it in the cockpit. This is not the way to treat life saving equipment. In February, 1988 an Adelaide Soaring Club pilot's life was saved by one of our parachutes, so it is in your interest that all club members to take care of your life saving equipment. Here is a useful list of *DO*'s and *DON'T*'s on parachute handling:

- *DO* treat your parachute with care, carry it like a baby (supporting it with both arms) or wear it like a backpack. *DON'T* just sling it over your shoulder (this will dislodge the parachute's canopy, pilot chute or rigging lines).
- *DO* make sure parachutes are not exposed to the sun for any longer than they have to be (the sunlight degrades the parachute container material and webbing). *DON'T* use them as something to keep the wing down with.
- *DO* see an instructor if you think something is wrong i.e., the ripcord handle looks like it's out of place. *DON'T* just shove bits back into the parachute or as some people do, unclip container panels to have a look.
- *DO* rely on the parachutes officer to maintain these parachutes. If you have any concerns or suggestions speak to him about them.

Wearing your parachute

Like the safety harness in the glider your parachute needs to be worn correctly if it is to save your life. Our club has a variety of parachutes, however all are designed to be worn over coveralls or other form fitting clothing. Excessively loose clothing will make it difficult to observe the harness fittings when putting on the parachute and may obscure the ripcord handle in an emergency. Here is a list of *DO*'s and *DON'T*'s when wearing a parachute:

- *DO* ask for help if you are unsure on how to put the parachute on (you can also refer to the pictorial guides on the parachute lockers). Adjust the leg and chest straps until they are snug, but not uncomfortably tight. *DON'T* have the leg straps crossed over between your legs. (Figure 1 shows the correct way)
- *DO* locate and identify the ripcord handle (on your left hip) prior to stepping into the glider. *DON'T* have any excess webbing (straps) hanging out of the parachute harness. Tuck these straps into the harness for they can get fouled in the cockpit and stop you bailing out of the glider or if people do not look for the ripcord handle in an emergency they can mistake this lose webbing for the ripcord.

Prior to getting in the glider make sure you know how to locate, identify and operate the canopy jettison levers. If not, *STOP* and ask an instructor. In a Grob 103 the pilot in the rear seat jettisons their canopy first and bails out. Once this person has cleared the glider the pilot in the front seat can then jettison their canopy and exit.

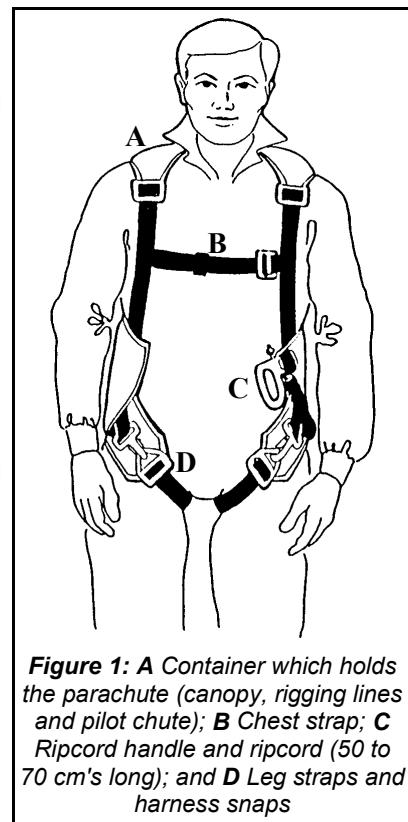


Figure 1: A Container which holds the parachute (canopy, rigging lines and pilot chute); **B** Chest strap; **C** Ripcord handle and ripcord (50 to 70 cm's long); and **D** Leg straps and harness snaps

Using your parachute

These guidelines for using emergency parachutes have been recommended by the manufacturers

The decision to bail out of the glider is the pilot's, however you have only a remote chance of survival by remaining in a glider which has sustained a significant structural failure. Once you have made the decision to abandon your aircraft act as quickly and smoothly as possible. Your parachute is designed to save your life in this type of situation, so have confidence in it!

Once you have jettisoned the canopy and released your seat harness, dive over the side of the glider keeping your legs together (knees and ankles) and looking at the ripcord handle on your left hip as you go out. Keeping your legs together will prevent the pilot chute from becoming entangled in your legs.

When clear of the glider grasp the ripcord handle in your right hand (or both hands) and PULL out the ripcord (see Figure 2). This requires a bit of force (like opening a stiff door) and make sure ALL the ripcord is pull out (ripcharts are between 50 and 70 cm's long). The ripcord deploys the pilot chute which pulls out the main parachute canopy. Remember:

LOOK (at the ripcord handle) - REACH (grasp it in your hands) - PULL (out the entire ripcord)

- *If you are below a 5,000 ft AGL when you exit your aircraft, clear the glider and PULL the ripcord immediately. It takes about 3 seconds and 200 to 300 ft for the canopy to deploy, so you can get out at 1,000 ft and still survive.*
- *If you are between 5,000 ft and 10,000 ft AGL when you exit the aircraft, clear the glider and delay pulling the ripcord for 3 to 5 seconds. This makes for a more comfortable deployment of the parachute.*
- *If you are above 10,000 ft AGL DON'T pull the ripcord immediately but delay pulling it until your altitude is lower. This reduces the risk of hypoxia and hypothermia. NEVER open your parachute in cloud.*

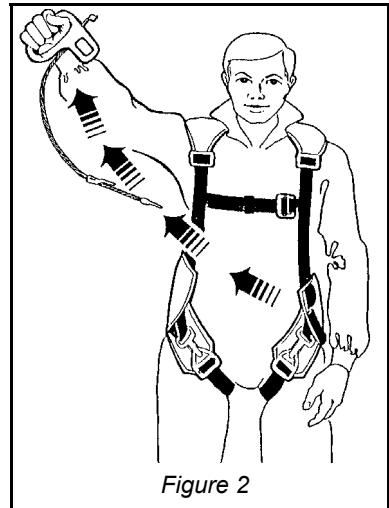


Figure 2

At any stage if you observe the ground rush up, PULL the ripcord immediately

Under canopy

Once suspended under the main parachute canopy, check for any entanglement of the rigging lines (lines which attach the harness to the canopy). Line twists are quite common and easily fixed. Just kick your legs to and fro (as if you were riding a bike) to overcome your body's inertia and the lines will then untwist themselves.

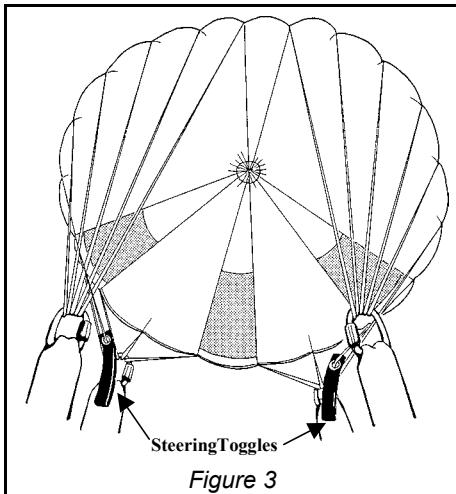


Figure 3

There are a number of slots in the rear of the canopy which provide a means of steering. Steering the parachute is simple. The parachute can be turned left or right or completely around by operating the left or right steering toggles (see Figure 3) or rear risers (if toggles are not fitted). These rear risers are rigging lines mark clearly by a black or blue band about 30 cm's above where the rigging lines are attached to your harness.

To turn the canopy to the RIGHT grasp and pull the right steering toggle or right rear riser down to chest level. As long as that line is held down the canopy will rotate slowly to the right. To turn the canopy to the LEFT simply grasp and pull the left steering toggle or left rear riser down to chest level. It takes 10 seconds to complete a 360 degree turn. The parachute will fly straight if neither toggle or rear riser is touched. *You may find that a certain amount of oscillation will occur during the descent under canopy. This is quite normal in such emergency parachutes. Just ride it out!*

Landing

The parachute should be steered into wind for landing. As with other forms of flight this minimises your speed over the ground at the time of landing. As glider pilots we know a number of ways to determine wind direction; smoke, dust and drift.

To minimise the chance of injury during landing keep your feet and knees firmly together with your knees bent slightly forward as if you were to jump off a 2 metre high platform. Also press your chin onto your chest and make sure your tongue is not between your teeth. Keep your arms extended upwards with your hands on the lines (see Figure 4). If you have your arms down by your sides you are likely to roll over them and injure yourself on landing. At about 200 ft AGL assume this landing position, look ahead to the horizon and NOT down (to avoid the tunnel vision associated with ground rush) and **DON'T** attempt the steer the parachute below this height.

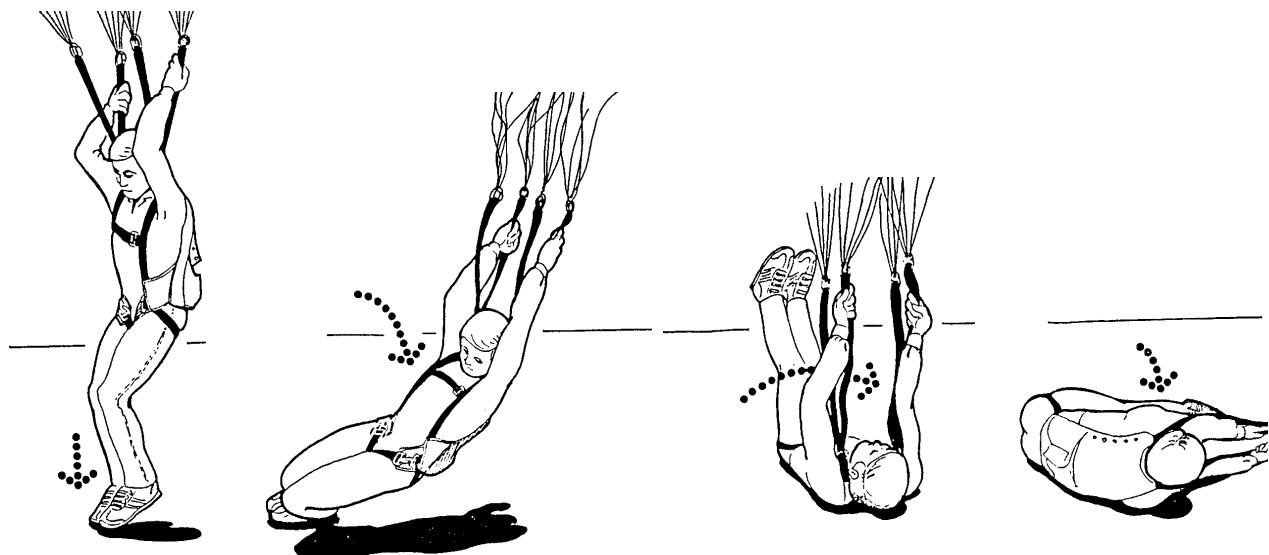


Figure 4: Roll your body along your side to absorb the landing shock

- After landing, if you are being dragged across the ground, roll onto your back. The parachute container will provide some protection from abrasion. Reach up and grasp one of the lower rigging lines of the parachute and pull down hand over hand until the canopy collapses and you stop being dragged.
- Always steer the parachute to avoid trees. However if a tree landing is unavoidable, place your feet and knees together, tuck elbows into your stomach, place chin on chest and protect your face with your hands.
- Steer away from power lines by turning the parachute to face away from them. If you are unable to avoid power lines, place your feet together, turn your head to one side and try not to touch more than one line. If you are suspended above the ground make sure the power has been disconnected before a rescue attempt is made! →

Air Traffic Control Humour

In his book, "Sled Driver", SR- 71 Blackbird pilot Brian Shul writes "I'll always remember a certain radio exchange that occurred one day as Walt (his backseater) and I were screaming across Southern California 13 miles high. We were monitoring various radio transmissions from other aircraft as we entered Los Angeles airspace. Though they didn't really control us, they did monitor our movement across their scope. I heard a Cessna ask for a readout of its groundspeed. "90 knots" Center replied. Moments later, a Twin Beech required the same. "120 knots," Center answered. "We weren't the only ones proud of our groundspeed that day, as almost instantly an F-18 smugly transmitted, "Ah, Center, Dusty 52 requests groundspeed readout. There was a slight pause, then the response, "525 knots on the ground, Dusty". Another silent pause. As I was thinking to myself how ripe a situation this was, I heard a familiar click of a radio transmission coming from my back seater. It was at that precise moment I realized Walt and I had become a real crew, for we were both thinking in unison. "Center, Aspen 20, you got a groundspeed readout for us?" There was a longer than normal pause..."Aspen, how is 1,742 knots". No further inquiries were heard on that frequency.

In another famous SR-71 story, Los Angeles Center reported receiving a request for clearance to FL 60 (60,000ft). The incredulous controller, with some disdain in his voice, asked, "How do you plan to get up to 60,000 feet?" The pilot (obviously a sled driver), responded, " We don't plan to go up to it, we plan to go down to it. He was cleared.

One jet fighter was running "a bit peaked". Air Traffic Control told the fighter jock that he was number two, behind a B-52 that had one. A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?" Student: "When I was number one for takeoff".

Taxiing down the tarmac, the DC10 abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off. A concerned passenger asked the flight attendant, "What, exactly, was the problem?" "The pilot was bothered by a noise he heard in the engine," explained the flight attendant. "It took us a while to find a new pilot."

"TWA 2341, for noise abatement turn right 45 degrees."

"Center, we are at 35,000 feet. How much noise can we make up here?"

"Sir, have you ever heard the noise a 747 makes when it hits a 727 ?"

Stay In Touch

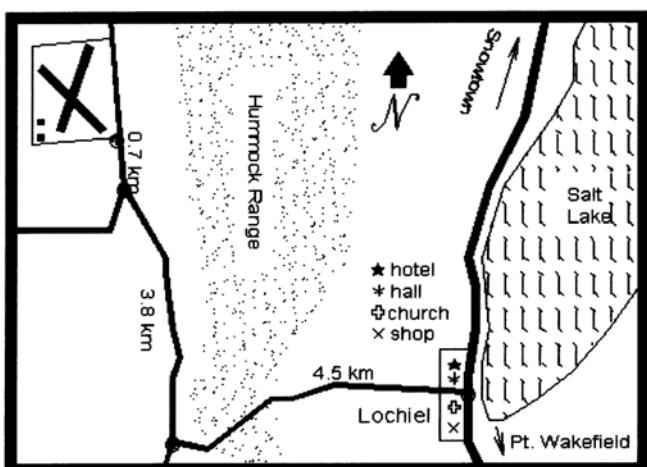
The club has an e-mail group address, augc-people@lists.internode.on.net, that is used to either discuss or arrange things within the club. If you want to stay in touch with the club, send a blank e-mail message to augc-people-request@lists.internode.on.net and it will send an automatic reply with instructions 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.on.net/>

If your e-mail address is on the membership database the club's Assistant Treasurer can send you your account updates over the internet. Send an e-mail to: accounts@augc.on.net

Want to fly this weekend?

LOCHIEL AIRFIELD



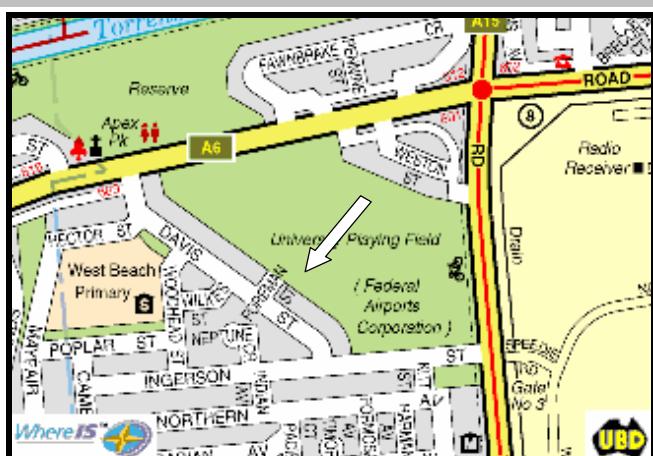
Want to go flying on the weekend? You must ring the club contact person, Mark, on the Thursday before, between 8.00pm and 10:00 pm, on 0412 870 963, (or by e-mail before) so that he can organise instructors and transport for those intending to fly.

You can either drive up yourself by following the map at left, or Mark can arrange a lift to Lochiel either from the Adelaide University footbridge (meet at 7.15am to leave at 7:30 am), or from the Caltex Service station on Port Wakefield road, Bolivar (meet at 7.45am to leave at 8:00 am)

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.



Contact List

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Social Convener:	Derek Spencer	8395 5337	social@augc.on.net
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Upcoming Events

Sat 14 June : SAGA Annual General Meeting at Lochiel (10.30 am), and Radio Operator's Course at Balaklava Gliding Club (6.00 pm).

Wed 18 June: Executive Committee Meeting. 7.30 onwards, Conway residence, 1 Cuming St, Mile End. All welcome to come along and have a say in how the club is run.

Wed 25 June: Seminar on Wave Flying, 7.30 pm in the Seminar Room, Chemical Engineering Department, Adelaide Uni. Speakers will be Frank Johann, Catherine and David Conway with recent Wave experience in Bunyan, Omarama (NZ) and the Flinders Ranges. Topics will include basic theory of wave and how it sets up, how to contact wave, and how we might better utilise what we have here in SA - particularly the Wilpena area. Please bring some drinks and/or nibbles to share.

Wed 2 July: General Meeting. Topic will be "Structures and Aerobatics". 7.30 pm at a venue to be announced via augc-people e-mail group.

Sat 19 July: GFA Safety Seminar at Lochiel. Details will be announced via augc-people e-mail group and next newsletter.

Upcoming General Meetings:

2 July	Structures and Aerobatics
6 August	Guest speaker
3 September	Cross country 1
1 October	Cross country 2

Uni Gliding

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