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Uni Gliding

September 2003

The Official Journal of the Adelaide University Gliding Club



Troy Schuler flying ZM on the ridge. (Photo: Justine Thompson)

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STOP PRESS

The Motorfalke is being delivered by Simon Hackett to Lochiel this Sunday (Sept 7).

Club News

Greetings all,

Stop Press: Simon Hackett is flying the latest addition the club's fleet, Motorfalke (FQW), to Lochiel on Sunday Sept 7. If you're intending to fly FQW in the near future, or just generally interested, Simon will be giving a briefing on the aircraft at Lochiel that day.

The club has been doing lots of promotional work over the last month.

Anthony Smith made a presentation about gliding to the Kadina Air Force Cadets on Friday Aug 15, accompanied by GMI, a rigging crew and the newly refurbished photo boards. This was received with some interest and may result in a few new pilots from the Kadina area soon.

An Open Day was held at Adelaide University on Sunday Aug 17. GMI was rigged on the Barr Smith lawns and several members were on hand to talk to prospective Adelaide Uni students about the club and hand out some very colourful brochures courtesy of **Dave Hichens**. Then on the following Friday the same display was set up again on the Maths lawns at lunchtime for an hour and a half. Many thanks to all involved on these days - you know who you are.

Apart from all the promotions, there have been some great flying days of late. Just ask **Derek Eilers**, who converted to the Arrow on Sunday Aug 31 – congratulations Derek! Flying photos in this edition are all from the last month.

You will notice there is no 'quote of the month' this month. It is the responsibility, nay, duty of people going flying or attending other club activities to clinically analyse every conversation for potentially embarrassing blunders and to report such to myself in a timely fashion. Perhaps people are being more guarded in their speech lately, or the culture of public humiliation is starting to go soft. In either case, keep your ears open, keep a pen handy at all times and send me the results at editor@augc.on.net !

See you at Lochiel,

David

Editor

Crazy Caption Contest



This month's photo is courtesy of David Conway, who has already submitted his entry. Send your witty ideas for the thought/speech bubbles to editor@augc.on.net. The winner will receive a sense of smug, self-satisfaction, there being no actual prize on offer.



A rather impressive picture submitted by David Conway

September 2003



David Conway flying TX on the ridge (Photo: Justine Thompson)

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
1	2	3 General Meeting "Cross Country Soaring II", 7.30 pm WP Rogers Room, Union Building at Adelaide University	4	5	6 Go Gliding!	7 Go Gliding! Motorfalke arriving at Lochiel!
8	9 Movie Night "Finding Nemo" Norwood Cinema Around 6.30 pm (see back page)	10 SAGA Seminar 7.30 pm, Chemical Engineering Semi- nar Room, Engi- neering North Bldg, Adelaide Uni.	11	12 Tee Hangar Redevelopment Meeting, Justine and Anthony's place See back page for details.	13 Go Gliding!	14 Go Gliding!
15	16	17 Executive Committee Meeting 7.30 pm Dirk Seret's place, 37 Maple Ave. Rostrevor	18	19	20 Go Gliding!	21 Go Gliding!
22	23	24	25	26	27 Go Gliding!	28 Go Gliding!
29 Deadline for October Newsletter	30					

From the Instructors Panel

David Conway

ANNUAL COMPETENCY CHECK FLIGHTS

It is a requirement that all solo pilots complete an annual competency check pursuant to clause 6.3.5 of the GFA Operational Regulations (at www.gfa.org.au):

"6.3.5. A solo pilot shall undergo an annual competency check in accordance with the GFA Instructors Handbook."

The checks comprise a number of flights with a Level 2 or Level 3 instructor.

Special emphasis will be placed on lookout; recovery from cable breaks; and stall/spins.

To make it easy the club has a form which you can download from www.augc.on.net "Operations" and print off.

You will need to present the instructor with your logbook which must be complete and up-to-date beforehand.

When you have satisfactorily completed your checks the instructor will complete the form and endorse your logbook.

Completed forms need to be forwarded to me.

It is not a requirement that these check flights have to be done by any particular calendar date; just within 12 months of your last one. Please check the date of your last annual check and organise your next one accordingly.

This is the PILOT's responsibility not the instructors panel.

People flying solo who have not had their competency checks within the last 12 months are in breach of the regulations.

OPERATIONS DIRECTIVE 1/03 - LOOKOUT

The following documents from the GFA have been posted at www.augc.on.net under 'Operations' and are reproduced in the next few pages of the newsletter:

1. Operations Directive 1/03 - Lookout
2. Lookout for Glider Pilots.
3. Lookout Scan.

Please study these at your earliest convenience.

You will find the instructors being more vigilant and less tolerant on the subject of effective lookout, so please take this issue on board seriously.

It will be monitored carefully during training, check flights and annual flight reviews.

An effective lookout requires two things:

- to keep your head out of the cockpit as much as possible. Don't fixate on the instruments or spare any more than a glance for maps, etc.

- just looking outside is not enough. Your lookout must be effective and directed appropriately depending on what you are doing i.e. turning, pull-ups, etc.

This takes some practice and we will be spending some time ensuring that everyone, new and experienced pilots alike, are working on developing effective lookout. The notes from the GFA address how this can be done.

Particular to our operation of course is ridge flying. The instructors panel will consider and publish some similar notes specifically relating to ridge flying.

David Conway

Chief Flying Instructor

OPERATIONS DIRECTIVE 1/03 – LOOKOUT

Background

Mid-air collisions are an ever-present flight hazard that all pilots must be aware of. The mid-air collision accident rate involving gliders has been of concern for many years and indicates that glider pilots should guard against this hazard with particular vigilance.

GFA Safety Workshops

Although pilot training and operational procedures have been improved in the past to reduce the likelihood of these accidents occurring, it was also decided to undertake a fundamental review of aspects relating to this hazard. As a result, during the previous twelve months two Workshops were held to bring together pilots with a wide range of experience in gliding activities. It was concluded by this group that effective pilot "Lookout" is the primary defence against this hazard and more information should be provided to pilots.

The two documents attached to this Operations Directive "Lookout for Glider Pilots" and "Lookout Scan" have been produced by the Workshops group in conjunction with the GFA Operations Panel and are now issued as approved Operational Documents to introduce changes designed to improve the effectiveness of glider pilot lookout procedures.

Required action

Gliding Clubs/Organisations and their Instructors are to ensure that all pilots have access to these documents and understand the principles contained in them.

The application of Cruise, Full and Targeted scans, as defined in the documents, is to be introduced into pilot training, at all levels, immediately.

As part of annual pilot checks, all pilots are required to demonstrate their ability to apply these procedures. Failure to do so properly should be regarded as a demonstration of a serious lack of airmanship.

CFIs should be aware that long-standing habits are difficult to change and "experienced" pilots might need extra encouragement to bring into effect these changed pilot procedures.

Future development

Training notes will be issued to assist Instructors to introduce these changed requirements into pilot training. Also, where necessary, amendments will be made to Manuals as required.

Kevin Olerhead,
Chief Technical Officer – Operations
14/08/2003

LOOKOUT FOR GLIDER PILOTS

The following will be familiar to most. It is the application that needs improving. This should be an invariable habit for all.

RECOMENDED PROCEDURES

1. Be conscious of your Lookout responsibility 100% of the time.
2. Set up your cockpit to maximise your time outside the cockpit. Instrument layout, GPS operation, map handling and etc should be set up to allow maximum time outside.

HINT! - Put a sticker next to your main vario which says – "LOOKOUT"

1. Use a scan technique (defined in 'Lookout Scan') appropriate to what you are doing. Good situation awareness is essential.

CRUISING SCAN

– Straight glides

FULL SCAN

– Cruise scan plus appropriate priority to the flight situation. Eg. Circuit

TARGETED SCAN

– Cruise scan plus targeted priority to the flight manoeuvre before initiating. Eg Pullup into thermal.

2. Look in particular for turning gliders indicating a gaggle thermaling ahead.
3. Slow down before entering an identified area of lift especially if it already contains gliders.

4. When thermaling at turnpoints and in the circuit, experience will readily dictate where to look for potentially conflicting gliders so here particularly use a priority scan.
5. 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 scan back along the tack direction when entering a thermal looking for expected and unexpected gliders on that same track.
6. Because gliders around us will sometimes be easy to see and other times will disappear as we look, it is necessary to make a conscious effort to maintain situation awareness – i.e. keep track of the gliders around you and what they are doing.
7. Remember modern gliders in particular have high energy. Speeds are higher than before. Height gain in pullups is significant, and rapid.
8. Hazards are greater on cross-country cruise/racing. Stay alert.
9. Increased stress at contest start points, getting low on track, approaching a turn point, navigation checks and etc force pilots back into the cockpit. Be particularly aware of this and force yourself to lookout !

PHYSIOLOGICAL EFFECTS

Finally be aware of and allow for the effects age, fatigue, low blood sugar, dehydration and mild anoxia. If you have any of these be sure to concentrate more than ever on technique.

LOOKOUT PROCESSES

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 – i.e. arm's length – at the chosen range.

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

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

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.
- Analysis of glider collisions tells us that one glider would have had a clear view of the other.
- 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. PRIORITY 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. ***"Think of the possible even if unlikely."***

- Where the traffic pattern is random (lone cross-country or in the terminal area, i.e. 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. However, the highest risk of collision is glider-to-glider, cross-country flying.
- 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 backtracking.
- Do not fly in another aircraft's blind spot; for example, do not follow another directly astern and higher. A glider doing a pull-up can be in a double blind situation – there is no obvious fix for this so prevention is the only defence.
- When weaving or entering 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. Subsequently the responsibility may be shared with other aircraft. Look over your head to see traffic conflicting with your turn particularly 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.

NOTE. For any queries and further details see the GFA Manuals and/o your Instructor.

GFA OPERATIONS PANEL
June 2003

LOOKOUT SCAN

This paper defines the different SCAN techniques recommended for use by glider pilots and indicates WHEN to use each technique and WHAT to do.

<u>NAME</u>	<u>SCAN PROCESS</u>
CRUISING SCAN	Forward conical scan 60 deg.left/right. Up and down.
FULL SCAN	Complete visible sky scan. Each side, above and below, behind each side round to as far back as possible. Vital for situation awareness.
TARGETED SCAN	Used in specific circumstances. Scan concentrates on that part of the sky where the hazard is expected.
When to use each technique.	
<u>FLIGHT ACTIVITY</u>	<u>SCAN REQUIRED</u>
CRUISING Constant heading, constant attitude.	CRUISING SCAN plus regular FULL SCAN
CHANGE SITUATION Eg. Approach gaggle, approach aerodrome, final glide, etc.	Ongoing CRUISING SCAN plus regular FULL SCAN plus TARGETED SCAN specific to the situation.

FLIGHT ACTIVITY**SCAN REQUIRED****FLIGHT MANOEUVRE**

Eg. Pull up, turn etc.

Ongoing CRUISING SCAN plus regular FULL SCAN plus TARGETED SCAN specific to the situation.

NOTE! The frequency of use of FULL SCAN and TARGETED SCAN in each Situation or Manoeuvre will be adjusted by your SITUATION AWARENESS.

SPECIFIC EXAMPLES.**FLIGHT SITUATION****SPECIFIC REQUIREMENT**

Start point	Full scan. Up/down. Left/right.
Turn point	Full scan. Up/down. Left/right. Check opposing, crossing tracks. Into and exit from Turn Point.
Approach airfield	Full scan. Radio alert. Check crossing tracks. Approaches and Departures
Final glide	Full scan. Radio alert. Watch for finishing gliders. Circuit traffic.
Circuit	Targeted scan. Radio alert. Watch for power aircraft. Watch for modified circuits.
Receive nearby radio call	Full scan. Target traffic location.
Veering	Prior to veer, scan in direction of veer including behind and up. NB. This is more than clearing the airspace you are about to enter
Turning	Prior to turn, scan in direction of turn, behind and up and down. Continue to look through turn. Look for following gliders.
Pull up	Prior to pull up, look each side, and behind each side and overhead as high as possible.
Approach thermal	Full scan above and below. Look for thermalling gliders and approaching gliders. Look for opposing gliders leaving or traversing the thermal.
Thermalling	Maintain horizontal and vertical separation. Look for gliders joining.
Leaving thermal	Full scan. Look down. Commence cruising scan plus full scan process.

President's Report

Trent O'Connor

Another newsletter already! Thanks to David Battye, who has been doing a great job at getting these out near the start of the month.

The Exec has been busily arranging for the arrival of Motorfalke VH-FQW at Lochiel. This should happen very soon after this newsletter comes out – details by email. Those with an interest in this aircraft are encouraged to make an appearance on the day of delivery to hear a briefing by Simon Hackett on the delights of flying and maintaining a Motorfalke.

Another item of note is that the club has sold the spare KRO canopy to Lake Keepit Soaring Club, whose Puchatek canopy was recently destroyed in an accident. This sale allows them to get back in the air and gives us a much needed cash boost in advance of the Motorfalke payment. During the period that we don't have a spare on hand, all pilots are urged to be even more careful than usual with the installed canopy!

Congratulations to Derek Eilers on his Arrow conversion.

Thanks to all those who have helped with promotional activities in the last month, especially Anthony for his work with the Kadina Cadets and the revitalised display boards. Hopefully we have succeeded in raising our profile both in the local community and around Uni.

Happy ridge flying,

.Trent.

(Aug 31)



*KRO flying on the ridge, as seen from GNF.
(Photo: Dennis Medlow)*

Treasurer's Report

Mark Tyler

Well the Treasurer is back after an extended break. I would like to thank Trent (the Assistant Treasurer) who did all of the Treasurer duties in my absence as well as his presidential duties.

As mentioned in the last newsletter, the club is moving ahead with the process of purchasing the Motorfalke. This is going to be a large capital acquisition for us and, at this stage, we are looking at financing it from two sources. Firstly, we are attempting to obtain a loan from the GFA for approximately half of the required sum. It is hoped that we can raise the remainder through member investments. All members can help out by at least endeavouring to get their flying accounts paid up promptly and putting in a bit extra where possible in anticipation of all the flying you will be doing during the ridge season.

Looking at our flying rate over the recent months (which governs how much the club earns) it is clear that we are only flying at about 60% of the rate that we have in the last couple of years. Part of this is due to several weekends being cancelled due to inclement weather or interrupted for other reasons. However, a significant factor is that, as a club, we are just not flying as much. If we wish to be able to afford to replace aircraft and maintain and upgrade the facilities, we have to have people flying to pay for it. In summary - Go flying!

Mark

Slightly Dodgy Gliding Glossary - "B"

Trent O'Connor

Relatively few "B" terms presented themselves, which is just as well as I am running out of time to (re)define them..

Ballast (1) – Extra weight temporarily added to a glider to achieve stable flight with an underweight crew or to optimise glide performance in strong lift conditions. (see also Winch Ballast)

Ballast (2) – Less-than-complimentary term used by back-seat pilot to refer to the front-seat pilot.

Balloon – Air vehicle to which a glider is required to give way. The practical application of giving way to an object which has zero airspeed may elude many.

Bank (1) (v) – To roll an aircraft about its longitudinal axis.

Bank (2) (n) – Place where Assistant Treasurer (q.v.) waits in a queue (note queue, not Cu)

Barf Bag – Colourful consumable item generously provided to the club courtesy of Qantas and various mail-order photo-processing providers.

Barograph – Recording device which would provide the evidence for your Diamond Height (q.v.) claim, if only the Official Observer (q.v.) could remember the security code they set.

Barrel Roll – Aerobatic (q.v.) manouver which you will never see a club aircraft perform, especially if you are the CFI (q.v.)

Base Leg – Pilot's second last chance to mess up the circuit.

Bergfalke – Aircraft flown by Luftwaffe aces when supply lines of fuel to their Me109 squadrons had been cut. Ground attack capability is implemented with the wingtips.

Best L/D – Measure of glider performance which may be approximated as a logarithmic function of list price.

BGK – Basic Gliding Knowledge.

Blue Hole – Area devoid of cloud (and usually devoid of lift) bordered by clouded areas. Usually found above a launch site, turnpoint or similar locality.

Bocian – Wooden twin-seater aircraft previously owned by AUGC that is usually mentioned in the context of some sort of disaster.

Boomerang – Popular wooden single-seater related to the Arrow (q.v.)

Boundary Layer – Deposit of dirty wool left on the barbed wire fence by the sheep.

Bravo (1) – 2nd letter of the phonetic alphabet.

Bravo (2) – Exclamation used by English pilots.

Briefing – Explanation by the Duty Instructor (q.v.) as to why the Arrow (q.v.) cannot be flown and why you will have to drive the winch all day.

Bubble – An area of lift sufficient to delude the pilot that they are going to get a flight longer than 10 minutes on a Circuit Day (q.v.)

Bungee (1) – Glider launch device resembling a large rubber band.

Bungee (2) – Activity undertaken by visitors to New Zealand who have not spent all their money trying to get their Diamond Height (q.v.).

Bute – Tempting destination just far enough away that you might outland on the way back to the airfield after encountering a deceptive Bubble (q.v.) or two.

Bute End – "Runway One-Five" (if one is an ASC pilot (q.v.))

.Trent.

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. There is also a new 'augc-announce' list for official club announcements, courtesy of our friends at Internode. If you are an AUGC member and have provided your email address then you will already be on this list. If you want to join this list or want to change your subscription, e-mail majordomo@lists.internode.on.net and follow the instructions.

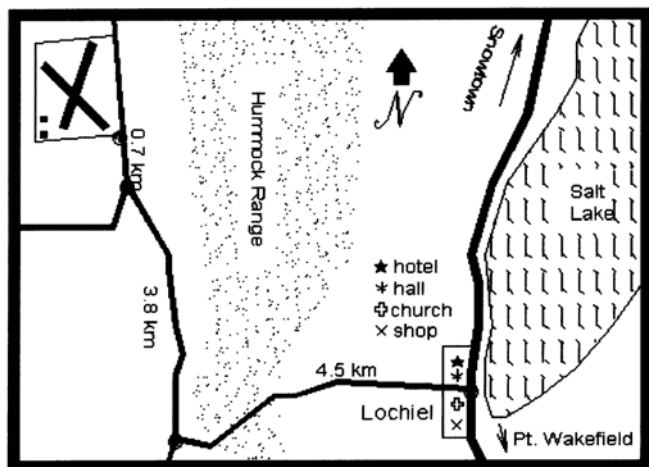
You can also get the latest newsletter and up to date news on what is going on at the club's web page:

<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



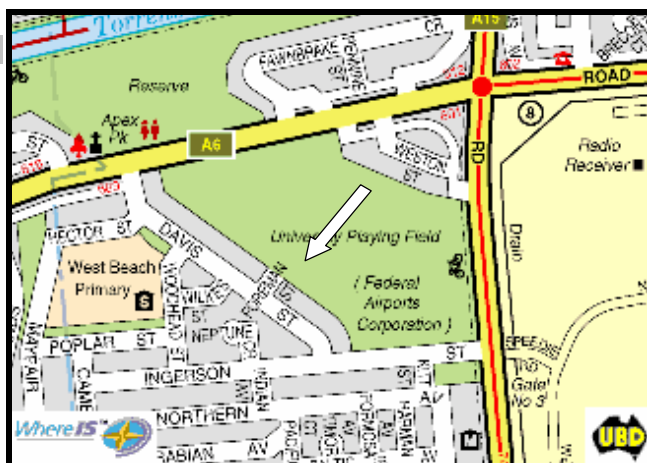
Want to go flying on the weekend? You must ring the club contact person, Mark, on the Thursday before, between 8.00pm and 10:00 pm, on 0412 870 963, (or by e-mail before) so that he can organise instructors and transport for those intending to fly.

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 and Tuesday 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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Newsletter Editor:	David Battye	8331 1451	editor@augc.on.net

Upcoming Events

Wed 3 September: General Meeting: 'Cross Country Soaring Part 2', 7.30 pm, WP Rogers Room, Union Building at Adelaide University.

Upcoming General Meetings:

1 October Guest Speaker

Sun 7 September: Motorfalke Delivery Day. Come to Lochiel and hear Simon Hackett's briefing on flying and maintaining the Motorfalke. And go flying.

Tue 9 September: Movie Night: 'Finding Nemo', Norwood Cinema, around 6.30 pm (the time will be confirmed via email when it becomes available). This has been very popular in the US and those that have seen the previews would agree that it looks like it will be excellent. Please let Derek Spencer know if you plan to attend (social@augc.net.au or 8395 5337).

Wed 10 September: SAGA Seminar, 7.30 pm, Chemical Engineering Seminar Room, Engineering North Building, University of Adelaide. The topic will be a detailed explanation/derivation of Macready theory to be presented by Emilis Prelgauskas. All welcome. Please bring drinks/nibbles to share.

Fri 12 September: Tee Hangar Redevelopment Meeting, 6.30 pm for beer and pizza, 7.30 pm for the discussion, Justine and Anthony's place, 4/29 Fuller St, Walkerville. With the imminent arrival of the Motorfalke at Lochiel, the club will need to redevelop the tee hangar area with something more suitable. All are welcome to come along to this meeting and discuss ideas and options. RSVP by Wed 10 Sept if you want to share the beer and pizza.

Wed 17 September:

Executive Committee Meeting. 7.30 pm onwards, Dirk Seret's place, 37 Maple Ave, Rostrevor. All welcome to come along and have a say in how the club is run.

Uni Gliding

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