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# Uni Gliding

February 2004

The Official Journal of the Adelaide University Gliding Club



Adam Stott prepares for his conversion flight in the PIK. (Photo: Trent O'Connor)

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## QUOTE OF THE MONTH

*"If it can happen to me, think how much more chance you've got!"*

Catherine Conway on going solo (some time ago).

## Club News

Greetings all,

Welcome to a new year and, if you've just joined the club, perhaps the start of a journey into an adventurous and addictive new sport. If you joined the club in O-week, now is the time to arrange your introductory flight! The summer months provide the best thermal-soaring conditions and give you the best chance of flying as high and far-afield as possible. This newsletter contains some general information about the sport and learning to fly at our club - read on to see how it all works. We are also having a **General Meeting on Wed 3 March, 6.00 pm in the Bragg Lecture Theatre**, where will be showing videos that will help to explain what gliding is all about. Beer and pizza will be provided so come along!

The Christmas Party was held at the Conway's farm at Mt Barker on 19 Dec. Despite the rain hampering barbequing efforts, a good time was had by all. There was no swimming in the dam, but it did supply some eager yabbee-hunters with a few catches. The eventual fate of the crustaceans is unknown. David Conway showed off some footage of the Khancoban trip and the latest version of the club's promotional video. If you haven't seen the video yet, come along to the General Meeting and welcome our new members while you're at it!

We had a Christmas Flying Camp at Lochiel from 26-30 Dec, kindly enabled by **Anthony Smith**. The best of these days was the 27th which saw **Roger Chapman, Anthony and Justine and Derek Eilers** all going cross-country. Congratulations to Derek for achieving his Silver C requirements on that flight - find out how hard he had to work for it on page 8.



*The starting grid at the National Club Class Championships. Catherine Conway in foreground near WVA. (Photo: Derek Eilers)*

And while we are congratulating people for achievements since last newsletter, I should mention: **Tom Wilksch** for going solo in the Bergfalke; **Ben Ragg** for converting to the Bergfalke and winch launching; **Mark Tyler** for re-soloing and converting to the Arrow; and **Igor Blazujevic and Derek Eilers** for converting to the Boomerang GQZ.

Yet more congratulations go to a number of people who flew Saturday 7 Feb for achievements I've just found out about. Apparently it was a good day ("Groovy, Heavy, Dynamite, WOW!" to quote Michael Texler) with thermals going to over

12000 feet. **Michael Texler** did 383 km going to Morgan and back, achieving his final Gold badge requirement (3000 m height gain) in the process. **Derek Spencer** did an undeclared 300 km in the Arrow (!), **Derek Eilers** did 265 km and **Adam Stott** did 225 km before converting to the PIK at the end of the day. **Igor** was signed off for out-landings and is now ready to go cross country.

The National Club Class Championships were held at Waikerie from 11-23 Jan. **Catherine and David Conway**, and **Simon Hackett** entered, finishing 29th, 21st and 41st respectively.

Our own competition, the **Adelaide Uni Gliding Club 2004 Regatta** takes place on 20-22 Feb. This is a competition based on Club Class rules ie. any single or two-seat glider may participate and scores are calculated using handicap factors. See the back page for more details.

O-Week is coming (at time of writing) and that means we need stacks of volunteers to rig/derig GMI and be at the sign-up desk. As an incentive, just consider that future gliding devotees will hold a special place in their heart for you, the one who talked them into it.....well maybe.

See you at Lochiel,

**David**  
Editor



*The Boomerang (GQZ) and one of its proud new part-owners Igor. (Photo: Derek Eilers)*

## February-March 2004



Mark Newton, sitting in a glider (GMI), as he does 1% of the time (see Treasurer's report).  
GZM on final approach in background.  
(Photo: Trent O'Connor)

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
16 <b>February</b> → Help at West Beach	17 Help at West Beach	18	19	20 <b>AUGC Regatta</b> Practice Day	21 <b>AUGC Regatta</b> Competition Day + local flying	22 <b>AUGC Regatta</b> Competition Day + local flying
23 O-Week Help at West Beach	24 O-Week Help at West Beach	25 O-Week	26 O-Week	27 O-Week	28 <b>Go Gliding!</b>	29 <b>Go Gliding!</b>
1 <b>March</b> → Help at West Beach	2 Help at West Beach	3 First General Meeting/Video/ Pizza/Beer Night. 6.00 pm, Bragg Lecture Theatre.	4	5	6 <b>Go Gliding!</b>	7 <b>Go Gliding!</b>
8 Help at West Beach	9 Help at West Beach	10 Executive Committee Meet- ing, 7.30 pm at Dirk's place (see back page).	11	12	13 <b>Go Gliding!</b>	14 <b>Go Gliding!</b>
15 Help at West Beach	16 Help at West Beach	17	18	19	20 <b>Go Gliding!</b>	21 <b>Go Gliding!</b>
22 Help at West Beach	23 Help at West Beach	24	25	26	27 <b>Go Gliding!</b>	28 <b>Go Gliding!</b>

## What is gliding?

Gliding is the art of flying an aircraft without using an engine. A glider is simply an aeroplane without an engine. It has all the controls and instruments as a powered aircraft.

Contrary to popular belief, engines do not make aeroplanes fly: wings do! For wings to work they must be moving forward through the air. Engines are used in powered aircraft to supply this forward speed in a steady, convenient form. Gliders use gravity – they are always gliding downwards through the air, but through their efficient design, they glide at a shallow angle, typically 30 metres forward for only one metre down. A light aircraft such as a single-engine Cessna with its engine off will glide about 8 metres forward for every 1 metre down – still controllable, but nowhere near as efficient as a glider.

### How does a glider stay up?

The air is rarely still. It moves laterally as wind and it also moves vertically. The 'magic' starts when the glider is in air that is rising faster than the glider is descending. The glider will then be carried up by circling in the rising air, exactly the same way as eagles and other soaring birds. When the glider leaves the rising air it will resume its slow descent again. Using this rising air is called 'soaring'. Provided that there is enough rising air around, a glider can stay up indefinitely.

Of course air is invisible and it can't be directly seen when it is rising. Although, there is much theory and also instruments to help the pilot, it is here that gliding passes into the nether world between science and art. The challenge of using rising air to the best advantage is akin to a sailor using the winds and currents of the ocean and this challenge is what keeps most enthusiasts coming back.

Rising air (also called 'lift' by glider pilots) can be found in the form of bubbles of hot air called 'thermals'. These bubbles can go very high during the summer. Rising air can also be found where the wind blows over a ridge or range of hills. The air is forced up over the face of the hill which provides continuous, predictable rising air called 'ridge lift'. Unfortunately this lift is limited to near the hill and doesn't go very high unless the wind is strong and it is a big hill. One of the advantages that the Adelaide Uni Gliding Club has at its airfield at Lochiel is the Hummocks Range which is ideal for ridge lift. All that is required is a reasonable Westerly wind. The club is fortunate that westerly winds are fairly common in winter and the club can get soaring flights all year round. Most gliding clubs suffer in winter when the thermals are few and weak.



Ridge soaring on the Hummocks Range (Photo: Trent O'Connor)

people would argue that this is a more fun way of taking off as well as being safer. Winch launching is where a large engine, mounted on the back of a stationary truck, is used to wind in a cable at high speed. The glider is attached to the other end of the cable and is pulled into the air like a kite. An average launch gets the glider to 1400 feet above the ground, although heights in excess of 2000 feet can be gained in the right conditions. At the top of the launch the cable is either released by the pilot or automatically dropped by the glider itself.

**How safe is gliding?** Gliding is a very safe sport. Like driving a car, it is only as safe as you make it. Yes, there are risks just like in any other activity, but the risks are fully understood and catered for – procedures are put in place and religiously followed to make sure that the risks are minimised to the lowest extent humanly possible. Our self-preservation instincts are as strong as yours.

Before a glider is permitted to fly on any particular day, it must be carefully inspected by a qualified inspector. Furthermore the gliders are put through a thorough inspection every year where the gliders are disassembled and checked.

All of the club's instructors are experienced pilots that have undergone rigorous training and testing that is supervised by the Gliding Federation of Australia. You learn to fly at your own pace and the more advanced aspects of flying are only in-



A "dust devil" at Lochiel. Simply a thermal made partly visible by the dust it picks up from the paddock (Photo: Derek Eilers)

**How does a glider take off?** There are a number of ways to get a glider airborne. The most well known is to simply to tow the glider behind a powered aeroplane (called a 'tug'). This process is called 'aerotowing' and has the advantage that the glider can be towed to any height or position in the sky. But the downside is the cost. The maintenance, fuel costs etc associated with the tugs makes aerotowing an expensive method of take-off, one that is most likely to be outside of the price affordable by most students.

The Adelaide Uni Gliding club uses a cheaper method known as 'winch launching'. Many

roduced as you are ready for them. The club's aim is to produce a safety-conscious and competent pilot. Someone who flies regularly (around once a fortnight) can expect to go solo at around 10 hours of flying. There are no minimum time requirements – once your instructor is satisfied that you have reached the required ability, you are given the opportunity to go it alone!

## The club's aircraft



**The Puchatek (KRO):** This is a Polish-built, aluminium two-seater that was bought brand new by the club back in 1994. Whilst only of average performance, it is excellent for basic flight training and also has the advantage of being rated for aerobatics for those that tire of straight-and-level flight. Puchatek (pronounced "Pooka-tek") apparently is Polish for 'fluffy bear' and is their nick-name for 'Winnie the Pooh'.



**The Bergfalke (GZM):** This German-built two-seater is constructed of steel tube and fabric with wooden wings. Whilst it is an older two-seater, it has surprisingly good cross-country performance – surprising for other clubs when it beats their fibreglass two-seaters at local competitions. The Bergfalke has been the mainstay of the club for many years and is so good that one of the club's instructors (Anthony Smith) bought one too. There is a rumour that only real pilots do their first solo in the Bergfalke.



**The Arrow (GNF):** Built at Parafield in 1963 by Australia's only glider manufacturer, ES Schneider Pty Ltd, the Arrow is a lovely, light, easy-to-fly single seater. Pilots fly the Arrow a short time after going solo in the two-seater trainers. Most then fall in love with it and become very possessive of it before their fickle attentions pass to the higher performance fibreglass single-seaters – but the Arrow doesn't mind, it looks after the next generation of pilots.



**The Club Libelle (GMI):** This is the club's intermediate single seater and the first fibreglass glider that pilots get to fly. As such it is extremely popular with its smooth lines. It is easy to fly yet has good performance making it a great club trainer for local flying and early cross-country training.



**The PIK (WVA):** The Pik-20D is the high-performance glider in the fleet. Equipped with camber-changing flaps, it is capable of flights in excess of 500 km. This glider has represented the club at the National Club Class Championships finishing 6<sup>th</sup> on one day and in the top 12 most days. It has also represented Slovenia in the World Club Class Championships held January 2001 at Gawler, where we were shown just how fast it could go!

**The Motor Falke (FQW):** The club's two-seater powered glider, purchased just last year. It is similar to the Bergfalke in that it is constructed of steel tube and fabric with wooden wings, but it also has a small motor and propeller. This allows it to launch without the aid of a winch or tow-plane and, if necessary, to stay up when there are no thermals or other lift. The Motor Falke can offer extended training flights on days where there is insufficient lift - an advantage which couldn't previously be offered to trainee pilots at the club. It is also great for general recreational flying, with flight distances not being limited by soaring conditions.



## How much does it cost to go flying?

AUGC provides a safe and cost-effective way for students to learn how to fly. The club has endeavoured over the years to minimise the cost of flying. As a result, AUGC costs are now the lowest in Australia.

Students can try gliding for the first time for \$25, which includes your first launch and up to 20 minutes of flying time in one of our winch-launched two-seat gliders. Alternatively, if conditions are unfavourable for soaring flights on the arranged day, students can fly in the Motor Falke for 20 minutes at a cost of \$35.

Subsequent flying (including training from our qualified instructors) can be obtained for 30c per minute (\$18 per hour) in our winch-launched two-seat gliders, with each additional launch costing \$4. For the Motor Falke, flying/training costs 45c per minute plus 55c per minute for the time that the engine is on. There is also a \$5 per weekend fee for membership of the Gliding Federation of Australia (or GFA - membership is a legal requirement for gliding in Australia), and a \$2 per day clubhouse levy to assist in with the provision of airfield facilities.

If you try it out and enjoy it, you can choose to pay-as-you-go for ongoing hire of the aircraft you fly during your training and subsequent solo flying as outlined above, or you can pay a once-off fee for our "bulk deal" to cover all of your aircraft hire, launches, club-house levy fees, the training textbook ("*Basic Gliding Knowledge*"), and your log book. The Bulk Deal runs for 12 months, 15 hours, 50 launches or until you reach solo standard (whichever comes earlier), and is available to students for \$280. This represents a 30% saving over the "typical" cost of training. Note that the bulk deal doesn't cover GFA membership (either \$5 per weekend or \$56 per year: if you're flying with us more often than every 3 weeks it's cheaper to pick up the yearly option, but it is a legal requirement that you *must* become a full GFA member before your first solo flight).

Pricing for students at institutions other than Adelaide University (including secondary schools) is the same except that you will need to be full-time to get the concession rates, pay \$112 per annum for full GFA membership (Adelaide Uni students are subsidised by 50% towards this cost), and will need to join the Sports Association at a cost of \$60 per annum.

Non-students are also welcome - their first gliding experience can be had for \$45 in the winch-launched two-seaters (includes first launch and up to 20 minutes of flying time) and for \$50 in the Motor Falke (for 20 minutes of flying). Subsequent flying costs are about 30% higher than for students.

A complete description of fees and charges at AUGC can be found on our website at <http://www.augc.on.net> under the "Manuals" page"



## President's Report

Trent O'Connor

Welcome to all the new members who are reading Uni Gliding for the first time. I hope to see many of you at the introductory meeting at Uni on the first Wednesday in March and to see you again at the airfield in the next few months, possibly experiencing your first glider flight.

The objective of the club is to give students the chance to learn to fly, and in time to learn to fly further and faster, without needing to spend too much money in the process. Some pilots who learned to fly with AUGC have gone on to reach the highest levels in sports aviation or get jobs flying military or commercial aircraft. As well as teaching people to fly, the club provides opportunities for members to learn other skills - how to maintain aircraft and other machinery, organise events, build hangars and airfield equipment, forecast the weather and eventually how to teach others to fly.

Many club members have achieved new things in their flying since last report. Michael Texler made his first 500km flight. Tom Wilksch flew solo in the Bergfalke. Ben Ragg flew the Bergfalke on winch launch. Mark Tyler flew the Arrow for the first time and new QZ syndicate members Derek Eilers and Igor Blazujevic flew the Boomerang. Derek Eilers also earned his cross-country rating and went on to get his Silver badge with a long cross-country flight the following day - a new club record? Congratulations to all those people and apologies to any I have overlooked.

The big event for February is the AUGC Regatta where the club pilots and visitors from other clubs race their gliders cross-country. It hasn't happened yet and most of you will be reading this after the event anyway so the most I can safely say is thanks to Catherine, Anthony, Dave Hichens and the others helping to organise this event and good luck to those competing.

Safe Flying,

.Trent.

## Not the Treasurer's Report

Trent O'Connor

Contrary to popular belief, I have not locked your duly elected Treasurer in a cellar and seized control of the finances - He's just gone overseas again, so I will again be meeting the readers' insatiable desire for news about club administration.

### Flying in 2003

The charts show the hours flown by the AUGC fleet in 2003 in comparison with recent years. It is a bit disappointing following a particularly good year in 2002. Factors decreasing our result included pretty ordinary weather, a bunch of flying days cancelled for various reasons and a lack of people flying single-seaters. Increasing the fleet size while flying fewer hours is not a very sustainable trend, so - use 'em or lose 'em guys. The good news is that the flying rate picked up significantly in December and that has continued in January and early February.

Mark Newton was the most prolific flyer of the AUGC fleet in 2003. With a total of 83.1 hours in AUGC aircraft alone, it is likely that Mark spent just over 1% of the entire duration of 2003 airborne in a glider somewhere. The runner-up was Derek Spencer with 49.1 hours.

### AUGC Finances (very briefly)

The club bank account has survived 2003 in reasonable shape, helped by some asset sales and fund-raising events. New parachutes and materials for the new pie-cart have consumed significant amounts of cash. The club has taken out a loan to buy the Motor-glider VH-FQW and this will need to be flown frequently to cover costs and pay off the loan in a reasonable time.

### Membership Renewals

AUGC and Sport Association memberships expire at the end of February. If you were a member in 2003 and want to continue being a member you need to let this be known and pay your fees - see details on the back page of this newsletter. GFA memberships should be renewed directly with the GFA.

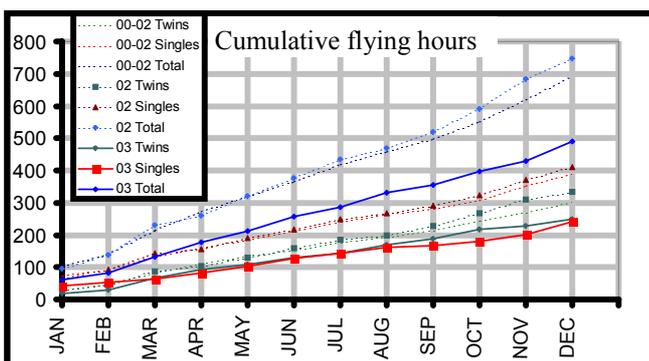
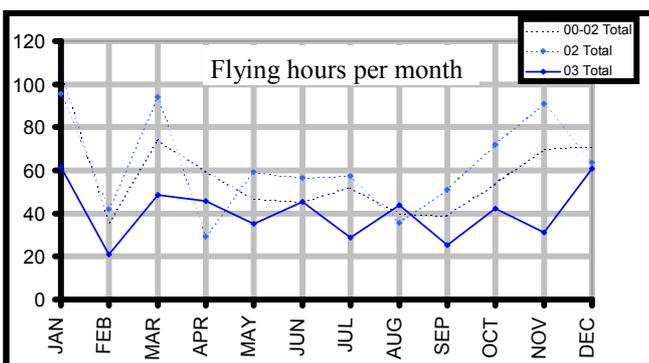
### Third-party Liability Insurance

The club has boosted the level of insurance coverage for mishaps like visitors getting run over by the pie-cart, members driving over the wings of private aircraft, etc. The bad news is that people participating in club activities may need to be fully paid-up AUGC members to get club insurance coverage against damage or injury they may cause. So, rather than relying on lawyers to get you out of trouble, make sure you pay your accounts promptly. If you have been helping out without having joined the club yet, you should consider doing so without delay.

### The Usual Stuff

Most of you have heard all the standard Treasurer-type gripes before so I won't go into details - pay your accounts, send your receipts in promptly, fill out the flight sheets and GFA forms properly (and don't hide them under your bed for two weeks thereafter), charge visitors the correct amount, and do lots of flying!

.Trent.



## Cross Country in an ES59

Derek Eilers

When do you decide or know that you're ready to do your first Cross Country? For me it evolved with help and encouragement from my friends, namely Anthony Smith, Mark Newton and Derek Spencer. This is the story from that day.

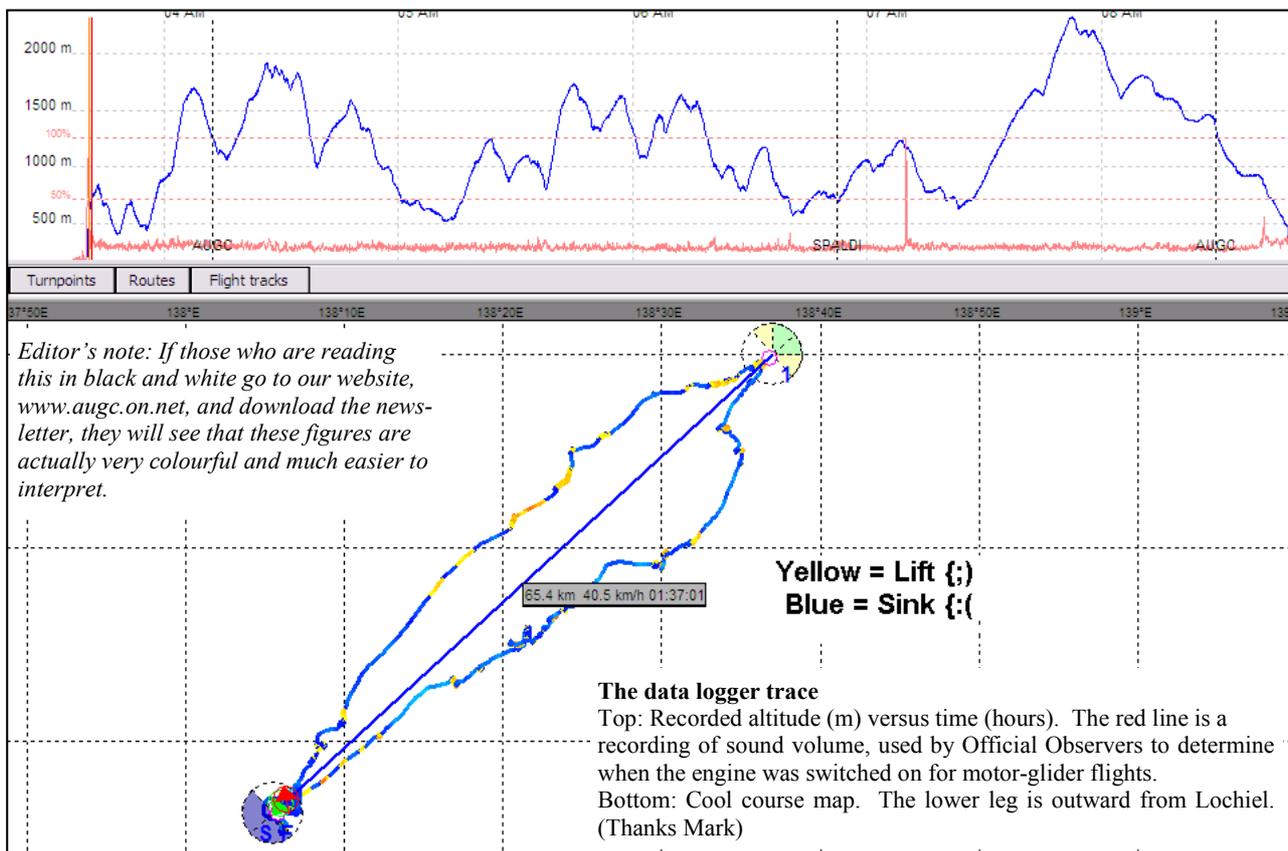
During the first day of the Christmas to New-years period I went flying with both Dennis and Anthony in the Motorfalke to do my out landing checks, the first real step to being cleared for cross country flights. I learnt about the five or six "S's" (Size wrt Wind, slope, surface, surroundings, SWER lines, stock) all critical for identifying that suitable paddock. Happily all went well and my self-confidence escalated. I'm glad that we live in South Australia, as finding a paddock that is not suitable is somewhat of a rarity around Lochiel! During these flights it became apparent that if you have to out-land it should not be something to be feared as all the skills learnt to this point allow you to set up and land with a minimum of fuss; as long as you've been thinking about where you are and where you might go if it all goes pear-shaped.

That night Anthony was by far more enthusiastic than myself for me to leave the safety blanket of final glide and declare a "Cross Country". I would've liked more practice in both finding and centring thermals to gain more experience, but both Mark and Anthony seemed to think I would be fine. So I allowed the target selection process to progress. Spalding at 65.4 km (NE) was the eventual winner over the traditional Crystal Brook (63 km, N), the theory being that the east side of the ridge would be less prone to the late sea breeze giving me a greater chance of making it back home, especially with the predicted tail wind (Don't mind the head wind!). At this point I hadn't made up my mind whether or not I'd do it, leaving that decision till morning.

The next day I was ready, the night's sleep had worked wonders with me feeling fantastic and excited. Everyone set about DI'ing the winch and aircraft (the trailers were already done). Whilst Anthony and Dave Batty replaced the release spring in the Arrow, Derek quizzed me for my C licence (2g @ 60 deg bank ☺). Mark, my Official Observer worked out how to run the Data-Logger and briefed me on using it. By 12:30 we were ready to begin.

Anthony and Justine launched first in GZQ and showed us how to do it by disappearing before the tangle at the winch was sorted. Next was my turn, checks, hook on, OK and away we go. My launch was not great but I found something around where GZQ was successful but only succeeded in a prolonging the obvious; I was down after 10 minutes. The next two launches were even worse with 3 and 4 minute flights, doubt was starting to creep in, "How can you do this if you can't even get up?" I thought. Roger Chapman in GMI then managed to get away on his second launch, which just added to my frustration. At this point, Derek was instrumental in calming me down with a few wise words. Ok lets try again, 2000' yes! On this my fourth launch I found that first thermal. I worked hard at maintaining the bank angle and controlling the speed, but once again only seemed to maintain height as I couldn't seem to centre the core! Mark Newton launched in GTX, flew over to where I was struggling, found the centre and rocketed skywards... So that's where it is I thought, adjusting my track.

I was soon in 6-8kts and passing through 6000' (Thanks Mark). This is it I thought, lets do it, if I land out I'll be OK and everything and everyone is ready to come and get me. With that I made my call, "Golf November Foxtrot leaving Lochiel on task". Now I did what Derek had advised, once



through the Start Line I never looked back, the aim was to get to Spalding.

The start was great, I'd spied GMI the other side of the Hummocks and headed in that direction, lift was everywhere over the hummocks and I maintained height. "Can it be this easy?" No way was the answer, not this day. I left the lift and headed NEE slightly crosswind passing south of Snowtown, not a cracker was heard from the vario, -4kts, -6kts, -8kts, -10kts! More speed I thought putting the nose down speeding up to 70-75kts, I was falling out of the sky rapidly! I scanned the terrain for (a) something to trigger a thermal and (b) where I was going to land in the next 5-8 minutes! I noticed a cemetery up ahead and set my track to pass down wind of it, BLEEP, BLEEP, BLEEP, 3300', I'll take it! I turned right in this thermal and was soon climbing at 600 ft/min. GMI must have followed me because he cruised over and joined just above me. I don't think I've ever been happier as I was soon back at 5000'. It slackened off so we both pushed on. Sink, sink, sink; yep those paddocks look good. I was getting very low; searching for lift, ready to take anything. I headed for a farm house 8-10 km Southwest of Brinkworth and found a broken bubble at 2200' which I could get about ½ a rotation in, it was only 2 kts but it was all I had. "That paddock, or that one, I'll be down in about two minutes" I thought. 2100', 2000' GMI joined me in a close independent core, we'll be landing together, come on! 1900', 1800' that's it, if I can't centre it this time I'm landing in that paddock, 1750'! Fifteen minutes it took to sink that 500'; then I started to go up again. 1900', 2100', yes that's it, watch that stall, the thermal was very broken and rough but I was going up. I lost it at 4000' so moved on finding a couple of others. I found a good one with 8-10 kts and soon was at 5000'. Trying to maximise my climb, I slowed too much in the rough thermal when a sudden gust from behind took away my air-speed, the nose dropped, the stick came back to the stop and we went into a left hand spin, @\$#%\*#^%&#@\*!!!!!! I immediately executed a spin recovery (think I'll thermal at 50 kts from now on). Knowing I'd lost that one I moved on again.

I noticed that there was sizeable hill range of about 1500' in the way of Spalding and me; I had to be careful. I needed ensure enough height to safely make it across, even with the heavy sink I had experienced earlier because most of the fields surrounding the range were marginal at best for an out-landing. I took a course correction towards the east heading for a lower part of the range and several dark brown paddocks. Maintaining height I got closer and closer navigating with the data-logger. There is a valley in between the double row of hills here and I made my move hopping in after locating some good landing areas. I flew NNE along the valley getting lift where I could, all the time with Spalding in easy view not more than 8 km away. I found it difficult to get much extra height so once I knew I had final glide to a paddock South of the town I went for it, getting to Spalding at 2100', and ending up in a weak thermal allowing me to maintain height. I'd made it!

It was 4:45 and I was stuffed. "All gliders, Lochiel, Golf November Foxtrot at Spalding... Do you want me to land here or half way back?" was the call I made as I eyed off the paddock on the other side of town. Derek replied, "Golf November Foxtrot, Golf Zulu Mike, what are your coordinates?" "I'm at Spalding and looking at landing, but I'm in a weak thermal at the moment". The answer came back, "If you're in a weak thermal, stick with it and come back home!" OK I thought looking at the pub and the public swimming pool, he's right. "OK I'll see how I go", I replied. I was slowly sinking in that position and I'd noticed that the logger hadn't switched over

to "Finish", indicating that I was still about 200 m away from the sector. I thought I'd fly over the town whilst I still had the height and if nothing else I'd land on the other side of it in a very nice, big, flat paddock I was looking at. As I flew over I found some lift and the logger made a serious beep and switched over to finish. That will do it I thought, and turned left into the lift. 2kts, 3kts, 4kts, I'm going up again YAHOO! I remember looking down at the pool with four kids in it looking back up at me 1800' above, so I gave them a quick wave and then refocused on my new task, getting home.

I worked up to around 4000' and headed for home, finding thermals back in the same valley over a quarry. This time I had more height plus a tail wind and so I went over the hills towards Yacka. Pushing on I found some lift at Yacka, I worked it for a while and then moved Southwest, 12 km North of Brinkworth. Here I found a good thermal and decided to stick with it as high as possible, at 6700' I informed GZM that I had final glide and was headed for home. Lift was everywhere; I flew through sustained 10 kts for 10-15 seconds and thought - I have to turn in that! I moved on at 7700'.

I spotted GZM with Derek Spencer and David Battye about 2 km away at the top of the small salt lakes 20 km NE from home, damn what a good sight, we converged together and flew side by side. I was very happy to see them and it made the coming home all the sweeter. It was at about this point that Mark informed me that if I stayed up for "Only another ½ an hour" I'd get my 5-hour flight as well (needed for the Silver badge)! I was not keen to say the least, I was tired, thirsty, sunburnt and had a very full bladder! However, I was at 5000' and there was still lift around so I did some thermalling with GZM. That was fun, and it made the time go faster. Finally the call came up that I'd made the time so I let GZM land first (Nice circuit Derek!) and then set myself up on a left hand circuit. Nice and easy, I was a bit high, and a bit fast, and it wasn't the prettiest landing ever but it was safe, I was down.... I'd made it!!!! 130.8 km at 30 km/hr, 5:09 hrs, 6000' height gain, and hey-presto, Silver C! Possibly the most satisfying thing I've done to date, I couldn't believe it!

I'd like to especially thank Anthony Smith, Mark Newton, Derek Spencer, Roger Chapman, Justine Thompson, Dave Battye and Dennis Medlow. Without all the help, advice and encouragement from you all this would not have happened. Thanks again!!

#### **Derek J Eilers** ☺

Lets do it again! (But maybe a little easier in the middle bit next time)



*A safe and joyous but exhausted return (Photo thanks to Justine)*

## Stay In Touch

The club has an e-mail group address, [augc-people@lists.internode.on.net](mailto: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, subscribe to the mailing list by filling out the online form at <http://lists.internode.on.net/mailman/listinfo/augc-people>.

You can still send an e-mail to the list even if you have not subscribed to it. There is also an '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, go to <http://lists.internode.on.net/mailman/listinfo/augc-announce>.

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](mailto:accounts@augc.on.net)

## Want to fly this weekend?



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.

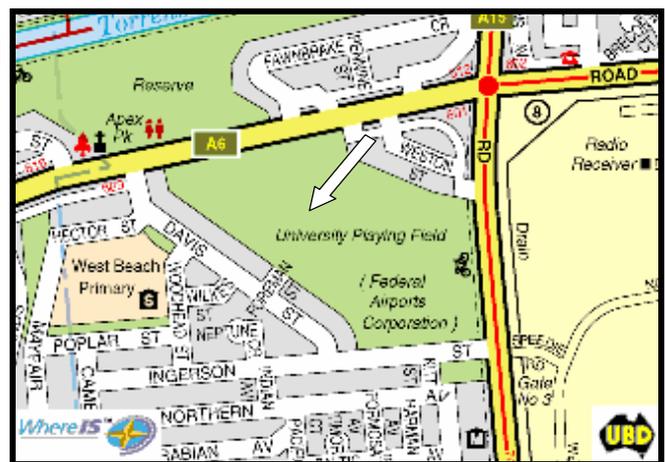
You can either drive up yourself by following the map at left, or Mark can arrange a lift to Lochiel either from the Adelaide University footbridge (meet at 7.15am to leave at 7:30 am), or from the Caltex Service station on Port Wakefield road, Bolivar (meet at 7.45am to leave at 8:00 am).

If driving, turn left from Highway 1 onto the Ninnes road just before the mechanic's shop as you arrive at the town of Lochiel. About 5 km down the road turn right onto Linton Rd. Take the first right turn from Linton Rd onto Landslide Rd (caution: the intersection has no give way signs). The airfield is about 7 km along Landslide Rd - look for the wind-sock near the gate.

## 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](mailto:anthony.smith@adelaide.on.net).



## Contact List

President:	Trent O'Connor	0429 873 687	<a href="mailto:president@augc.on.net">president@augc.on.net</a>
Treasurer:	Mark Tyler	8523 1358	<a href="mailto:treasurer@augc.on.net">treasurer@augc.on.net</a>
Secretary:	Tim Bates	8285 5538	<a href="mailto:secretary@augc.on.net">secretary@augc.on.net</a>
Social Convener:	Derek Spencer	8395 5337	<a href="mailto:social@augc.on.net">social@augc.on.net</a>
Fifth Member:	Igor Blazujevic	0407 721 895	<a href="mailto:fifth-member@augc.on.net">fifth-member@augc.on.net</a>
Chief Flying Instructor:	David Conway	0418 803 705	<a href="mailto:cfi@augc.on.net">cfi@augc.on.net</a>
Airworthiness Officer:	Redmond Quinn	8344 5331	<a href="mailto:airworthiness@augc.on.net">airworthiness@augc.on.net</a>
Contact Person:	Mark Newton	0412 870 963	<a href="mailto:contact@augc.on.net">contact@augc.on.net</a>
Newsletter Editor:	David Battye	8331 1451	<a href="mailto:editor@augc.on.net">editor@augc.on.net</a>

## Upcoming Events

### **Fri 20 Feb - Sat 22 Feb: AUGC 2004 Regatta**

This is a competition based on Club Class rules.

There will be prizes for:

Best Junior Pilot (under 26 years),  
Best Wooden Aircraft,  
Best Overall,  
Best Club Two-Seater, and  
Best Low Hours Pilot (less than 100 hours).

Flight verification will be by loggers or GPS traces.

There is an entry fee of \$20 or \$15 for students.

Friday 20 Feb will be a practice day. Tasks will be set Saturday and Sunday.

Saturday night will feature a guest speaker.

Meals will be available Friday, Saturday and Sunday night.

Limited accommodation will be available in the clubhouse for those who book it early with the contact person, otherwise bring your swags and tents.

To book or for enquiries contact Mark Newton (contact@augc.on.net or on 0412 870 963).

### **Mon 23 Feb - Fri 27 Feb: O-Week**

The major opportunity of the year to introduce new people to our sport and our club.

Please volunteer to help if you have the time. People are needed to rig/derig GMI each day and to attend the sign-up desk.

### **Wed 3 Mar: General Meeting/Video Night**

Where: Bragg Lecture Theatre

When: 6.00 pm.

Beer and Pizza provided.

The purpose of the night is for new members to meet people in the club and find out more about gliding. We'll be showing a few videos, including the club's promotional video which will give new people a good idea of what they can expect on their visit to the airfield and introductory flight.

### **Wed 10 Mar: Executive Committee Meeting**

7.30 pm at Dirk's place, 37 Maple Ave, Rostrevor. All are welcome to come along and have a say in how the club is run.

### **Wed 7 April: Annual General Meeting**

7.30 pm in the Union Building (the room will be announced via e-mail closer to the date).

All members are encouraged to attend and cast their vote for new Executive Committee members and other ancillary positions for the year.

### **MEMBERSHIP RENEWALS**

AUGC & AU Sports Association memberships expire at end Feb. Renewal fees will be the same as last year:

AUGC membership \$10  
Sport Assoc Membership  
- normal \$60  
- junior (<18 yrs) \$12

Those joining during Jan/Feb 2004 do not have to pay again until Feb 2005.

Those who are not AU students and who pay Sports Assoc. fees directly or to some other club need to say so when renewing AUGC membership.

\* Nobody will be renewed unless they have a positive account balance sufficient to cover their renewal fee.

\* Nobody will be renewed unless they explicitly ask to be - email [accounts@augc.on.net](mailto:accounts@augc.on.net) or write on flight sheet or fill in a membership form at O-Week or at the airfield or otherwise advise the committee.

If you use an option other than filling out the membership form, please advise any contact details, course status, student number etc which may have changed since you last filled out a form.

E-mail replies only to the accounts address above please. Do not reply to the entire list unless you really think your renewal is a newsworthy event.