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Uni Gliding

July 2004

The Official Journal of the Adelaide University Gliding Club



John Dunstall flying GMI in wave lift at the Flinders. (Photo: Justine Thompson)

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QUOTE OF THE MONTH

Trent O'Connor, at the AGM, to Derek Eilers: "The Social Convenor's job actually isn't all that taxing"

Derek Eilers: "Are you kidding?! You haven't seen my social club!"

Club News

Greetings all,

The Annual General Meeting was held on 7 April. **Catherine Conway** was given a pleasant surprise by being elected as a Life Member of AUGC in recognition of her services to the club over many years. Thanks go to **Dennis Medlow**, who gave a presentation on Catherine's achievements as pay-back to Catherine for doing the same to him two years ago. The presentation featured television news footage of Catherine's landing of a glider at Adelaide airport, as well as an original **Don Hein** cartoon penned for the occasion.

The new committee for 2004 was elected and is as follows.

Executive Positions:

President:	Derek Spencer
Secretary:	Alban O'Brien
Treasurer:	David Hichens
Social Convenor:	Derek Eilers
5th Member:	Colin Starr

Non-Executive Positions:

Assistant Treasurer:	David Battye
Newsletter Editor:	David Battye
Publicity Officer:	Anthony Smith
Web Page Manager:	Tim Bates
Clubhouse Officer:	David Hichens
Club Contact Person:	Mark Newton
Winch Officer:	Alban O'Brien
Sports Assoc. Rep:	Fiona Middelberg
Workshop Manager:	Derek Spencer

Other Positions:

SAGA Representatives:	Derek Spencer & Redmond Quinn
CFI:	David Conway
Airworthiness Officer:	Redmond Quinn
Club Coach:	Catherine Conway

Thanks to the above people for taking on their positions and devoting the time and effort which goes with them (except the Newsletter Editor who has been slack). Thanks also to the outgoing committee for doing a great job of running the club in 2003!

Onto pilot achievements, of which there have been heaps over the last 3 months. In alphabetical order, kudos to:

- **Sarah Allen:** Solo (Bergfalke) and conversion to the Arrow.
- **Tim Bates:** Arrow conversion.
- **Igor Blazujevic:** Aerotow rating at Gawler.
- **Frank Fonovic:** Arrow conversion.
- **Mark Newton:** Level 2 Instructor rating.
- **Alban O'Brien:** Solo (Bergfalke), conversions to the Arrow, Club Libelle, Standard Libelle, and off daily checks.
- **Ben Ragg:** Conversions to Club Libelle and PIK 20D.
- **Derek Spencer:** Level 2 Instructor rating.
- **Mark Tyler:** Conversions to the Arrow and Club Libelle, and off daily checks.
- **Tom Wilksch:** Conversions to the Arrow, Club Libelle and Standard Libelle, and off daily checks.

The Easter long weekend (9-12 Apr) gave us some good fly-



Dennis Medlow and AUGC Life Member Catherine Conway at the AGM during Dennis' presentation (Photo: Dennis Medlow)



Alban O'Brien, looking cool, calm and collected for his conversion flight in the Standard Libelle GTX. (Photo: Trent O'Connor)



Sarah Allen (The Witch) convinces instructor Steve Kittel to let her convert to the Arrow by strapping herself in and refusing to get out. This may be the first ever flight where pilot and plane were made of the same material. (Photo: Alban O'Brien)

ing. **Peter Cassidy** and **Dennis Medlow** went to Crystal Brook and back in GTX and GQZ respectively. It was apparently a bit of a struggle on the way out but got better on the way home. The weekend also provided me with a series of great quotes...

Dennis Medlow:

"I saw some nice melons last night as we were towing aircraft, just the right size too!"

"We need more women on the airfield."

Sarah Allen and Derek Spencer:

SA: "We did it eight times!"

DS: "On the last one I kept it up for ages!...Well I'm sorry about the bruising."

SA: "It was worth it."

(They would have you believe they were discussing doing wheelies on Derek's trail-bike)

Justine Thompson:

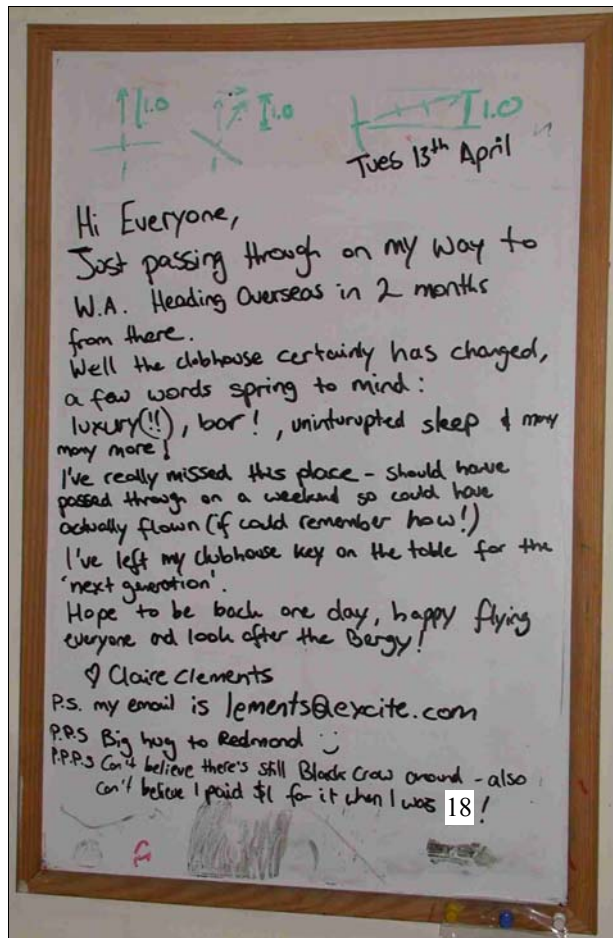
"I'm after Dennis. I only need five minutes."

"Actually, tongue is nice."

"Show us your ring Derek, come on!"



Coke-bottle launching at the Bonfire Dinner
(Action photography: Derek Eilers)



Dirk Seret has added his name to a long and distinguished list of pilots who have claimed the **Come-and-Get-It Trophy**. Dirk flew to Balaklava in GMI on 26 Apr but found the airfield deserted. Balaklava have since yielded the trophy and it will probably stay at Lochiel until the cross-country season starts again. So we'll have to keep an eye out for strange aircraft around that time, particularly motor-gliders with big wings from Balaklava! Congratulations Dirk.

To celebrate the end of the fire-ban season we had a Bonfire Dinner at Lochiel on Sat 8 May. As usual, this was a lot of fun. This year's bonfire was both Quality-Controlled (Redmond) and Quantity-Controlled (Anthony), resulting in a happy medium which could be sat next to at a reasonable distance! Fireside entertainment included Coke-bottle launching - the pictures should be pretty self-explanatory. Thanks to **Dave Hichens** and helpers for a superb roast dinner.

The Flinders Ranges flying camp held over the June long weekend (12-16 Jun) was an outstanding success with heaps of ridge and wave soaring achieved. I'll leave it to Mark Newton and Anthony Smith to describe the trip on page 7. I should mention though that the success of the trip is in no small part due to the excellent organisation by **Justine Thompson** - thanks Justine!

While some instructors were wave-soaring, others were becoming fathers - congrats to Michael and Susan Texler on the birth of Manya Jean Texler, born; 18:40 hours, Monday, June 14th, 2004. Birthweight 4.56 kg (10 lb 1 oz). On a stormy day with wind and hail!

Our Social Convenor, **Derek Eilers**, has instituted a **Monthly Social BBQ** which takes place at West Beach on Tuesday evenings around 6.30 pm. Snags, bread and sauce are available at \$1 a snag (or 5 for \$3). Bring extra food/drink yourself and drinks are

available from the fridge at the usual prices. If you haven't been to the West Beach maintenance shed before, see page 11.

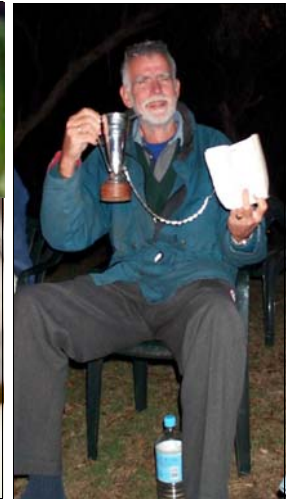
Finally, Derek Spencer, will be in residence at Lochiel from Sat 10 Jul - Sun 18 Jul to enable nine consecutive days of flying. As these days are during the uni holidays, with exams all over and done with, there should be a good turnout of students eager to fly their collective pants off.

See you at Lochiel,

David
Editor



Is there a resemblance?
Manya Jean Texler and Michael.



Dirk Seret with the Come-and-Get-It Trophy
(Photo: Trent O'Connor)

President's Report

Derek Spencer

Lots has happened over the last couple of months. The Flinders 'Wave' Camp was indeed that, with most people there getting to experiencing some wave flying. David Conway narrowly missed out on getting his Diamond Height despite getting to 18,000'. For those interested in some video of the Flinders camp, contact Mark Newton.

Thanks to those that helped out with both the FQW repairs and GTX Form 2 work. Both aircraft were completed in time for the Camp with FQW getting plenty of use and demonstrating its usefulness in this sort of club activity.

There's still plenty going on at West Beach. The monthly BBQ, organised by our Social Convenor Derek Eilers, is proving to be very popular. A big thanks to all those supporting this event. The shed is getting a new look (at least on the inside) with new shelving being installed and a big clean-up.

The new Pie Cart progress has slowed in the last month or so due to higher priority tasks (FQW and GTX) and university exams (good luck to all the students) but, with uni holidays and a relatively empty shed, progress should resume soon with renewed vigour. Dirk Seret has kindly donated the use of his shed for the construction and installation of the frame work whilst he is away on holiday. Thanks Dirk.

The next project, which I will be taking a keen interest in, is the rebuild of the Blue House (twin seater) trailer. The modifications will include a dolly suitable for use with all three of the clubs twins with an emphasis on ease of use and aircraft safety.

One of my goals as President this year, is the promotion and participation in more cross-country flying, with an emphasis on giving new and inexperienced cross-country pilots more opportunities to fly with an instructor or the club coach in the Bergfalke (as well as pair flights and mini tasks). Therefore, the easier it is to rig and de-rig the Bergfalke, the more we will want to attempt cross-country flights with it, so the Blue House rebuild is a big step forwards towards achieving that goal.

It's been great to see a number of members achieving personal goals such as conversions up the club fleet and the 'A', 'B' and 'C' Certificates. Recent conversions include Ben Ragg into WVA, Alban O'Brien and Tom Wilksch into GTX and Sarah Allen and Frank Fonovic into GNF. Keep up the great work!

There's going to be some mid-week flying from Monday the 12th of July to Friday the 16th of July (that's nine days straight of flying if you include the weekends!). This is over the uni break, so come along for some fun and relaxing flying and we'll see if we can help you achieve some more of your goals.

Cheers,

Derek Spencer
AUGC President



From the Instructor's Panel

David Conway

Due to the recent ploughing of the paddock, the main issue we have at the moment is the lack of an access track so members and visitors are forced to use the strips to get to the clubhouse.

We will be stuck with this until the farmer cuts a firebreak along the fence-line.

So meanwhile,

- all new people and visitors we know about should be advised to wait at the gate if operations are in progress
- launch and winch crew should beware of cars arriving at the gate and stop launch operations, and send a car to escort them in
- take all due care to ensure that safety is not compromised during this interim period.

Other matters:

TAIL DOLLIES: These must not be left on aircraft, even when not windy. Please get into the habit of removing them as soon as you are done with them (ground handling or towing). Also please do not arrange aircraft whose arc overlaps; assume a gust can rotate a glider through 180 degrees and make sure there are no other gliders about for it to collect.

MI AIRBRAKES: MI should not be towed with the airbrakes open; in addition to actually decreasing its stall speed, the airbrake panel side-on does not flex while the wing does; this is not good for the hinges.

CANOPIES & CLEANING: Canopies should be cleaned as a matter of course each morning, as should the glider. I've seen some pretty dirty gliders towed out recently. A dirty canopy can make flying, particularly on the ridge, hazardous.

PIE CART: The pie cart has been known to come off the tow ball on occasion; we don't want it running into gliders or cars. Please ensure the chains are always attached when towing the pie cart.

David Conway

Chief Flying Instructor



Recent conversions: Ben Ragg in the PIK, above, and Frank Fonovic being briefed on the quirks of the Arrow by Redmond. (Photos by Trent O'Connor)



July 2004



The view of sunset from GZQ in wave lift at the Flinders on Sunday 13 June. Photo by Justine Thompson, piloting by Anthony Smith.

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
			1	2	3 Go Gliding!	4 Go Gliding!
5 Help out at West Beach	6 Help out at West Beach	7 Wright Flyer presentation, 6.00 for 6.30 pm, Institute of Engineers, North Adelaide. See back page for details.	8	9 Get pumped up for 9 days of gliding!	10 Go Gliding!	11 Go Gliding!
12 Go Gliding! Help out at West Beach if not gliding!	13 Go Gliding! Help out at West Beach if not gliding!	14 Go Gliding!	15 Go Gliding!	16 Go Gliding!	17 Go Gliding!	18 Go Gliding!
19 Help out at West Beach	20 Help out at West Beach	21 Executive Committee meeting at Anthony and Justine's place. See back page for details.	22	23	24 Go Gliding!	25 Go Gliding!
26 Help out at West Beach	27 Come down to the West Beach Social BBQ, 6.00pm.	28 SAGA Winter Lecture: Preparing for the Soaring Season. See page 10 for details.	29	30	31 Go Gliding!	1 Go Gliding! August →

The Flinders Ranges Flying Camp 2004

Mark Newton and
Anthony Smith

This year's Flinders camp was one of the best ever. Mark Newton and Anthony Smith give their accounts below - Mark's is in italics, Anthony's isn't. All photos by Mark except for one.

Friday 11 June

A large portion of the attendees had taken Friday or Friday afternoon off to drive up to the Flinders. GZQ and crew arrived around 4:00pm ish and the Motorfalke and Stemme had already arrived. QH and MI were already rigged. ZQ and the PIK were rigged just before sunset. This was pretty good as it avoided the usual rigging frenzy on Saturday morning.

Saturday 12 June

WSW winds. The Chace Range working to about 3500' and thermals to 5000-ish. I did a bit under 2.5 hours in the Pik; everyone who flew got good flights.

Brisk WSW winds which was a strong 90 degree crosswind on the Rawsley Park strip. This made some take-offs a bit more interesting than normal.

The Motorfalke got off to an early start with Redmond and his friend Jeff with an 8:15am start. FQW then proved its worth with several check flights and training flights. It did 7 flights and 4 hrs 48 min.

The Chace Range was working well to about 3500' and thermals to 5000-ish. There was a hint of wave around that kept coming and going and proved to be too elusive. This was the first time that I had flown the Chace Range :) Flight of the day was Peter Robinson in Whyalla's Std Jantar at 2.5 hrs. Everyone else did either ~2 hours (earlier launches) or ~1 hour (later launches).

TX's Form 2 was finished off at the hard stand area and later test flown by Derek S.

Dennis didn't fly: he was on a recovery mission to collect QZ from where Igor had been forced to leave it following the untimely demise of his car at Port Pirie. Igor missed a good weekend -- But Dennis had less contention for QZ for the rest of the trip :-)

Derek S seemed to have quite an attachment for TX!

Club gliders (other than FQW) did 3 flights and 5 hrs 7 min.

Sunday 13 June

Most memorable flight I've ever had.

*Similar to Saturday, with a bit more cloud. I flew in the Stemme (VH-TCP) with Simon Hackett, and we explored out near St Mary's Peak before flying through some wave rotor (heavy sink) towards the Chace Range. When we got there most of the fleet had already contacted the wave. Several pilots reached 10,000'. Simon and I took a bit longer to find it and topped out at 8300' before we had to pull the pin to **make sure we returned by last light.***

Clouds were at about 6000'-ish. Got lots of nice video of fluffy white things with circular rainbows on 'em.

Early Sunday morning, ~3:00 am, a thunderstorm moved through



Circular rainbow with glider shadow projected on cloud in front of the Chace Range, Sunday 13th June (taken from the Stemme, VH-TCP).

the area. This produced heavy rain showers, distant lightning and thunder and strong gusty winds. Justine and I got up and went down to the airfield to check the aircraft. Pretty lucky as MI had slipped its wing ropes (fortunately it was tail into wind and wasn't going anywhere). FQW's canopy cover had blown mostly off as well. Emilis showed up and announced that he would camp out at the airfield for the rest of the night (a semi-naked Emilis at ~3:30 am is not a pretty sight ;) After ensuring that all aircraft were suitably secure we went back to bed: wet and very cold.

Most of Sunday was spent waiting for the runway to dry out after the heavy rain. We ended up with a very late start with flying starting at ~3:00pm (sunset was around ~5:15pm and the aerotows were at 11 min intervals).

Similar to Saturday, with a bit more cloud. The wind was still a strong cross wind on the Rawsley runway with still some more interesting take-offs.

David Conway took Genaya Misso and Sharon Drabsch for a drive in the 4WD.

The Chace Range was again working to ~3,500' but pilots who got early launches were able to get climbs up the sides of Cumulus cloud (thermal wave?). Justine and I launched relatively late.

The secondary wave from the Elder Range crossed over the Chace range. There was obviously a patch of the Chace that was working better than the rest where the wave crossed. The rotor was relatively mild and was more like small winter thermals (and associated sink). I saw several aircraft successfully thermalling in the rotor area (not sure where Emilis and Peter Robinson got to afterwards). J and I contacted the wave after thermalling in the rotor and heading back over the 'good patch' of the Chace. The wave was relatively weak and we initially climbed at 1-2 knots up past the scattered rotor cloud. Later the climb improved to 3-4 knots in patches. John Dunstall in MI followed ZQ into the wave and we climbed to 10,000'. This was my third wave flight. Justine was very happy in the front seat. We radioed John D and did a quick photo shoot of MI at 10,000ft with John, grinning from ear to ear. Justine took some great shots whilst we were up there. Unfortunately the sun was descending fast and

we didn't have time to push into wind to get to the primary wave, so we pushed forward into the sink behind the primary wave to get us down in time. We played through the tops of the rotor cloud as we descended. A great flight.

The Motorfalke did 3 flights and 1 hr 44 min.

Flight of the day was Simon Hackett and Mark, 2 hr 23 min.

Club gliders (not inc FQW) did 2 flights at 1 hr 41 min.

Monday 14 June

This was really David Conway's day to make up for missing the wave on Sunday. The wind had gone further south and was probably too far South for the Chace to work, but maybe not south enough for the Pound to work either. David took a huge tow to explore for wave. He didn't find much and resorted to flying the Pound. After he announced the Pound to be working, more launches followed.

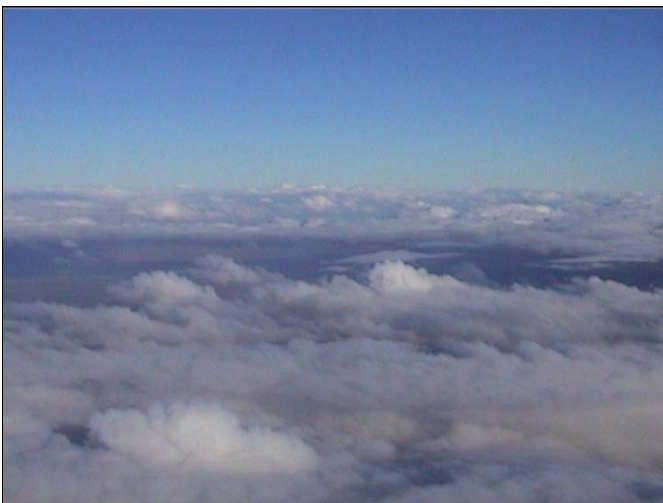
Sunday's flight was the most memorable flight I'd ever had... right up until Monday. Wave soaring in a two seater when you know where the wave is because you can see everyone else in it is one thing; doing it in a single seater without any visible assistance from anyone else is completely different.

Pete towed me over the Ulowdna Range (behind the cabins) where there was some promising-feeling lift, but it was all bumpy and chopped up and useless so I headed off to the South face of Wilpena Pound and soared in ridge lift along the bluff.

After four passes I found a thermal street and started pushing out towards the South, throwing a few turns here and there, generally climbing. Dennis Medlow was following in QZ.

Back towards the Ulowdna Range the thermals were bumpy again, but still going up. It wasn't really thermals, y'see. The air was bone-shakingly rough, but the vario averager claimed that I was ascending at 0.5kt so I kept going... then the roughness stopped. Silky smooth, climbing at half a knot.

I turned crosswind and flew parallel to the South face of The Pound. The lift kept getting stronger, peaking at about 3kts before it started to die off again. I did a 180deg turn when it was weakening and flew back the other way; By this time I was above cloudbase weaving between the Cumulus, picking clear spots to climb in so I could keep ascending without flying through cloud.



10,000' looking down on the lenticulars on Monday 14th June (taken from VH-WVA)



The view from 8300 feet (Sunday 13th June, taken from VH-TCP)

The cloud between me and The Pound was getting thicker and taller as I surfed along its windward side. I passed Dennis going the other way a few hundred feet lower along the way; he'd followed me all the way out from our original foray out from The Pound.

It was stunningly beautiful flying through the clouds like that. I can't express myself in writing well enough to convey how it felt and looked.

The gaps between the clouds were closing; There was a higher layer of Cumulus above me, and the Cumulus at my level had been booming upwards until they joined the upper layer, then they started widening and closing the gap. Not wanting to be trapped in cloud, I dived below cloudbase and turned into-wind, skipping under cloud towards the Elder Range at 80 kts and converting the speed back into height in the clear air on the other side of the cloud, turning cross-wind again to surf the face of this new Cumulus. I radioed Dennis to suggest that he follow me, but didn't see him again for the rest of the flight.

The lift was better in my new location, and I resumed climbing at about 6 kts pretty consistently, flying beat-ups in front of the cloud to remain in clear air while taking advantage of the lift. After a few minutes I didn't need to do that anymore because I was above the cloud tops: the scattered Cumulus which looked so inviting from the ground was an awesome sight from above. Once again, words fail me.

I heard MI making a circuit call: "All stations Rawnsley Park, Mike India joining downwind for 21 Rawnsley." I cheekily shot back, "All stations Rawnsley, Whiskey Victor Alpha ascending through 6000' in wave, South of Wilpena Pound over the Rawnsley campground." I'm not sure that Dave Hichens appreciated it, but it seemed funny at the time.

Back on the ground, things had changed. As the wave had increased in strength, the rotor had moved back and intensified, drowning out the ridge lift along the Pound. The first three launches (David Conway, Dennis and Mark) had the advantage of being able to use the ridge lift to find a good spot to access the wave. David Hichens and subsequent flights didn't have that and it made contacting the wave extremely difficult. David Hichens fell off the Pound the first time because of this. I was enroute to the Pound in ZQ with Sharon when I realised that it wasn't working and tried to push up wind to get to the wave, but it was very rough in the rotor with strong patches of sink.

Derek Spencer took off in TX and managed (somehow) to get into the wave. I think Derek did incredibly well to achieve that. Certainly David Hichens couldn't manage it in MI and neither could I in two goes in ZQ with Sharon Drabsch. We did find some violently turbulent air though with a couple of negative-g excursions (enough for me to do a cursory inspection of the aircraft afterwards).

Turning directly into wind, I did some experimentation and concluded that I got the best climb rate at 40kts and +2 flaps. As I ascended through 9000' my GPS said I was doing 9km/hr over the ground. The lift was weakening too -- the averager was down to 0.3 kts by the time I got to 10,000'.

I stopped to record some "I wuz 'ere" video.

Not wanting to go above 10,000', I hooned around the sky at high-speed for a while... until I fell out of the back of the wave. Things were a bit different in the downdraft :-). I was thinking about the geography of the place, considering that the wave lift was between The Pound and the Elders, and the rotor was between The Pound and the Ulowdna Range, and that must mean the wave sink would be... Behind the south face of The Pound, in the lee of the ridge. Erk. Time to bug-out, don't want to go there. There's nowhere to land in the lee of that ridge.

So I aimed myself to the East, and by the time I'd dropped back below cloudbase I was in heavy sink immediately East of Rawnslays Bluff. I lost 4000' between there and the Ulowdna Range, which was where I was heading so I could try to get back into the wave.

Somehow I managed to do it. It felt like I was flying through a tumble dryer for a while, but I recontacted the wave at 3500' in more or less the same spot I found it in last time. My efforts at picking gaps in the cloud to ascend through were more practiced than they were the first time, and my second ascent was much quicker than the first. I was back at 10,000' in no time, in 4 to 6 knots of silky-smooth lift, flying towards the Elder Range at walking pace over the ground.

That's when Simon Hackett showed up in the Stemme for some photo opportunities. Catherine Conway took a nice one of the PIK while I was taking nice video footage of the S10.

Then it was approaching 5:00pm and it was time to start descending, which was a lot of fun through the layer between cloud-tops and cloudbase. I opened the cockpit vent after descending below



Stemme S10-VT VH-TCP brochure shot (Monday June 14th at 10,000').



VH-TCP flyby at 10,000' (taken from VH-WVA Monday 14th June).

cloudbase here, and felt warm air washing over my feet and up my legs. It felt bloody cold after I landed and climbed out of the cockpit, but it was toasty warm after the chilled air upstairs.

Still, it could have been worse: David Conway was making a diamond height attempt, and reported that the condensation from his breath on the inside of the canopy was turning to ice at 17,500' (the outside air temperature was -15 deg C).

I'm still awed by the experience. When I think back on it I can't help thinking about the fact that only a vanishingly small number of people who will ever be alive on this planet will know how it feels to be enclosed in a small cockpit, flying a tiny craft through awesome clouds to arrive on top of the world. I know that when I try to explain the sense of achievement, wonder and majesty to someone who doesn't fly gliders they'll just shrug their shoulders and wonder what the fuss is about. It just isn't part of their life, they won't have a frame of reference they can use to understand it.

So the best I can do is show them pretty pictures.

Flight of the day was David Conway in QH with 3 hrs 33 min.

Club aircraft did 4 flights and 4 hrs 28 min.

Tuesday 15 June

A large contingent had headed home on Monday afternoon, so the pilot to aircraft ratio was approaching 1:1. The wind was less and again further to the South and quite cold. The Bluff and Pound was working well and had thermals blowing up its face which allowed for easy height gains to cloud base.

Despite much searching, there wasn't any sign of local wave. I saw Lenticular clouds a fair way to the SSE though. Some of the Cumulus clouds had a faint capping, but that was about it. As the day progressed, the thermals formed well defined streets which allowed excellent runs to the South towards Hawker.

John Dunstall was first in MI with 3 hrs 18 min. *Dave Hichens got the PIK. He did 6 hours in it, ridge-soaring the South face of The Pound and following thermal streets to within a few kilometers of Hawker.*

I flew Pete Siddall (the tug pilot) in the Motorfalke towards the end of the day. He's always said he'd like to try flying a glider around the Flinders at some stage, but since he's the tug pilot

that presents a few logistical challenges which were easily accommodated by the Motorfalke. It sounded like he had a great time; We had lots more video opportunities once it was known that FQW was equipped with a camera. I got some nice shots of WVA and GMI flying by. Anthony had a dud battery so his radio wasn't transmitting, so I couldn't coordinate any nice shots with him. But I did get a shot of GMI and GZQ lined up in an orientation which suggested that the Club Libelle might have been aerotowing the Bergfalke :-). (I was hoping to sneak in on the video shoot by tailing right behind MI)

I flew Justine and Sharon in ZQ. It was cold at altitude, 0 degrees at 5300'. Derek Spencer got into MI after John Dunstall. You could tell the instant Derek spotted bushwalkers on the Bluff by the immediate series of steep turns and beat-ups along the cliff edge.

Flight of the day was David Hichens in WVA at 5 hrs 55 min.

Club aircraft did 3 flights and 11 hours 14 min.

Wednesday 16 June

Light Southerly, almost (but not quite) down the strip.

Derek Spencer took the local tourist pilot for a fly in FQW to give him a taste of gliding and ridge soaring on the South Face of the Pound.

John Dunstall launched in GMI, I took WVA and Anthony and Justine followed in GZQ. We all hung around for about an hour and a half, while Derek landed, prepped FQW for the return to Lochiel, and departed; and Pete Siddall did a roaring departure to return to Renmark shortly after 1pm.

At the very end (after WVA had landed) Justine spied two bushwalkers heading up the track to the Bluff. We said good bye to ridge by buzzing them. It took 4 passes before they returned Justine's waving. Everyone landed by around 2 pm. Club aircraft did 2 flights with 2 hrs 37 min.

Derig, pack up, depart -- we were all in a convoy by 3:45pm.

What a weekend.



While I was photographing VH-TCP, Catherine Conway was in VH-TCP photographing me. Here's what a PIK-20D looks like at 10,000'.

SAGA Winter Lecture Series 2004

July Lecture: Preparing for the Soaring Season

Lecturer(s): Phil Ritchie, Andrew Wright and Grant Hudson
Organiser: Andrew Wright

Topics: Personal and equipment preparation, what coaching can offer and goal setting.

Date: 28/7/04 Time: 19:30

Venue: TBA (Check with Andrew Wright on 83034648)

August Lecture: Navigation for Glider Pilots

Lecturer(s): Frank Johann and Sid Nankivell
Organiser: Bernard Eckey

Topics: Pre-flight preparation, inflight navigation etc

Date: 25/8/04 Time: 19:30

Venue: Adelaide Uni, Engineering North Building, 1st Floor, Chemical Engineering Dept, Room N123.

September Lecture: Improving Your Climb Rates

Lecturer(s): Bernard Eckey, Catherine Conway and Phil Ritchie
Organiser: Bernard Eckey

Topics: Thermal detection, thermal centering, optimising angle of bank etc

Date: 22/9/04 Time: 19:30

Venue: Adelaide Uni, Engineering North Building, 1st Floor, Chemical Engineering Dept, Room N123.

October Lecture: Maximising Your Cross Country Speed

Lecturer(s): David Conway, Ulrich Stauss

Organiser: Bernard Eckey

Topics: MacReady theory, gear change, meteorological nav and final glide.

Date: 27/10/04 Time: 19:30

Venue: Adelaide Uni, Engineering North Building, 1st Floor, Chemical Engineering Dept, Room N123.

November Lecture: Thermal Structure

Lecturer(s): Dr Jorg Hacker

Organiser: Bernard Eckey

Topics: Formation, composition and structure of thermals.

Date: November TBA Time: 19:30

Venue: Adelaide Uni, Engineering North Building, 1st Floor, Chemical Engineering Dept, Room N123.

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, 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

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: contact@augc.on.net) 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 6 km down the road turn right onto Landslide Rd (a dirt road). The airfield is about 8 km down Landslide Rd - look for the wind-sock near the gate. If gliding operations are in progress when you arrive, please wait at the gate - a club member will escort you at the earliest opportunity. A flashing beacon seen anywhere on the airfield indicates that gliding is in progress.

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

President:	Derek Spencer	8395 5337	president@augc.on.net
Treasurer:	David Hichens	8342 2956	treasurer@augc.on.net
Secretary:	Alban O'Brien	8445 6981	secretary@augc.on.net
Social Convener:	Derek Eilers	8322 6963	social@augc.on.net
Fifth Member:	Colin Starr	8289 0329	fifth-member@augc.on.net
Chief Flying Instructor:	David Conway	0418 803 705	cfi@augc.on.net
Airworthiness Officer:	Redmond Quinn	8344 5331	airworthiness@augc.on.net
Contact Person:	Mark Newton	0412 870 963	contact@augc.on.net
Newsletter Editor:	David Battye	0419 183 807	editor@augc.on.net

Upcoming Events

Wed 7 July: Presentation by John Delaney: 'The Secret History of the First Flying Machine'

6.00 for 6.30 pm , Chapman Hall at the Institute of Engineers Australia, 11 Bagot St, North Adelaide.

The presentation will cover the history of Wilbur and Orville Wright, the creation of their flying machine and the successful re-creation and flight of their Flyer 100 years later. For more information contact Andrew Clark (0421 051 328) or Cyril Wetherall (0401 712 477).

Wed 21 July: Executive Committee Meeting

Anthony Smith and Justine Thompson's place, Unit 4/29 Fuller St Walkerville.

At 6.30 pm Anthony will be holding an open-forum discussion on key concepts relating to running a club, the exact topic for the evening to be announced closer to the date. There will be pizza and beer for this pre-meeting discussion - contact Anthony if you are coming (anthony.smith@adelaide.on.net, 8269 2687).

At 7.30 pm the Executive Committee meeting starts. All are welcome to come and have a say in how the club is run.

Tue 27 July: West Beach Social BBQ

6.00 pm, West Beach maintenance shed.

Come down to West Beach for snags, socialising and sail-plane maintenance. Snags, bread and sauce are available at \$1/snag (or 5 for \$3), bring other food/drink yourself. Softdrinks and beer are available from the fridge at the usual prices.

Wed 28 July: SAGA Winter Lecture, 'Preparing for the Soaring Season'

7.30 pm, venue to be announced closer to the date - stay tuned to the augc-people email list or check with Andrew Wright on 8303 4648.

Phil Ritchie, Andrew Wright and Grant Hudson will be discussing personal and equipment preparation, what coaching can offer and goal setting.