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Uni Gliding

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The Official Journal of the Adelaide University Gliding Club



Sarah Allen becomes the first person to take a winch launch at Waikerie since 1987. On this flight Sarah accomplished Silver distance and height gain. (Photo: David Conway, 26 Sep)

What's Inside

- | | | | |
|---|---------------------------|-----------------------------|---------------------------|
| → Club News | - Page 2 | → The Newbold News | - Page 14 |
| → Calendar | - Page 4 | → From the CFI | - Page 15 |
| → From the Instructor's Panel | - Page 5 | → Want to fly this weekend? | - Page 16 |
| → Not the Treasurer's Report | - Page 6 | → Where is West Beach shed? | - Page 16 |
| → Strategic Planning Meeting Summary | - Page 7 | → Contact List | - Page 16 |
| → Duty Pilots - Mark Newton | - Page 8 | → Upcoming events | - Page 17 |
| → The Perfect Winter's Day - Derek Eilers | - Page 11 | | |
| → A Floppy Flight - Michael Texler | - Page 12 | | |

QUOTE OF THE MONTH

"How far do you have to spread your legs to get into this?!"

Sarah Allen, referring to the wide separation of the rudder pedals in Waikerie's tug.

**SPECIAL GENERAL MEETING
WEDNESDAY 13 OCTOBER, 7.30 PM, MARGARET MURRAY ROOM**

Club News

Greetings all,

Well, the most important piece of club news to occur in recent times came to us this year. As many would know, the owner of the airfield is no longer in a position to lease it to the club. After 31 Dec this year we will not be able to use the paddock at Lochiel for gliding operations, however we will have another two years to remove buildings and equipment. So, this marks the end of 28 years of gliding at Lochiel - if you look over the old newsletters on the website you'll see the very first lease was signed on 12 Dec 1976 after a trial weekend of great ridge soaring. On one hand, it is sad to be leaving our beloved ridge and to dismantle or abandon the buildings which the club has worked hard to construct. But on the other hand, moving to a new location will give us new opportunities: better thermals, days that are not as affected by sea-breezes and potential to expand our infrastructure.

Currently the Executive Committee has offers from Waikerie and Barossa Valley Gliding Clubs to cohabitate on their airfields at least temporarily. The Committee feels that, given the short time left at Lochiel and the need to avoid a lengthy interruption to flying, one of these offers needs to be taken up for the short term. To this end, a **Special General Meeting** of the club is called for **Wednesday 13 October**, 7.30 pm, in the Margaret Murray Room of the Union Building, Adelaide University. The purpose of the meeting is for the membership to decide on where we are going to move, so come along and cast your vote!

The club's **Annual Dinner** was held on 2 Jul at the Buckingham Arms Hotel. As usual, awards were given to those who have distinguished themselves in various ways over the previous year. The awards list for this year is:

The Harley Award for The Most Meritorious Cross Country Flight

- **Derek Spencer**, for a 325 km flight in the Arrow

The Duncan Award for Most Improved Pilot

- **Sarah Allen**

The Winch Engineers' Award (for contributions to winch building, improvement and maintenance)

- **Alban O'Brien**

The Wildlife Award (for destruction of flora & fauna in connection with gliding activities)

- **Ben Ragg**, for a kangaroo-strike on Landslide Rd

The Wheels-up Award (for having a certain lever in the wrong place at the wrong time and similar lapses)

- **Catherine Conway**, the certain lever belonging to QH

The "Can't Keep It Up" Award

- **Michael Texler** (see his article)

The Creative Rim Award (for destruction of wheels, suspension etc)

- **Anthony Smith**, for breaking the suspension of GZQ's trailer twice - on Khancoban and Flinders trips

The "Keeping It Up" Award

- **Dirk Seret**

The "Keeping it Up" Award is a new trophy created and donated by **Michael** and **Matthew Scutter**. It is awarded for innovative or noteworthy measures to enable continuation of flying and was inspired by Dirk's successful use of a fishing knot to repair a cable break in a situation where there was no cable swaging tool on the airfield. The knot survived the remainder of the launches that day and is now featured on the "Keeping it Up" Award trophy, which was presented to Dirk at the annual dinner.

Pilot achievements since last newsletter: huge congratulations to **Leonard Hall**, who went solo on 10 July in the Bergfalke - after training on and off for 10 years! Leonard followed it up soon after with an Arrow conversion. **Brenton Wait** re-soloed on 14 Aug after an 8-year break from flying with the club. He is now re-acquainting himself with the Arrow. **Colin Starr** went solo in the Bergfalke on 4 Sep - well done Colin! **Sarah Allen** converted to the Club Libelle, Standard Libelle and PIK, gaining a C certificate along the way [news just in: Sarah completed her Silver distance and height requirements at Waikerie today, 25 Sep - Congratulations Sarah!] **Tom Wilksch** converted to the PIK and gained his C certificate too. **Tim Bates** is off daily checks and converted to the Club Libelle. **Frank Fonovic** is off daily checks. **Ben Ragg** converted to the Motor Falke, as did **Adam Stott**, who now also has his Air Experience Instructor rating. **Derek Eilers** converted to the PIK. **Alban O'Brien** got his C certificate and an aero-tow rating at Waikerie. **Trent O'Connor** converted to the Discus at Gawler.

Tim Bates has revised the club website. The new site includes a great photo gallery and a 'Stories' section for reporting how each weekend turned out. Thanks Tim!

During the uni holidays in July, **Derek Spencer** became Instructor-In-Residence at Lochiel for a week. A handful of students had a great week of flying and partying as a result. Thanks Derek!

We had a **Strategic Planning Night** on 24 Aug. The aim of the evening was to discuss directions for the club over the next 10 or so years, in light of the upcoming move from Lochiel. The meeting was well attended and lively discussion was had on a number of issues. **Colin Starr** recorded the discussion and a summary appears on page 7.

Catherine Conway and **Steve Kittel** ventured overseas in July/August to Germany with the "Sugar Gliders", the Australian Women's Gliding Team. The Sugar Gliders are Lisa Trotter and Lisa Turner with Catherine as coach. The event was a training prelude to the 3rd Women's World Gliding Championships at the same time and place next year. Catherine and Steve's adventures can be found in words and pictures at

<http://slash.dotat.org/womens-preworlds-2004/>

To operate a winch at a new location the club may be required to have it roadworthy and registered. This has been a long-term aim of the club in any case and would allow winch launching from out-landing paddocks and at flying camps. Thus, the time is right for a new winch truck to replace the Toyota Dyna. **Derek Eilers** has procured a 2-tonne Mazda truck which will suit this purpose very nicely. The current plan is to do the truck swap some time in November. However, there is plenty of preparation work which

can be done such as cleaning up a few rust patches and making a sub-chassis. Derek is coordinating these tasks at West Beach and needless to say would appreciate hordes of eager helpers.

In upcoming events, a final bonfire and dinner will be held on **Saturday 23 October** as a farewell-to-Lochiel. It will be a catered dinner, so we need to know numbers in advance. If you would like to attend send an e-mail to or call Derek Eilers (social@augc.on.net, 8322 6963). If you know of anyone who has had an interest in the club over the years, please pass the message on.

See you at Lochiel,

David

Editor

2004 AUGC ANNUAL DINNER

(Photos courtesy of David Conway)



October 2004



The airfield at Lochiel, as viewed from 4300 feet in GMI by Tom Wilksch on 5 September.

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
27 September → Help at West Beach	28 West Beach BBQ 6.00 pm	29	30	1 October →	2 Go Gliding!	3 Go Gliding!
4 Go Gliding! (Labour Day)	5 Help at West Beach	6	7	8	9 Vote, then Go Gliding!	10 Go Gliding!
11 Help at West Beach	12 Help at West Beach	13 Special General Meeting 7.30 pm, Marga- ret Murray Room	14	15	16 Go Gliding!	17 Go Gliding!
18 Help at West Beach	19 Help at West Beach	20 Executive Com- mittee Meeting (see back page)	21	22	23 Go Gliding! End of Days at Lochiel Dinner (see back page)	24 Go Gliding!
25 Help at West Beach	26 Help at West Beach	27 SAGA Lecture "Maximising your cross country speed" (see back page)	28	29	30 Go Gliding!	31 Go Gliding!

From the Instructor's Panel

David Conway

Most of you will know by now that at the GFA AGM/ACM recently I accepted the position of Executive Vice President.

With this extra work, I'm not going to have time to do justice to the CFI job. I have been CFI for 6 years now; and with the club moving to a new site with all new operational issues to be addressed, it makes sense that now is the time to hand the CFI job to someone else.

Anthony Smith is the obvious person for the job, he has the personal and flying skills, experience, discipline and respect necessary to ensure that AUGC maintains and improves it's high flying standards which are well regarded in the gliding fraternity.

So I'm very pleased that the Exec has ratified Anthony's appointment to the office of CFI.

Anthony will do a great job and I am sure everyone will give him their full support and encouragement.

I would also like to thank everyone in the AUGC for their support during my term as CFI.

During a number of check and training flights I've done with some of our new pilots recently I was proud to observe the very high standard of their flying, this is a reflection of the quality of our instructors and the efforts that they have put in, which in turn has made my term as CFI a fun and rewarding experience.

Thanks again.

Cheers

David Conway

Ex-Chief Flying Instructor
Adelaide University Gliding Club Inc.



Top left: Acting Treasurer Trent O'Connor, ever-alert to possible wastage of funds, spots a risk of shouting beers for a Discus conversion at Waikerie and decides to get it at Gawler instead. (Photo: Ann Sigston)

Top right: Ben Ragg, about to tell the photographer to "Clear Prop!" so he can convert to the Motor Falke. (Photo: Trent O'Connor)

Left: David Conway performs major surgery on the Ventus as everyone looks on.

Not the Treasurer's Report

Trent O'Connor

The Treasurer has not been seen for a couple of months as he has gone overseas. Rest assured that he is not in South America and has not taken any club funds with him.

Flying Activity

The chart below shows the hours flown by the AUGC fleet during this year. As you can see, the graph has shot upwards (dare I say, skywards) in the last two months. A new club record has been set for the month of August, beating the previous high recorded in August 1987. I know this because Anthony Smith, when he was Treasurer a couple of years ago, got very keen and documented the monthly flying statistics for the entire history of the club. Thanks Anthony.

Fees

Despite the upturn in flying activity, some fees have had to be increased recently to keep the finances looking healthy. There have been significant increases in some costs over the 2½ years since fees charged to members were last adjusted.

The Airfield Services Levy (aka "Clubhouse Levy") is now \$4 per person per day. In addition to increases in electricity rates and other airfield costs, there has been much expenditure in recent years on the clubhouse extension, upgraded air-conditioning and other facilities, which have so far been enjoyed by members at no extra cost.

The Dyna winch truck is being replaced in the near future to improve the reliability, roadworthiness & crew comfort on the winch. To offset the cost of this project and the increasing cost of fuel, charges for winch launches are now \$4.50 for members on student/concession rates, \$6 for other AUGC members.

There has been some flow-on of these changes to the price of pre-solo training packages. These now cost \$310 (students) and \$400 (others), which is at least a 30% discount on the club costs for a typical student to go solo. There has been no change to the aircraft hire rates. Full details of all fees and charges are on the web site in the members/documents area.

Paperwork Issues

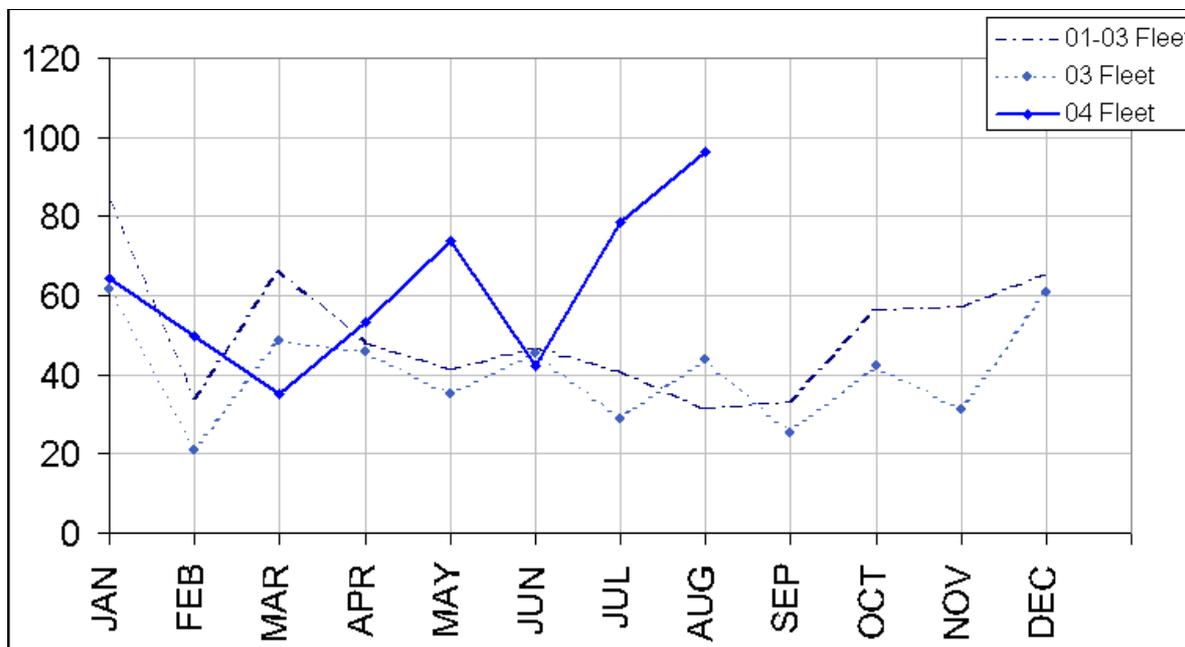
Members are reminded that anyone receiving AUGC/Sports Association or full-year GFA membership forms from new members should only accept them if the form is legible and complete (including student number if appropriate) and is accompanied by the money *up-front*. It is not beneficial to do a hard-sell and sign people up for memberships on credit the first day they show up at the airfield. If they don't have the money for full membership, Introductory GFA membership is in order to enable them to fly. If they are keen, they will be back with the money the next week.

Please record any cash payments for clubhouse BBQs or similar events on the flight sheet, so we can keep more exact account of our income sources. It is sufficient to record a total of the combined cash payments for any one meal, in addition to listing individuals who choose to charge the meal to their account.

.Trent.

Acting Treasurer

21 Sep 04



Strategic Planning Meeting Summary

Colin Starr

By the end of 2004, AUGC will be required to move from its current airfield at Lochiel to a new location. On Tuesday August 24, a meeting was held to discuss the future directions of the club. This meeting was well attended, both by newer members and those who have been members for many years.

Discussion centred on determining what members want from the club, focussing on the long term (5 to 20 years). There was also discussion on what members want from a new airfield.

The following is a list of desires expressed by members, along with an indication of the importance that the membership attached to each desire. (H-high, M-medium, L-low.)

Airfield

- (H) The club should aim to solely own (and operate) its own airfield. If this is not possible, a long-term lease should be obtained for the land.
- (H) The airfield should have good soaring conditions.
- (H) Achieve 'value for distance'. Members are willing to trade travelling time to the airfield for better soaring conditions. The ideal maximum is 1½ hours driving time from Adelaide; however members would be willing to drive a little further (up to 2 hrs) for a significant improvement in conditions.
- (M) The airfield should have long (e.g. 2000m) strips.
- (M) Provide sufficient secure hangarage for private owners.
- (L) Locate field away from controlled or limited air-space.
- (L) Proximity to a town with a (good) pub and other facilities, such as petrol and a bakery.
- (L) A ridge site was desired but is a low priority.

Fleet

- (H) Ensure that road-worthy trailers and towing gear are available for each aircraft. The trailers should be usable with a minimum crew.
- (H) Provide facilities (such as fittings, etc.) for oxygen in each single seater and a cross-country twin.
- (M) Make data loggers and suitable cross-country instrumentation available for every single-seater.
- (M) Acquire a modern 2-seater and a mid-range single seater. Ideally, the club should operate two singles of similar performance for pair flying or cross-country racing.
- (M) Obtain an aerotow capability for the Motorfalke.
- (L) Acquire a single-seater with self-launch or sustainer capability.

Flying

- (H) Provide every pilot with the opportunity to achieve their flying goals, and encourage members to work towards these goals. Cater for all flying, including those who just want to do local soaring.
- (H) Encourage more cross-country flying, and provide cross-country coaching.
- (H) Be able to provide a minimum of ½ to 1 hr flying time per person per day.
- (H) Help and encourage interested pilots to prepare for and participate in competitions. In particular, there

should be a focus on student competitors.

- (H) Work towards more efficient operations.
- (M) Implement multi-day intensive flying training courses.
- (M) Run flying camps at other airfields, including ridge sites. Run regattas and other events at AUGC.
- (L) Aim for the ability to launch 12-15 aircraft per hour.

General

- (H) After purchase of a field, invite other aviators (including powered aircraft such as ultralights) to operate out of the field.
- (H) Construct a suitable pie cart and other facilities.
- (H) Ensure that more people are able to perform maintenance. Work on a training program for new/inexperienced members (perhaps as part of the flying training syllabus).
- (H) Aim for as much maintenance as possible to be performed in-house.
- (M) Ensure the winch is roadworthy and can be registered if required.
- (L) Arrange for sufficient tools to be available on field to perform basic maintenance without having to return aircraft to West Beach.

Dislikes

- (H) High fees
- (H) Operations being restricted by a crop on the airfield.
- (H) A location susceptible to sea breeze.
- (M) Long days

Suggestions for Improvement

- The club needs a core of 30-50 pilots flying 50-100 hours per annum. Ensure club membership keeps up with these figures.
- Work towards more efficient training and AEF operations. Focus instructing resources on keen members. Ensure prospective pilots are motivated before they begin regular training.
- Consider pairing AEFs with an experienced member who can brief the AEF, show them around and teach hook-on procedures, etc.
- Perhaps send the Motorfalke to Gawler/Lower Light to run a series of AEFs in bulk.
- Increase availability of winch-driver training
- Consider regular revalidation or retraining on winch operations.
- To avoid long days, try to have earlier starts to the day and fly AEFs and training flights early.
- Consider cohabitation or cooperation with the Air Training Corps; this can be a useful source of student members.
- Provide further cross-country coaching on topics such as radio procedures, official observer procedures and use of instrumentation.

Duty Pilots

Mark Newton

AUGC hasn't typically placed much emphasis on the role of the Duty Pilot. In this article I hope to expand on the role, with the intention of improving the organization of the day so we can squeeze in more flying and have more fun doing it.

Responsibility

Before we start, lets have a quick word about *responsibility*.

When we talk about responsibility, it doesn't carry the same connotations as when your parents say it. Nobody is saying, "Bob, turn off that loud music and get a haircut, you need to be more responsible!"

In the context of the gliding club, responsibility means that you are taking-on the task of making sure that something is going to happen. If it doesn't happen, you expect and accept that people will come to you to hassle you about it, because you are the prime mover that'll make it happen.

We don't mean you have to do it yourself. Feel free to delegate, but if you delegate to someone who hasn't followed-through and completed the task, the buck really stops with you: If, for some reason, it doesn't happen, the correct answer is not, "Aww, but I told Joe to do it and he hasn't yet!" Nobody wants to hear that from you, because *you* are the one who's responsible.

So a more accurate rendition of the explanation would be, "It hasn't happened because I haven't made it happen yet." Then you'd go and see Joe and find out what his story is, off-line (so to speak).

That may sound unfair (that you end up being responsible for something when Joe is the one who hasn't done it) until you consider that you, as the responsible party, can compensate for Joe's failings by, say, giving the task to someone other than Joe. Or by doing it yourself. Or by showing Joe how to do it. Or by doing something else so that that particular task doesn't actually need to be done anymore.

What it really means is that you need to show good people skills, initiative and flexibility.

The Instructors' Point of View

I need to confess a certain amount of vested interest in this topic.

Imagine a typical summer day. It's 40 degrees in the shade, which is some small comfort for the instructor who is spending the entire day *out* of the shade in the back seat of the Bergfalke.

While the instructor is thinking about what would motivate a person to do this, there's a cable break; another glider lands; the winch engine overheats; and the trainee in the front seat decides it's too hot and they want to disappear into the clubhouse in front of the air conditioner, giving the Bergie to someone else.

While all this is happening, there's a group of five or six people in the shade next to the pie cart chatting amongst themselves. Someone is eating a sandwich. Nobody is taking a car to the winch to pick up the tools to fix the cable;

Nobody is retrieving the landed glider from the middle of the strip; the winch engine is *still* overheating, and nobody has the faintest idea about who is in the Bergfalke next. Each of those things causes complete, total cessation of anything resembling a glider launch until someone gets motivated enough to deal with it.

In an ideal world, none of this would be the instructor's problem because everyone would be organized and working as a team to ensure the efficient execution of the day's operation. Everyone would know what they were going to do next and would just do it when it needed to be done. But we rarely live in an ideal world, and more often than not each and every one of those things is the instructor's problem to deal with.

Speaking as an instructor, I can tell you that I don't want to do those things. Indeed, I'd usually rather not be in the Bergfalke at all! Occasionally when the day is working out that way I have to swallow hard to keep down a desire to simply tie the Bergie down, say, "Screw you!" to all the trainees, and piss off in the Pik. On a 40 degree day I'd much rather be at 10,000' in a single seater, and the last thing I want to be doing is running all over the airfield herding cats just to make sure that some of the most basic things we need to do to carry out the operation actually get done.

... and that's (partly) why we have Duty pilots.

So what does the duty pilot do?

Everyone does this job in a different way. That's partly because nobody seems to know what the job is.

Ultimately, the job is about accepting the responsibility (in the context detailed above) for the smooth and efficient running of the day: the buck stops with you, and you're motivated to ensure the day's efficient, well-planned success. It's an important task which has the potential to take a fair chunk of your time. But by delegating that responsibility to other people with a vested interest in their individual tasks you can reduce the load quite significantly.

The duty pilot role is also about leadership. Once you've accepted that the buck is going to stop with you, you can have a reasonable expectation that others on the airfield will defer to your guidance. You are running things at the launch point, not the loudest or most impatient solo pilot, and (preferably) not even the duty instructor. Depending on the personalities of the launch point team, that might occasionally mean that you need to employ some conflict resolution skills to ensure that the efficiency of the day isn't destroyed by conflicting leadership.

So lets walk through a typical day from the point of view of the successful duty pilot, and see how much smoother the day can run.

Early morning

As duty pilot, you will have looked at the Flying List to form an approximation of who is coming and what they're likely to want out of the day. Most of us know who can fly which aircraft; The duty pilot will make a loose association between personnel and gliders.

You don't need to be anally retentive about it: There's no need to micromanage who is flying what, because we all know those plans will go out the window as soon as everything is pushed out to the launch point. The thing that'll make the biggest difference to the efficiency of the day is a simple classification into "people who need a two seater," and "people who don't need a two-seater."

Once you know that, many organizational tasks become easier. For instance, those who are flying the two seater can take most of the responsibility for its preparation: You can delegate tasks like finding someone to DI it and towing it out to one of the people with a vested interest in flying it, then you don't need to take a personal interest in it anymore. If the people who want to fly it aren't motivated enough to organize their own glider, they're only hurting themselves, it's not your problem.

Similarly, the single-seater pilots can also take care of their own preparation. If someone wants to fly TX they can DI it and organize someone to tow it out. If nobody wants to take on those tasks, TX doesn't fly. Simple! Not your problem!

If done efficiently, with a good team of people on-field, this phase of the day can be accomplished by looking at the flight sheet for a few minutes and having a talk with two or three people to tell them what you expect from them. If you pick "good people" for those delegations, you won't have to watch over them or chase them up to make sure they've done the job right, you'll just be able to tell them what you expect and move-on.

So, once you've delegated those tasks to people with a vested interest in successfully completing them, you can go onto the next morning task for the duty pilot: Paperwork.

Morning paperwork

Do we have any AEFs? Any trainees who haven't taken up full GFA membership? They're your problem.

This is probably something you shouldn't delegate, and should take a personal interest in: It's important enough that you need to take a personal interest in making sure it's done correctly.

GFA membership forms need to be filled out, with all the right boxes ticked, all the right signature spaces signed, student-IDs written on the forms for students, AEF money collected, and (this is important) *signatures from witnesses*.

Another paperwork task is the flight sheet. Delegate that to someone who looks like they need something to do: They can organize the flight sheet folder, esky, and the task of getting the pie cart to the launchpoint. Again, they don't need to do it themselves, but they do need to *take responsibility for getting it done*.

Finally, make a note for the flight sheet folder about who is flying the two seater. Forget the singles; those pilots can (and will) work themselves out. But we need to know who needs the two seater to make sure the next pilot is getting ready while the previous pilot is still flying.

First Launch

Gliders will need to be towed out. You don't need to wait for the single seaters to be ready before you take the Bergfalken to the launchpoint. You might need a bit of coordination to

make sure singles aren't being towed up the runway while you're waiting to launch the Bergie though. Handheld UHF's can help here.

Pick someone to drive the winch for the first launch. *Make sure they're not welded to the winch for the next two hours!* Nothing is more frustrating for a winch driver than finding that there's a queue of pilots at the launchpoint and nobody else with a winch authorization for the next three cable pairs.

As the day progresses...

The main things you'll need to work out are the logistics involved in running the winch, ground handling, and allocation of trainees to the two seater.

These are all independent tasks, and can be delegated to other trustworthy people if you don't want to micromanage each individual facet of the day.

Lets look at each one separately.

The Winch

You'll know who has winch tickets. Every now and then one of those people will have a great time on the winch and want to drive it all day; But usually everyone on the winch would rather be flying.

Try to allocate people to the winch so that nobody needs to lay more than two cable pairs before having a break, especially when the operation is progressing slowly. Spending hours at the upwind end of the airstrip on a 40 degree day is un-fun and physically draining, so make sure you have a relief driver ready for the next cable pair before the winch arrives back at the launchpoint.

The Trainees

At any given point in the day, you need to care about two trainees. One of them is in the two seater. The other one is the *next* person in the two seater.

The "next" person should be ready while the "current" person is flying. That means they're not driving to the clubhouse for lunch, even if they say they'll be back in a couple of minutes. It also means they're not on the winch. They're *ready*, so that as soon as the instructor finishes with the current trainee there's no decision to make about who is going next.

As soon as the "next" trainee gets into the glider, pick someone else as the new "next" trainee and make sure they don't leave the pie cart until it's their turn. If they aren't ready (e.g., they run away to get lunch or something), it's important to pick someone else as the next trainee. That can be hard to do sometimes if you've promised the next "slot" to someone, but it's important: The goal is to make sure that we're not holding up the entire gliding operation and wasting everyone's time just so someone can eat their lunch!

If there are more instructors than trainees, assign the "next" trainee to a "spare" instructor for briefing and theory-work while the other instructor is still flying. That way the new instructor and trainee will be ready to launch as soon as the glider returns, instead of spending ten minutes talking about what they're going to do.

Please, don't place any subtle pressure on instructors to train if they're not rostered-on to do it. We're all helpful people and we all find it hard to say, "No," so if you shove a trainee in our faces we're more than likely going to say, "Yes," and fly with them. But we won't necessarily *enjoy* it. Indeed, if we've had other plans for the day, and instructing makes the difference between successfully completing those plans and not completing them, you might end up completely ruining our day. If you want us to keep enjoying instructing without seeing it as an imposition, you'll allow us to have a break from it when we want to do our own flying. Much better to ask us if we're intending to instruct at the beginning of the day, and respect those wishes as the day progresses.

Ground Operations

Gliders need to be towed back when they've landed. They also need to be pushed off the strip when someone is coming in to land. We occasionally need vehicles to travel to the winch to help repair a cable break.

It's surprising how hard those simple tasks can be sometimes: We've all seen days where a landed glider sits out in the middle of the strip for ten minutes while people are chatting at the pie cart. That kind of scenario is demonstrative of an organizational failure of the day: it means the people at the pie cart aren't using their situational awareness skills, and they're not operating as part of the team that's keeping the day running efficiently.

"Suggestion" and gentle persuasion works best to motivate people to help out. Providing a good example also works very well, but it has the downside that you end up doing all of the ground operation stuff yourself.

Providing a good example is particularly important when it comes to safety. Everything that happens on the airfield is subservient to the goal of safety! If the only way a safe outcome can be achieved is by degrading the efficiency of the day's operation, then degrade it. Be the first to provide direction on safety issues, and make sure that anyone is helping you understands the difference between performing the task safely and cutting corners.

If you have a good team at the pie cart, you won't need to do anything to make this part of the day run smoothly, because everyone will already be doing it. In my experience we seem to show our best teamwork in adversity (e.g., when there's a lot of wind, and good team performance is making the difference between continuing the operation and calling it off). Unfortunately that kind of cooperation is sometimes forgotten on circuit days, leading to frustrating delays, slow training progress, and enormous amounts of wasted time.

People at the launch point need to be aware of gliders in the circuit so they're ready to retrieve them after they've landed. They need to know what the winch is doing, so they can take a cable to a glider as soon as possible, launching it without any unnecessary delays. If someone sitting in a glider needs to yell out, "Can I have a cable please?!" that usually means something important *isn't happening* at the launch point.

The ground operations part of the job also concerns paperwork: The flight sheet needs to be kept up-to-date. Again, you don't need to do this yourself if you can delegate it to

someone you trust; Just make sure they take the task seriously, and that they understand the "responsibility" discussion at the start of this article.

End-of-day Activities

The final part of the duty pilot's job is to look after the money at the end of the day. AEFs should have paid before the day started, but if they've done any extra flying you'll need to make sure they don't leave with an account balance in the red. There are "ready-reckoner" sheets in the flight sheet folder to make this job easier; just make sure you don't charge them for the first 20 minutes, because they've already paid for that.

Conclusion

As you can see, there is a lot of responsibility associated with the duty pilot job. You should also be able to see that that responsibility can be shared and delegated. It's usually helpful to appoint a "morning duty pilot" and "afternoon duty pilot" so that one person isn't encumbered with the task for the whole day.

The important thing is to make sure that everyone who is helping you has a clear idea of what they're supposed to be doing: There's no point delegating a task to someone if they don't understand it. So it's fortunate that the tasks which a duty pilot needs to worry about can be broken down into a series of well-compartmentalized jobs with simple, easily-stated objectives.

If you understand delegation, and if those you're delegating to understand responsibility, the duty pilot role can be fairly lightweight. You won't have to be on everyone's backs all the time because you will have motivated your helpers to monitor their own progress through the tasks you've asked them to complete. Lead with gentle encouragement and by providing a good example and you'll be surprised about how effortless the job can be, how much everyone pulls together, and how energized everyone feels at the culmination of a successful, well-managed day.

On the other hand, if you're micromanaging everything and always on everyone's backs, you're more than likely going to make people think you're not trusting them to do the tasks you've asked them to do. That's a big problem: If you can't trust someone to do a task, perhaps you shouldn't have asked them to do it in the first place. Or perhaps you should discuss it with them so they'll understand its importance enough to cultivate the missing trust. You'll almost certainly find that gentle encouragement, good communication, and well-measured praise when things are going well will generate good results, while nagging and domineering browbeating will generate plain, simple resentment.

If the day is running smoothly the instructors will thank you: You'll be making our lives a whole lot easier if we can focus on the development needs of our trainees without needing to get involved in what's happening on the ground around the launchpoint, the winch, and so on. Given that we'd often rather be hooning around the ridge in a single-seater at 120 kts, please try to make occupying the back seat of the two seater as simple and painless as possible, and the day's operation as smooth and efficient as possible.

The Perfect Winter's Day

Derek Eilers

Sunday morning the 8/8/04 was absolutely beautiful. There was a westerly breeze of 8kts right from the start and so knowing that the ridge was probably working spurred me on whilst Sarah and I finished repairing the winch cables from the night before. Once this chore was completed, D'I'ng QZ was done in record time getting me out to the hanger end launch area first. I launched with the crosswind and went straight to the ridge; it was working nicely ☺.

After a few passes, I noticed the growing Cu and so I thought I'd do some thermalling. I gained height by slowing down and then pushed outward to the west from the northern end of the ridge to intercept the first thermals of 2-3kts; soon meeting up with Derek Spencer in the PIK. We flew side by side for a while whilst he was playing around putting down his wheel and mucking about with brake and flap settings to stay with the Boomerang. It was then I decided that I could make Bute 10k's west as I was already a third of the way there and my altimeter read 3600'. At this point Derek got a call that there were hang-gliders setting up on the ridge and so he disappeared in a blur to go and say hello ☺.



The new toy and ridge waiting behind! (Photo: Tom Wilksch)

About half way there I thought "Mmmm, 2600' on the Altimeter sure looks low... perhaps I didn't set that quite right on the ground... Yep, I reckon I'm a thousand feet out." It was then that I wondered if I would have left final glide knowing that I was going to be at 1800-1600' quite regularly, probably not! (I'd left looking at 3600' on the dial)

So as things were "big" I just kept as high as possible by jumping from Cu to Cu getting to 2600' then cruising to 2100' before slowing down and looking for lift. I was glad to see that there are still plenty of landable paddocks at this time of the year so I wasn't too worried and with the big Cu's around I was fairly confident about finding lift. Still I had to keep in mind that 4kt lift = 4kts sink and at 2000' you haven't much time to muck around in that sort of air! Thankfully it was good going and I rounded Bute and headed back thinking "That was easy". I cruised back, joined the ridge and then promptly left for the Northern ridge, turned around about 10k's out and cruised back. It really was a day that you could easily do a fifty badge flight. Balaklava was looking really tempting but without a transmitting radio I thought it best not to push it.

When I returned the ridge was really crowded with five hang-gliders and six sailplanes. So to reduce the congestion I tried to get both Tom and Sarah in the Libelle's to follow me by marking thermals, however without a working radio to talk to them, they had no faith in me ☺ and stayed close to the ridge. So I just climbed up several times and then burnt it off again with fast passes to show them and the hang-gliders how easy it was ☺. Needing a change of pace and scenery I started to cruise up and down on the ridge at high speed, all of which was obviously too tempting for Peter Cassidy in the Bergy. As I pulled up I saw that he and Matt Scutter were right behind going just as fast but lower! Niiice ☺. He admits he's mad but still safe!

A band of cloud with rain below it was slowly moving in from the Southwest. We all noticed it and I could hear the others talking about it but could not comment as all my transmissions were garbled. (Stupid \$!*&#%& radio, mic thing!). Not to worry, I had the same plan as the others. Stay at the northern end of the ridge gain height and once the cloud passes the southern end, punch through a gap underneath and head back to the ridge on the other side. As it approached it definitely grew in size and the rain under it intensified making an ominous presence in the sky. We could still see through it to the other side but I was checking the other side of the ridge for possible out landing paddocks if it closed in. When it was very close, big, black and scary, Derek decided at exactly the same time as me to go for it radioing his intentions.

I was actually 120ft off and slightly behind off his port wing as we punched into it at 100kts. Wow what a ride! My heart rate must have hit 200 as we entered, it was so hard that it sounded like hail and forward visibility went to as far as the canopy! I pulled up reducing the speed to rough air velocity and saw the Pik do the same to my starboard side, like this we both stayed just below cloud base at 1500'. I lost both Libelle's behind me and so headed straight back towards the airfield, navigating by using the powerlines below for a bearing and looking very closely at the paddocks along it just in case. Coming out the other end I pulled up and thought "Yes, I can make it back to the ridge!" This turned out to be a very bad idea and if in the same position again I will not hesitate to land, realistically I was too low for what was going to happen.

I turned for the ridge from the road and headed towards it in heavy sink and found that I was losing height very fast. I slowed right down as I approached but my sink rate was still too high and I knew that I wouldn't make it back to the airfield if I did a 180, the heart rate went to 220. At 50-55kts and looking at the ploughed paddock on the wrong side of the powerlines as a possible emergency-landing site (I was glad to be in the Boomerang) I scratched at the very bottom of the ridge and found a very reduced climb. The rainstorm had suppressed the westward airflow with its down draft! After a very scary minute I made it to a height that I knew I'd make it back over the powerlines. "Whew, thankyou, thankyou, thankyou!" I

thought, "I won't do that again!" It was then that I saw Tom in TX fly past and the Bergy, up higher, as he headed for home I followed him in. Derek already on the ground notified him that I was behind so he landed long and I land short. Rolling to a stop I've never felt so elated! "Woow!" I yelled! "That was awesome!"

Derek ran over and we knowingly shook hands and both laughed, man that was intense he said! We saw ZM lining up on base so pushed off the Boomerang to make room. After they landed we all got together and talked intensely about it for about 15 minutes. A quote that Peter borrowed will sum up the experience for me. "Good judgement comes from experience, experience come from bad judgement!" Going back to the ridge was certainly bad judgement on my behalf! Lesson learnt!

After collecting the gliders to the tree end and changing the operation end for the third time that day we launched Dave Bat-tye in MI and Peter with Michael in ZM. I put the Boomerang away as the 2.5 hour flight had taken its toll and I wanted a break after the excitement! A little later after looking at the PIK on the ground I couldn't stand it any longer and so I asked Derek for a conversion. A short briefing took place and after getting acquainted to my new girl I hooked on and was away! The first launch was no good but exciting (2 minutes), so I took a relight getting to 2300' indicated (True) "Nice one Tom I thought". I joined MI, ZM and Sarah who was also just converted to the Standard Libelle TX on the laminar ridge.

The PIK is a delight to fly. After setting the trim I used the flaps for speed control and fanged up and down the very smooth ridge. She's very quiet, easy to coordinate and fast, when you want to pull up before you turn, you just keep goooooing ☺. Very nice doing beat ups at 120kts then pulling up and then doing your 85° banked turn maintaining 80kts and your height the whole way around and heading straight back to do it again. I think the most interesting thing was that you can simply bank the aircraft and then just apply more flap instead of back stick to go around, can't wait to go thermalling ☺. All up it was a very pleasurable 33 minutes. (Note to all the junior pilots, this is why the senior pilots look so damn good when they fly this beast!) After that I landed to let Derek enjoy the end of the day by doing the same thing in that, oh so smooth ridge lift!

So there you have it, all up a perfect winter's day with a bit of every thing. Thermals, cross country, ridge, storms, hang-gliders, conversions, experiences had and lessons learnt and not least of all, a damn good dose of adrenalin; I don't think they come much better! I'd like to end this story by once again quoting Peter..... "I think I'm going to miss the ridge." Personally I really do love Lochiel!

A Floppy Flight (Don't Go To Morgan)

Michael Texler



Michael Texler receives the Viagra™ Award from President Derek Spencer

It was with much mirth that I received the AUGC Viagra™ (Can't Keep It Up) Award. Huh!?

Last summer have been one hell of a summer if my flight in early February 2004 was deemed flaccid and somewhat detumesced and in need of pharmaceutical rescue. It suggests that other flights last summer by comparison must have been like truncheons of titanium or totems of total turgor...

Ahem. Here is my tale of a performance that was voted by my peers as being rather floppy.

The week leading up to the supposed tepid flight was looking good. The atmosphere had been heating up day by day and the temperature trace indicated that Saturday February 7, 2004, was a goer. I elected to go up to Lochiel to have a crack at my 500 km flight. According to the sporting code, the task could either be a triangle or an out and return. So as not to end up too far from home, I elected to fly from AUGC Lochiel to Morgan (on the River Murray) up to Quorn (think Pichi Richi railway and gateway to the Flinders etc.) and back to Lochiel. My

weapon of choice was the Pik 20D (WVA). I was ready (water, camera and sandwiches as company), the plane was ready (all bits accounted for), the datalogger was ready (fantastic user interface, NOT).

The wind was light from the northeast and we were launching from the clubhouse end. The day was heating up and if I recall correctly I was the third or fourth aircraft to launch that day. The Arrow had already done a circuit (hmm..). Even on a day showing a good temp trace, Lochiel can be a bit fickle when you are trying to get away from home. However the Boomerang (QZ) seemed to be slowly climbing in something.

It was my turn to launch. I made sure that the datalogger was turned on. Due to the light conditions, I was only able to launch to 1,800' AMSL (1,150 AGL) and started looking for THAT thermal. My low point was 1,700' AMSL when I eventually

hooked into a weak thermal. I could see QZ above me nearby. Eventually, after a slow start I climbed to 5,000' AMSL. Time to go east to Morgan...

Whilst pushing off east over the salt lake, I found nothing and I got down to 3,200' AMSL at 18 km from home. I kept thinking about Redmond's effort landing at Sheoak Log from Gawler on a booming day (a 10 km flight) or David Conway's 5 km effort on his 500 km attempt. How embarrassing would that be. Fortunately I hooked into some good lift over the Blyth plain and climbed to 8,000' AMSL. I certainly felt much better about this because the thermals seemed reasonably far apart, but strong especially above 6,000'. I could see high based convective cloud forming far away to the north. The sky over the path ahead to Morgan was blue. Oh well; just push on then.

I got into the hang of things and travelled eastwards. I overflowed my parents-in-law's place at Clare and took a picture. I was working a height band between 6,000' and 9,000'.

As I approached Robertstown, I could see the flat, black scrub that goes for 50 km until Morgan on the River Murray. I knew that the lift across the scrub would not be great, so I topped up to 10,300' AMSL in preparation for the crossing. I had been flying for 93 minutes and covered 92 km; not a fantastic average speed. I had better hurry up.

I went across the scrub to Morgan and covered the 55 km distance in 20 minutes (average groundspeed 166 km/h). I didn't feel a single bump over that unlandable scrub! I just wanted to get to Morgan and get the hell out of there. I arrived at the first turnpoint with an altitude of 4,100' AMSL. I was descending in quiet air; still no bumps. I wanted to have at least 5,000' or 6,000' to get back across the scrub. There were only two places to land along the Morgan-Burra Road. At "The Gums" and "World's End". I began to feel somewhat bothered.

I started searching for lift. I could see speed boats on the river with their water-skiers in tow. I wondered if they knew about the anguish in the sky above them. Would they care?. The glider was gradually descending. Every now and again a weak thermal would tease me. I would chase it, but the lift was weak. A light nor' westerly wind was blowing me away from Morgan and towards Waikerie. I would catch a weak thermal, push into the headwind, lose the altitude I had gained and start the mean cycle all over again. I had outlanding paddocks picked to the south east of Morgan. What a place to get stuck.

Just to add to the frustration, I could hear the happy chatter on the radio of the Dereks (one in the Arrow and the other in the Boomerang) talking about the fantastic lift to 12,000'. That lift was nowhere near me. Off to the west, over 50 km away, I could see lines of glorious, high based Cu's.

After thrashing around at Morgan for 21 minutes, I was down to 2,300' AMSL and had only covered 1.7 km over the ground. Then again I felt a weak bump. "Oh well, here we go again" I thought. But this time the thermal was stronger than the previous ones and I was able to climb to 4,500' AMSL. I pushed on into the wind and found another thermal at 3,500' that I climbed to 5,500'. Time to get away from Morgan after having spent 45 minutes scratching around.

The black scrub to the west seemed to be working (but the sink was strong too) and as I pushed westwards, I topped up to 7,000' after about 7 thermals. I was over the middle of the scrub now and had passed the point of no return. My only option was to go west. I could still see those fantastic, high based Cu's to the west. I heard the incessant, excited chatter from AUGC pilots playing around at 10,000' AMSL. Damn!

I didn't find any more lift as I approached Robertstown from the east. It had taken me 38 minutes to cross the scrub (67 km/h average speed). I was back down to 2,800' AMSL (only about 1,500' to 1,800' AGL because of the high ground). I couldn't even see the Lochiel salt lake over the ranges to the west. Again, I was considering where to land. Just tantalisingly out of reach were the shadows of those glorious Cu's. Damn!

I had been airborne for over 3 hours, and I had barely made it past the first turnpoint. I recalled hearing an experienced cross country pilot once say, "If you are on a cross country flight, and you get low twice, then it is the time to go home." Well I had been low twice. I was feeling tired after all that thrashing around at Morgan and across the scrub. I either wanted to land out before I got too tired, or find some lift and go home to Lochiel before I got too tired.

Fortunately, I saw a dust devil and moved towards it. Thank goodness. The lift was broken to start off with, but filled in and I climbed to 6,500' AMSL. I felt much better about the whole situation. I considered that I should still push off on task again, part ways due to the renewed confidence I felt in the conditions. I wanted to get above 6,000', because at least I knew that the lift would be stronger and more organised and the altitude would give me more scope to find lift. After a slow start, I was now under the high based Cu's and tracking towards Jamestown via Burra. I managed some great climbs and managed to get up to 11,500' AMSL, although my average groundspeed since the Robertstown low point was still only 60 km/h.

I decided to push onto Jamestown and assess the situation once I got there. In the meantime, I had managed to climb to 12,100' AMSL to secure my Gold badge altitude gain of 3,000 m. The whole sky was going up now. Even a brick, or an ES59 Arrow could have done a decent task.

I cruised onto Jamestown, and my average groundspeed since getting to 12,000' was 160 km/h. I had been airborne now for 4 and a half hours. It was 5 pm local time. I would still have to go to Quorn to complete the flight. I had to decide what to do. To complete my 500 km flight, I would have had to cover 213 km. Even with an average groundspeed of 100 km/h, that would still mean over 2 more hours of flying. The day was getting late. The conditions were looking more blue out to the north west near Quorn. My average speed to date wasn't fantastic. Plus the thought of outlanding up north with a subse-

quent long retrieve did not inspire me. Lochiel airfield was only 90 km from Jamestown.

The decision was easy. The latter stages of the flight after the low points had been great fun and relaxing. I would cut my losses and go home to Lochiel. I turned Jamestown at 7,900'. I calculated that I needed 9,000' for final glide back home. My day was not over yet. I tracked towards Lochiel. Fortunately, 5 km after turning home, I was able to top up to 10,800'. Time to go home...

The final glide was fantastic. I trimmed the aircraft for a 60 knot cruise and covered the remaining 85 km in 45 minutes. I felt relaxed and at peace. I was flying in a straight line. The altimeter was quietly unwinding. I cruised near Koolunga, Lakeview and Snowtown. The AUGC airfield was getting larger. I would get home easily.

I landed back at Lochiel after being in the air for 5 and a half hours. I managed to achieve my Gold C height gain. I managed to salvage the flight from 2 low points. I had covered 387 km with an average speed of 70 km/h.

So recapping...

If a flight like this earns me the Viagra award, it must've been one hell of a summer in February 2004.

P.S. The following Saturday, I managed to do a 500 km flight from Gawler to Quorn and return. So there!

P.P.S. I got my gold badge (# 1591) at last. I had done my 5 hour flight way back in 1988! I did a 300 km flight from Gawler to Jamestown and back in February 1997 (also qualifies as a diamond goal). I managed my Gold height gain (3000 m) on February 7th this year and achieved my diamond distance flight (500 km, Gawler-Quorn-Gawler) on that hot Valentine's day this year. Even instructors can get badges every now and again, although it takes time!

The Newbold News

Greg Newbold

[For those that haven't met Greg, he is an instructor with AUGC who has been living in New York for the last couple of years]

My son, Jarrad, flew over to the US for a visit in July. I took him gliding, for about the first time in two years whilst he was here.

Despite assertions that I would not fly in the US, I couldn't help myself and have been flying with the Soaring Tigers club over the last year. Their Schweizer 2-33 is shown, at the current club base of Van Sant airport. With enough ballast Jarrad could easily sit in the front, which he hasn't done since he sat on my lap in KRO when he was 4 years old (with appropriate restraints).



Van Sant is a mixed power and gliding field on the Pennsylvania side of the Delaware River. On a clear day you can easily see the Philadelphia and (on the best spring days) Manhattan skylines. We had a tough job staying up, but were helped by an eagle/hawk/something who was marking some thermals. Jarrad sure is keen to learn.



When we arrived, the airport was closed, due to the powered aircraft accident shown. The report goes...

A student pilot, from another airfield, was doing "go around" practice. First problem: as a student pilot he was not endorsed to land at Van Sant. Second problem: he was doing circuits to Runway 07, whilst the airport was operating from Runway 29. The student pilot was on late final when he noticed the local operators tug (there is no club tug) on late final for Runway 29. He turned left, towards the gliding runway (which uses Runway 27, the third strip of 3), applied power, pulled the nose

up and then munched along until the tail struck the ground. Result: The aircraft then cartwheeled several times, in a line between the gliding operation and the glider tie-down area. The aircraft came to rest as you see it, pointing down Runway 27 and about 50m short of the first of 3 gliders tied down.

The pilot broke an ankle (not surprising given that the aircraft was demolished where his feet were) and got a cut to his head (which meant that he had to be medi-vaced, by helicopter, to hospital). We flew, whilst the wreck was investigated by the NTSB!

From the CFI

Anthony Smith

In the not too distant future we will be moving locations. The options available to us are purely thermal sites and already have established clubs at them. This means we are going to be sharing the air with a greater number of gliders and we will need to ensure that our thermalling etiquette is at its best.

Thermalling with other aircraft is challenging and can be intimidating. Balaklava Gliding Club's Bernard Eckey has offered an extract from his future book in regards to the sharing of thermals.

Anthony

Safety First

By Bernard Eckey

Introduction

The fact that we are talking about safety towards the end of this book doesn't imply that it is low on the list of priorities. On the contrary, safety is paramount and must dictate everything we do. Our sport can only prosper if we actively promote a safety culture and not only preach safety but ensure that fellow aviators as well as newcomers are infected by our unrelenting push to make the sport as safe as humanly possible. We all love the sport because of its many rewards and unforgettable experiences but we must acknowledge the fact that aviation doesn't take kindly to mistakes. Therefore, all aviators must ensure that their action does not create the slightest risk, neither to themselves or to others.

Thermalling etiquette and thermal approach procedures

A word or two on thermalling etiquette and proper approach procedures into occupied thermals. I have often wondered why this seems to be a persistent problem until I realised that a lot of new pilots hardly ever get the opportunity to fly in close proximity of other gliders. Many small gliding clubs in the country have a fleet of only a few gliders and as a result their instructors seldom get the opportunity to teach proper thermal joining procedures. No wonder new pilots are reluctant to get close to another aircraft and feel very uneasy if they are joined by another glider at roughly the same level.

So what are we supposed to do if we are joining a circling glider? We can aim directly at the centre of the circle made by the established glider. The second step is to establish the direction of turn because for very good reason the rules clearly state that the first glider in the thermal determines the direction of turn. On approach we continue to keep a good lookout because there is every chance that several

gliders are attracted to this particular thermal. Remember, other gliders might be difficult to see especially if they are below the horizon and blend into the background. This is not the time for looking at your instruments. A thorough visual search above and below the horizon is of prime importance as the sun could obscure another glider until it moves into a position of better visibility.

Judge your entry into an occupied thermal in such a way that you position yourself roughly opposite the established glider. This is, of course, easier said than done especially if your entry speed is rather high. Pilots are well advised to slow their aircraft down well before they arrive at the thermal. On no account cut inside of another glider in front of you. Slotting in must be done without causing the pilot of the established glider the slightest bit of concern. As everything else this needs to be practised but it can be accomplished by minor speed variations and/or moving away from the circle until well clear of the established glider.

When sharing a thermal with another glider avoid following this aircraft in its blind spot. Apart from being very unnerving to the leading pilot it is not only unsafe but also far from ideal from a performance point of view.

Another method of enhancing safety is to use the radio in order to alert circling pilots about the imminent approach of another glider. If no acknowledgement is received promptly it would be prudent to adopt an extremely cautious approach and attempt to establish contact via a friendly wave from the cockpit. If there is still no response it must be assumed that the pilot concerned has his eyes glued to the instruments and a quiet word with the club's CFI might be the appropriate cause of action in the interest of long term safety.

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.

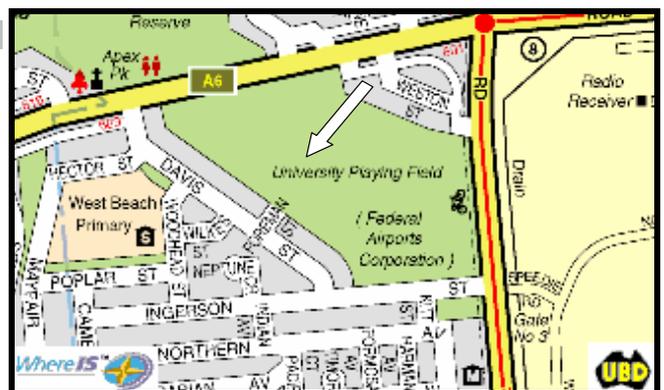
You can either drive up yourself by following the map at left, or Mark can arrange a lift to Lochiel either from the Adelaide University footbridge (meet at 7.15am to leave at 7:30 am), or from the Caltex Service station on Port Wakefield road, Bolivar (meet at 7.45am to leave at 8:00 am).

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.



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Upcoming Events

Tue 28 September: 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 13 October: Special General Meeting

7.30 pm, Margaret Murray Room, western side of Level 4, Union Building, Adelaide Uni.

The purpose of the meeting is for the membership to decide on one of two options for re-location of the club in the short term: cohabitation with Barossa Valley Gliding Club at Stonefield, or cohabitation with Waikerie Gliding Club.

Wed 20 October: Executive Committee Meeting

7.30 pm, venue to be advised on the augc-people email group.

All are welcome to come along and have a say in how the club is run.

Sat 23 October: End of Days at Lochiel Dinner and Bonfire

Our farewell-to-Lochiel event. The dinner will be catered, so please let Social Convener Derek Eilers know if you are coming (social@augc.on.net or 8322 6963).

Time: For those flying at least, festivities start after the aircraft have been packed away! The actual dinner will probably kick off about 7.30.

Cost: Between \$25-30. At time of writing we haven't arrived at an exact figure.

Wed 27 October: SAGA Lecture, 'Maximising Your Cross Country Speed'

7.30 pm, Room 123, Chemical Engineering Department, Engineering North Building, Adelaide Uni.

David Conway and Ulrich Stauss will be talking about Macready theory, gear change, meteorological navigation and final glide.

Fri 17 December: AUGC Christmas Party

Once again this will be held on the Conway's property at Mount Barker. More details will be given closer to the day.

Cross-Country Goal Setting

Catherine Conway advises everyone who intends to do any cross-country soaring this season to send her their goal for the season ASAP. There will be a medal awarded at the Annual General Meeting based on the success in achieving these goals.

E-mail Catherine at conway@agile.com.au or call on 8391 2505.