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Uni Gliding

O'Week 2006

The Official Journal of the Adelaide University Gliding Club



Derek Spencer takes a break from instructing and flies the Boomerang. A glider with wings like planks is in the background.
Photo: James Dutschke

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QUOTE OF THE MONTH

"Like sex with wings"

High praise for the Nimbus 4DM from James.

Editorial

Hello everyone,

First of all, I'd like to welcome all our new members who have signed up at the O'Week desk. I hope you've all been inspired by the glider on display and are ready to learn the skills to fly it. These skills are really quite easy to hone and you will leave the instructor on the ground sooner than you think!

Some of you may be wondering why the glider on display (a Standard Libelle) is not listed with the other Club aircraft; well, if you're reading the newsletter backwards, anyway. This Libelle has in fact been donated to the fleet by one of our volunteer instructors, Peter Cassidy. Now if that's not an indication of the level of love the instructors have for this club and its members, I don't know what is.

There are a few other private aircraft that fly out from Stonefield, including another Bergfalke IV and a Boomerang, but you're not allowed to play with these. The Barossa Valley Gliding Club (BVGC) who we share the airfield with also own a Blanik and an Astir.

Mention of the BVGC brings me to an important point: The Adelaide Uni Gliding Club (AUGC) has recently agreed to accept BVGC's offer to set up operations permanently at Stonefield. This means that our over 12 months' worth of limbo has finally come to an end in the form of a very satisfactory deal that has the scope to improve the quality of the site immensely. Not that there's anything desperately wrong with it at the moment though, mind you.

All new members are extremely welcome to drink **beer** and eat **pizza** at the Club's expense on **Wednesday, 1 March** in the **Bragg Lecture Theatre** at **6:30pm**. A number of the Club's members will be there to answer all your questions and be merry with. This event will be followed by a 'Try 'n' Fly' weekend that will be dedicated to new members and honouring half-price Air Experience Flight (AEF) vouchers.



A forest of gliders at the Club Class Competition... and the obligatory rain in the background. Photo: Cath Conway



The instrument panel of a Ventus B taken while competing in the recent Club Class Comp. at Benalla. Photo: Cath Conway

As new members, I thought you'd appreciate an account of a typical weekend up at Stonefield. Typical, of course, meaning fantastic!... On Saturday I was able to meet fellow Club members at the Caltex on the corner of Montague and Main North roads at 8am, despite my alarm not waking me up. I jumped in the back of a car and got a ride up to the airfield.

Once there, everyone helped to complete various essential tasks, such as inspecting aircraft and preparing the winch for the day. A shade cloth was also erected behind a car so everyone could observe the launch point in comfort.

Two pilots took the opportunity to fly cross-countries to Eudunda and Robertstown, one in the Standard Libelle (TX), Tim, and the other, Derek Spencer, in the Boomerang. It was a lovely warm day where thermals topped out at over 6000ft. Every pilot who took a launch was able to thermal away – even me who flew the two-seater Puchatek solo for over 40mins.

The duty instructor, Mark Newton, took a visitor, Jason, up for an extended 40min AEF in the Puchatek. Jason was then treated to an aerobatic flight courtesy of Derek towards the end of the day.

Derek and I slept overnight in the bunkhouse (and Mark Tyler slept somewhere outside) after a BBQ and a movie. We awoke the next day to rather benign weather conditions that suddenly changed to 20kts of wind after the first few launches. After a bumpy 20min ride in the Club Libelle, I decided to wait until the calm at the end of the day before flying again.

Mark Tyler ran out of thermals returning from his cross-country task in TX and outlanded in a paddock about 40km away from the airfield. Derek and I used his coordinates and a GPS to find him and the glider, packed TX into its trailer and parked it at Stonefield.

Mark was happy to give Derek and I a lift back to the Caltex, and a share of his corn chips and salsa.

Anne

March 2006



Typical airfield activities.

Photos: Jeff and Marg Philcox

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
		1 General Meeting 6:30-8:30pm, Bragg Lecture Theatre, U of A	2	3	4 Go Gliding! Try 'n' Fly Day	5 Go Gliding! Try 'n' Fly Day
6 Help at West Beach	7 Help at West Beach	8	9	10	11 Go Gliding!	12 Go Gliding!
13 Help at West Beach	14 Help at West Beach	15 Executive Committee Meeting, 7pm, at Redmond's	16	17	18 Go Gliding!	19 Go Gliding!
20 Help at West Beach	21 Help at West Beach	22	23	24	25 Go Gliding!	26 Go Gliding!
27 Help at West Beach	28 West Beach Social BBQ Help at West Beach	29	30	31		

What is Gliding?

Gliding is the art of flying an aircraft without using an engine. A glider is simply an aeroplane that doesn't rely on an engine to stay aloft; it has all the same generic controls and instruments as a powered aircraft.

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

How does a glider stay up?

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

Of course air currents are invisible and can't be seen rising directly. There are theories and instruments available to help the pilot find rising air, but it is here where gliding passes into the nether world between science and art. The challenge of using rising air to the best advantage is akin to a sailor using the winds and currents of the ocean, and this challenge is what keeps most enthusiasts coming back.

Rising air (also called 'lift' by glider pilots) can be found in the form of bubbles of hot air called 'thermals'. These bubbles can extend very high into the atmosphere during summer. A thermal is formed from a 'trigger point' on the ground, such as a quarry, shed roof or a clump of trees. Rising air can also be found where the wind blows over a ridge or range of hills. The air is forced up over the face of the hill, which provides continuous, predictable rising air called 'ridge lift'. Unfortunately this lift is limited to near the hill and doesn't go very high unless the wind is strong and it is a big hill. The Adelaide Uni Gliding Club (AUGC) had an advantage at its airfield near Lochiel as it was adjacent to the Hummocks range which is ideal for ridge lift. Prevailing westerly winds necessary to generate lift on the airfield side of the north-south range were common, particularly in the winter. At Stonefield, which has been our home since December 2004, members of the AUGC have utilised 'wave lift' rather than ridge lift. Prevailing westerly winds over distant ranges can set up standing waves in the air that extend to our airfield. Alternate lines of ascending and descending air are present, much like the ripples that form in the wake of an obstacle in the middle of a flowing river. Wave lift is generally found (or lost) at relatively high altitudes.

How does a glider take off?

There are a number of ways to get a glider airborne. The most well known method is to simply tow the glider behind a powered aeroplane (called a 'tug'). This process is called 'aero-towing' and has the advantage that the glider can be towed to any height or position in the sky. The downside is the cost. Maintenance, fuel costs etc. associated with tugs make aero-towing an expensive launching method, one that would not suit the modest budgets of most students.

The Adelaide Uni Gliding Club uses a cheaper method known as 'winch launching'. Many people would argue that this is much more fun and, more importantly, inherently safer. A large engine (V8 in our case) mounted on the back of a stationary truck is used to wind steel cable onto a drum at high speed. The glider is attached to the other end of the cable and is pulled into the air like a kite. An average launch takes the glider to 1400 feet above ground, although heights in excess of 2000 feet can be gained with a significant headwind. At the top of the launch the cable is either released by the pilot or by the glider automatically.



That's me flying the Puchatek from the front seat. I'm looking at the port wing to see if I've established full climb, which should mean that the glider is at a 45° angle to the ground.
Photo: Jeff Philcox

How safe is gliding?



Way back when I was first sent solo in October 2004. I'm glad I've bought Derek S a few T-shirts since then.

Photo: William Brodie-Tyrrell

Gliding is a very safe sport. Like driving a car, it is only as safe as you make it. Yes, there are risks just like in any other activity, but the risks are fully understood and catered for; procedures are put in place and religiously followed to make sure that the risks are minimised. Our self-preservation instincts are just as strong as yours! Before a glider is permitted to fly on any particular day, it must be carefully inspected by a qualified inspector. Furthermore, the gliders are put through a thorough inspection every year where the gliders are disassembled and checked.

All of the Club's instructors are experienced pilots that have undergone rigorous training and testing that is supervised by the Gliding Federation of Australia. You learn to fly at your own pace and the more advanced aspects of flying are only introduced as you are ready for them. The Club's aim is to produce safety conscious and competent pilots. Someone who flies regularly (about once per fortnight) can expect to go solo after around 10 hours of flying. There are no minimum time requirements; once your instructor is satisfied that you have reached the required standard, you are given the opportunity to go it alone!



Club Aircraft

Puchatek (KRO)

This is a Polish built, aluminium two-seater that was bought brand new by the Club back in 1994. Puchatek apparently is Polish for 'fluffy bear' and is their nick name for 'Winnie the Pooh'.

Whilst only of average performance, it is excellent for basic flight training and also has the advantage of being rated for aerobatics for those who tire of straight and level flight. Recently, the Puchatek was fitted with a G-meter so at least if you pass out while getting shown some aerobatics you'll know what G-loadings you can't withstand.



Bergfalke IV (GZM)



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

Soon the aesthetics of the Bergfalke will be improved by replacing the canopy with a new one that doesn't have an ugly white spar in the middle. It will also have a cool blue tint to go with the rudder and wing tips.

Arrow (GNF)

Built at Parafield in 1963 by Australia's only glider manufacturer, ES Schneider Pty Ltd, the wooden Arrow is a lovely, light, easy to fly single-seater. Most pilots fall in love with it and become very possessive before their fickle attentions pass to the higher performance fibreglass single-seaters. While lacking the performance of other gliders, a skilled pilot can achieve flights of over 300km cross-country. In recent times a few pilots have taken to flying the Arrow without the canopy.

Sadly the Arrow is not airworthy in a severe way. It has suffered water damage and is very moldy at the moment.



Club Libelle (GMI)



This is the Club's 'intermediate' single-seater and the first fibreglass glider solo pilots get to fly. It is extremely popular with its smooth lines. The Club Libelle is easy to fly yet has good performance making it a great club glider for local flying and early cross-country training. Rigging and de-rigging is also a breeze.

The Club Libelle's red nose was cleaned up last year and now the aircraft is pristine white (at least in that area). With the Arrow's unfortunate demise, GMI is now the first single-seater that our solo pilots get to fly.

Pik 20D (WVA)

The Pik 20D is the high performance glider in the fleet and a source of inspiration for newly solo pilots. Equipped with camber-changing flaps, the Pik is capable of flights in excess of 500km. This glider has represented the Club at the National Club Class Championships on many occasions and is always eagerly transported to the annual advanced gliding retreats at Rawnsley Park and Khancoban. It has also represented Slovenia in the World Club Class Championships held in January 2001 at Gawler, where we were shown just how fast it could go!



Motorfalke (FQW)



The Motorfalke is the Club's two-seater powered glider, purchased only recently in 2003. It is similar to the Bergfalke in that it is constructed of steel tube and fabric with wooden wings, but it also has a small Volkswagen motor and propeller. This allows it to launch without the aid of a winch or tow-plane and, if necessary, to stay up when there are no thermals or other forms of natural lift.

Currently the Motorfalke is missing its engine as it was removed for a timely overhaul. Unfortunately the Club has had difficulty finding a qualified person to provide this service. Too bad FQW doesn't have a belly hook so we can winch it up!

Gliding: The Cheap Way to Fly

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

Students can try gliding for the first time by purchasing an Air Experience Flight (AEF) for \$40, which includes your first launch and up to 20 minutes of flying time in one of our winch-launched twin-seater gliders. Alternatively - generally if conditions are unfavourable for soaring flights on the arranged day - students can experience an equivalent flight in the Motorfalke at no extra cost. If you would like to continue your flight beyond 20 minutes, you can do so and commit to an extra 30c/min if you're in a winch-launched twin, or \$1/min if you're in the Motorfalke (*You're not likely to be in the Motorfalke anytime soon, however. -Ed*).

Subsequent flying (including training from our qualified instructors) can be obtained for 30c/min (\$18 per hour) in our winch-launched twin-seater gliders, with each additional launch costing \$4.50. For the Motorfalke, flying/training costs 45c/min plus 55c/min for the time that the engine is on. There is also a \$5/weekend fee for membership to the Gliding Federation of Australia (GFA). This is a legal requirement in Australia for insurance purposes. There is also a \$5/day clubhouse levy to assist with the upkeep of airfield facilities. Note that AEF recipients have their GFA membership and clubhouse levy included in the purchase price of the package.

If you try it out and enjoy it, you can choose to pay-as-you-go for ongoing hire of the aircraft you fly during your training and subsequent solo flying as outlined above, or you can pay a once-off fee for our 'Training Package'. This covers all of your aircraft hire, launches, clubhouse levy fees and your log book. The Training Package remains effective for either 12 months, 15 flying hours, 50 launches or until you reach solo standard (whichever occurs sooner), and is available to students for \$310. This represents a 30% saving on the 'typical' cost of training. Note that the Training Package doesn't cover GFA membership (either \$5/weekend or \$112/year). If you're flying with us more often than every three weeks it's cheaper to commit to the yearly payment, but it is a legal requirement that you *must* become a full GFA member before your first solo flight.

Pricing for students at institutions other than Adelaide University (including secondary schools) is identical provided you are studying full time, pay \$112/year for full GFA membership and join the Adelaide University Sports Association at a cost of \$66/year. Retirees are also eligible for the concession rates as described above.

Non-concession visitors are also welcome - their first gliding experience can be had for \$70 with the same (flexible) 20 minute limit, however subsequent flying costs for the winch-launched twins are double the concession rates. In order to mitigate these costs, a non-concession Training Package is available for \$475.

Once you have consolidated your skills as a solo pilot, you may want to consider opting in to our 'Bulk Flying Package'. This was developed to encourage budding pilots to fly more hours and to reduce costs for those pilots who already do. Essentially, you won't be liable for any aircraft hire charges, but you will need to pay for launches, clubhouse levies and Motorfalke engine time. The Package will be active for the 12 month period following the payment of \$1480 (\$1000 concession).

A complete description of fees and charges associated with the AUGC can be found on our website at www.augc.on.net under the 'Members: Document Archive' heading.



Four Boomerangs in formation! Oh, wait. I think some photo-stitching may have been involved. Photo: Justine Thompson

President's Report

Derek Eilers

Hi all,

The last month has seen some great flying conditions at Stonefield and despite having both twins out of the air at different times for different reasons as well as the Pik, the club has been doing a lot of flying. The saving grace has been that we have TX and MI to share, and privately owned QZ has also been a regular in the skies over the past month. It's good to hear of and see people doing great flights and short cross-countries in the very pleasant conditions.

We have had some issues develop with the winch. We will need to make sure that we have a suitable source of drogues and that we take them off every day and store them out of the sunlight. The bulky bags we are trialling are not as resistant to the sun as the previous, purpose-made type. Also of note is the condition of the heads. We either need the newly designed heads fabricated and installed or we can get the tried and tested design remade and installed ASAP. I'm going to call for the tried and tested; we can trial the new sort when we have time, but the heads we have on now are very worn, bent and dangerous. I believe that they are impinging on running an efficient operation and are damaging the cable due to the worn state of the heads. The cable is also jamming between the housing and the rollers. The old design has lasted for many years and is quite adequate for the job.

It was good to see that the clubhouse has been kept neat and tidy and I encourage everyone to maintain this high standard of house-keeping and thereby make the airfield surrounds as pleasant as possible. Let's take the time to clean up before going home, even if we have to stop flying 30 minutes earlier to do our chores.

The situation regarding the Club airfield has come to a head. The decision about where AUGC will call home for the foreseeable future was made on the 15th of February. This was an important decision and it will not suit everyone, however I remain adamant that we had to make a decision and move forward. It has been 20 months since we were told that we had to move out of Lochiel and 15 months since we moved operations to Stonefield. Since then we have been doing it hard. The lack of security has harmed the Club and we are losing money. I truly hope that now that a commitment has been made, everyone will accept the decision and do their best to create a new home which is truly of the characteristics so valued by members of the AUGC. We only had one very firm and tangible offer that the club was truly able to attain, but we had to decide if it met the mandate the members had given the executive through their responses to the survey and either accept or reject it. We chose to accept the BVGC proposal unanimously.



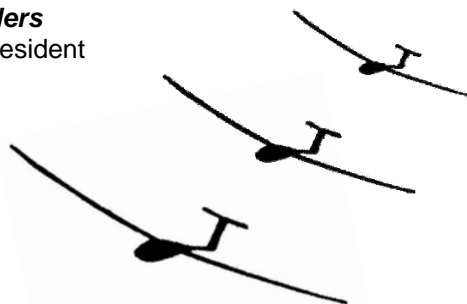
The West Beach shed full up with the Bergfalke's annual inspection and GMI's 4000 hourly. Photo: Anne Philcox

The preparations for O'Week are running at the usual pace and that is a bit behind, but I thank Derek and Anne amongst others who have been doing their bit to help out and organise the event. I ask anyone who has the time and resources to help so that we can have a successful campaign and sign up many new members.

West beach has been a mixed affair. The usual nights have been of mixed success, however people such as Mark Tyler, Tom, Anne and Sarah have been putting in time on other days and nights. They have been doing their best to get our trailers and aircraft in serviceable condition. Again, Derek Spencer requires special mention for his ongoing efforts in fixing MI's trailer, which was on its last legs and in desperate need of repair.

Lastly, it is with some regret that I must inform the Club officially that I will not be standing for President or any other executive position in 2006 as I will not have the time to commit fully to the role. The year of 2006 will be a very big and exciting year and I trust that the members will select a new President that will have vision and drive and who will ensure that the Club stays on track and makes good. I will remain an active Club member as time permits and will be available to talk to about any issues if invited.

Regards
Derek Eilers
 AUGC President



Treasurer's Report

Anthony Smith

Hi all,

Welcome to all the new members of the Gliding Club. This year will be both challenging and rewarding. There will be a lot of change happening within the Club. But along with change comes new opportunities and it is up to everyone to make the most of these opportunities as they are presented.

One of the biggest changes is brought on by the VSU bill. The reduction in financial support from the Sports Association can only mean that the Club will need to adapt. As the Club evolves, it will bring with it the chance to grow in new directions in order to gain new financial support or at least greater financial independence. Of course the most direct way to achieve this is simply to do a lot of flying.

Personally, I find flying a lot of fun and I can never do enough. It offers new skills and rewards you with new freedoms and even new perceptions of the world we live in. It is nearly unique in that it caters to either sex and all age groups equally. It ranges from flying for your own satisfaction, to competing on a national level, to even teaching others to enjoy flying. It is a marvellous past time and one that can be very rewarding with a bit of effort and perseverance.

I look forward to meeting all the new members in due course and hope that you find gliding as much fun as I do.

Regards,

Anthony

T-Shirts for Sale?

Unfortunately, Anthony's attempt to clothe O'Week helpers with really high quality, Club specific gliding T-shirts didn't work out. The main problem was a lack of interest, as too few people indicated that they'd want to purchase one: This left the ten or so keen people with the prospect of having to pay well over \$30 for each T-shirt. Otherwise Anthony would have been out of pocket by a few hundred dollars!

So, here is another chance for members to express their interest. The design that was proposed on augs-people had a rendered photo of the Pik on the back and 'Adelaide Uni Gliding Club' printed in small letters on the front left breast, both beautifully complimented by the template of a red and white T-shirt (above right). Alternatively, if *everyone* is happy switching the red and white shirt to a blue and white shirt (below), that could be arranged.



is too small for you. Or perhaps you just want a loose guy T-shirt. Anyway, the point is to email Anthony with your choice or any helpful suggestions you have to help sell more T-shirts. It would be great to offer these quality items to Club members for \$30.

treasurer@augc.on.net



Don't be fooled by the unflattering shape presented in these sketches, particularly those girls who are actually reading this. The T-shirts themselves will look essentially like the pictures on the right, where guys can stick with the standard length sleeves, but both girls and guys have the choice of 3/4 sleeves. Girls, you may prefer the noticeably tighter capped-sleeve style, or you could simply order a 3/4 sleeved top that

Chief Flying Instructor (CFI) Report

Mark Newton

New Member Welcome

It's February again, and this means we're going to be introducing another bunch of new members to AUGC.

If you're one of those members, welcome! AUGC aims to provide people just like you with safe, affordable, recreational aviation. There's a whole world of opportunities related to gliding that you probably haven't even thought of yet, and I look forward to helping you discover and enjoy them.

AUGC's instructor panel is staffed by dedicated volunteer flying instructors who devote their time to teaching you how to fly, and, once you've reached solo standard, assisting you to attain whatever goals you choose to set for yourself. They're all helpful, they all try to be approachable and available, and you can ask them just about anything.

Radio Procedures

Those of you subscribed to the augc-people mailing list have probably seen the message I posted on February 16th about the Club's use of CTAF procedures.

If you aren't subscribed to the mailing list, contact me at cfi@augc.on.net and request a copy.

We're sharing a radio frequency with essentially every other airspace user within a 200km radius. It's important to get this stuff right.

West Beach

It's a little-known fact that airworthiness falls under the purview of AUGC's CFI. At least, it does until we pass the new constitution at the upcoming SGM, after which there'll be an Airworthiness Officer position to take care of it.

West Beach has been a tad understaffed lately. And those who have been attending have been more or less the same few people. I want to single-out Derek Spencer for special recognition here, because he's been putting in a huge number of hours.

We have a number of projects happening at the moment: Refurbishment of MI's trailer, construction of the pie cart, repair of ZM's skid, restoration of the Arrow, and whatever annual inspection is due next.

If you haven't been to West Beach before we'd love to have you. We'll be able to find something for you to do even if you haven't done any airworthiness work before, and even if you don't know what each end of a screwdriver is for.

The Winch

Each winch drum is fitted with a brake that is supposed to prevent it from dragging the hardware on the end of the cable through the heads. Please use the brake, and please avoid pulling in the cable so quickly that the brake can't stop it.

On a completely unrelated point, I think we have a fair number of people who should be Level 2 Winch Drivers but aren't. If you think you're pretty good at winch driving, please step forward and identify yourself; upgrading is a pretty simple affair, and then you'll be able to train new winch drivers.

Puchatek's G-meter

KRO has a G-meter on the front instrument panel. It displays instantaneous G, as well as peak minimum and maximum G loadings.

KRO is rated for various aerobatic manoeuvres. If you're interested in doing aerobatics, familiarise yourself with its flight manual on the AUGC website and find an instructor who's prepared to teach you.

Outlanding Checks

I've been talking to Nigel Baker at WGC about the possibility of borrowing him and his Dimona for outlanding checks with pilots who are due for them.

Please email some info about your availability to me at cfi@augc.on.net if you're interested in being part of that. I'd like to get as many people as possible organised so that Nigel can go through them all at once. There are some written briefing materials for you to familiarise yourself with as part of your preparation too.

Incident Reporting

All AUGC members are encouraged to keep their eyes open for anything that they think rates as an incident (or, for that matter, an accident) and report it.

Accident/Incident reporting doesn't exist to help people in authority dole-out consequences. Its real purpose is to enable those who are analysing the reports to notice big-picture patterns developing in our safety systems and address any trends that are negatively impacting on our operations.

Accident/Incident report forms are on the GFA's website. Alternatively, you can discuss any issues with the duty instructor who can help you work through any paperwork that might be required.

Mark Newton

Flying: From the Seat of James Dutschke

James Dutschke

Since I'm contributing these photos (below), I better tell the stories behind them...

I've been fortunate enough to have had some fairly specy flights recently. Two that really stick out in my mind occurred on the 30th of December and the 4th of January.

Picture this: Performance week, Waikerie, 2005. Lots of gliders and full ballast bags that could only be topped by the testosterone of the present pilots. I was fortunate enough to be the chosen one to jump in Zulu Mike with Derek Spencer for this 47 degree screamer of a day. It was a slow, hot start, being around 1330 by the time we got airborne. I was itching. How could a day this hot not be working already?

To cut it short, the first launch was a glorified circuit, which was followed by a painful wait due to winch problems. The only consolation was that the aero-tow queue was only halfway through, otherwise we'd have been straight over. The two ASK21s from Balaklava were off on task while we baked.

Finally we got away, and with some awesome tornado-sized dust devils around wreaking havoc we set off on task, quickly reaching 10,000+ feet. Alawoona was first, and we reached it with relative ease and speed. 500km was still on the cards...just. It was a struggle from Alawoona to Morgan, with long glides from 12,000ft to an impossibly low 1500ft before encountering lift. After scratching our heads down low thinking, "Can we make a dash to Morgan and back out to landable territory?" we went for it. At this point we were thinking, "Let's just head back to Waikerie," as 500km wasn't on anymore, when some awesome Cu (*Glider pilot speak for white fluffy cloud*)

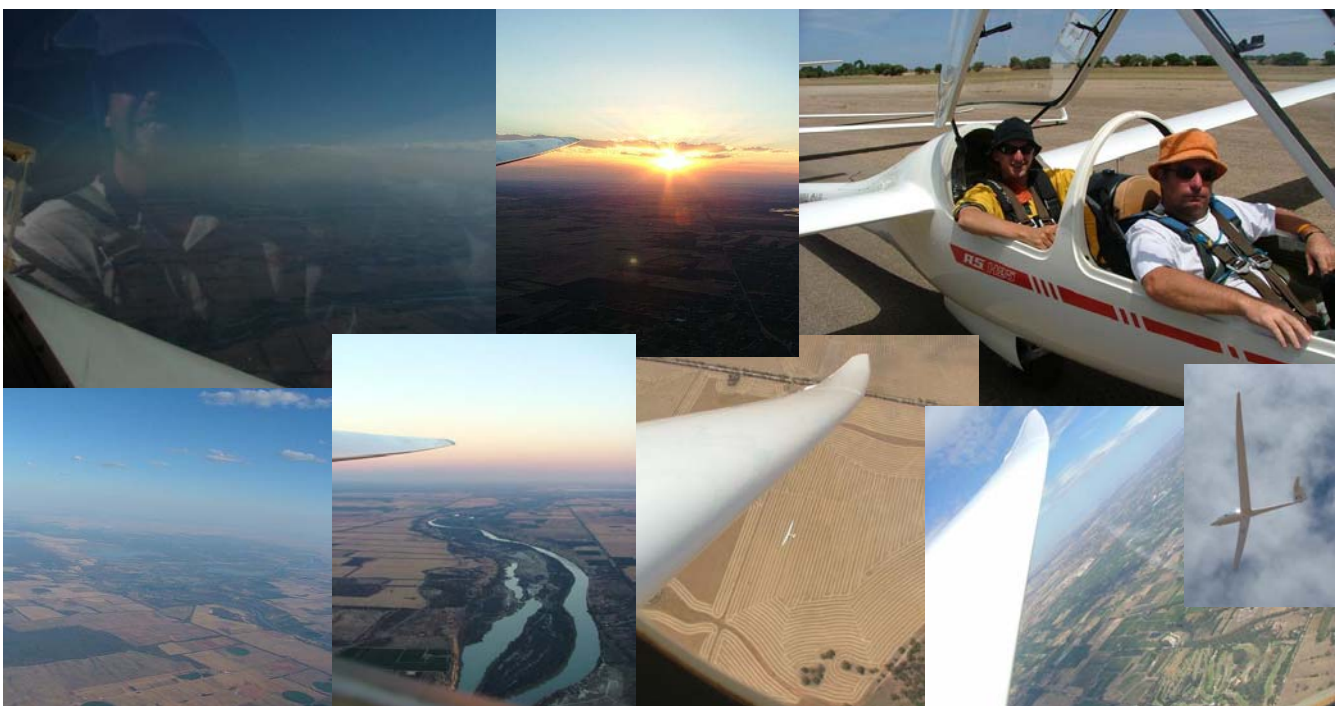
–Ed) started to pop 15km north of Waikerie (20km away). After struggling to gain enough height to reach these, we worked our way to just under cloud base. (I can't remember how high we were. Mysterious, heh?) All I can say is that it was damn cold; to the point where I got some tape and sealed the canopy to the fuselage from inside.

It was getting late (1930hrs) and as time was a limiting factor, we punched on to Renmark as our final turnpoint. After shivering our way to Renmark at best L/D (*More glider pilot speak: Lift/Drag –Ed*) we turned back to Waikerie with about 50mins of daylight and 70 odd km to run. Cruising back was slightly warmer, and provided the best Murray River cruise possible. The sunset set the sky ablaze; it was simply magic. We got back to the airfield at 4000ft with 20mins of daylight left. We wound the speed right up and fanged around, buzzing the airstrip moments before dark. 340km and five or so hours.

Cheers Derek. Awesome.

The other flight was at the Gawler Nationals in the first week of January. I scored a back seat ride with Aaron Stroop (any connotations about homosexuality at this point are completely unnecessary) in his marvelous ASH-25. Apart from my extreme amazement at the glider's incredible performance, not to mention the sheer skill of the pilot, it was an awesome demonstration of high level competition flying. The flight was largely shared with a Nimbus 4DM (sex with wings), providing some magic close formation flying.

I consider myself incredibly lucky to have experienced such joys of flying. I WANT more.



Stay In Touch

The club has an email 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 email 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:

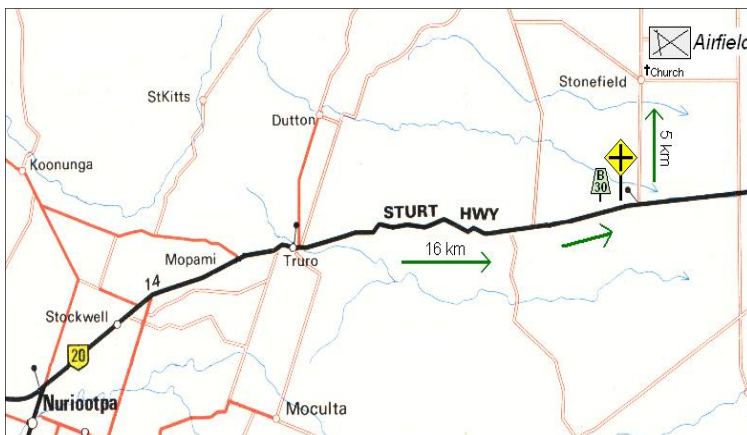
<http://lists.internode.on.net/mailman/listinfo/augc-announce>

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

Want to fly this weekend?



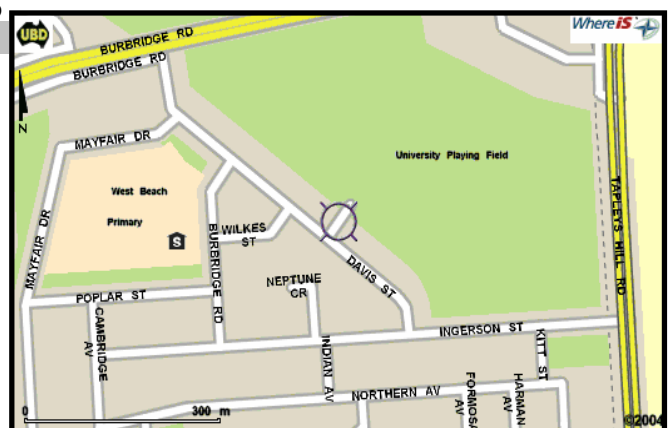
Want to go flying on the weekend? You must ring the club contact person, Tom, on the Thursday before between 8.00pm and 10:00 pm on 0412 870 963, (or send an email: contact@augc.on.net) so that he can organise instructors and transport for those intending to fly. Members can book via the online booking system at: <http://www.harley.net.au/AUGC/index.asp>.

You can either drive up yourself by following the map at left, or Tom can arrange a lift to Stonefield either from the Adelaide University footbridge (meet at 7.15am to leave at 7:30 am), or from the Caltex Service station on the corner of Montague Road and Main North Road (meet at 7.45am to leave at 8:00 am).

Want to help at West Beach?

West Beach is where we carry out the maintenance and repair on our gliders and equipment. There are usually volunteers working down there on Monday and Tuesday evenings. The entrance is at the end of Foreman St, West Beach.

So you want to help fix the gliders at West Beach, but can't get there? A lift can be arranged from the Adelaide University footbridge at 7.30pm via augc-people@lists.internode.on.net.



Contact List

President:	Derek Eilers	0431 331 460	president@augc.on.net
Treasurer:	Anthony Smith	8269 2687	treasurer@augc.on.net
Secretary:	Greg Newbold	0403 224 970	secretary@augc.on.net
Social Convener:	Sarah Allen	0421 548 431	social@augc.on.net
Fifth Member:	Derek Spencer	0429 028 065	fifth-member@augc.on.net
Chief Flying Instructor:	Mark Newton	0416 202 223	cfi@augc.on.net
Airworthiness Officer:	Redmond Quinn	8344 5331	airworthiness@augc.on.net
Contact Person:	Tom Wilksch	0412 870 963	contact@augc.on.net
Newsletter Editor:	Anne Philcox	0409 202 250	editor@augc.on.net

Upcoming Events

20 - 24 February: Adelaide Uni Orientation Week

This is when we advertise ourselves to the Adelaide University and pique the interest of new students. We are located in front/ on the southern side of Union Hall and have the Standard Libelle on display, supported by the huge picture and sound of Derek S's Dad's projector! Please help out if you can.

Mon 27 February: Special General Meeting

7.00 pm in the Harry Medlin (North) Room, Union House, Adelaide University.

The proposed constitution will be ratified at this meeting. NB: Quorum of 10 people required.

Tues 28 February: West Beach social BBQ

6.30 pm, West Beach maintenance shed.

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

Wed 1 March: General Meeting

6.30–8.30 pm, Bragg Lecture Theatre, Adelaide Uni.

FREE beer and pizza will be provided. This is a great opportunity both for new members to meet and gather information from existing members, and for existing members to encourage those new members who attend the meeting. Why wouldn't you come along? Free booze! Oh—there will be soft drink there too. And cider maybe.

Wed 15 March: Executive Committee Meeting

7.00 pm at Redmond's place, 13 Redmond St, Collinswood.

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

Wed 5 April: Annual General Meeting

7.00 pm in the WP Rogers Room, Union House, Adelaide University.

This is the big one! We'll decide who will fill the executive and office bearers' positions until this time next year. More information will be provided closer to the date.

Membership Renewal

All Adelaide Uni Gliding Club memberships expire on **28 February 06**. As per previous years, **membership renewal is not automatic** and current members will need to confirm to the Treasurer that they wish to renew their membership with the club (it prevents previous problems that way).

Membership fees for 2006 have changed dramatically with the introduction of Voluntary Student Unionism. This year also sees the return of 'social' membership, which may appeal to a number of people. To be eligible for concession rates you need to be able to demonstrate that you are a student (high school or university) or a retiree.

Full membership: \$150

(This includes 12 months AU Sports Association membership.)

Full membership (Concession–Non AU student): \$96

(This includes 12 months AU Sports Association membership.)

Full membership (Concession–AU student): \$63

(This includes an AU Sports Association membership fee of \$33 for second semester.)

Social membership: \$30

(For people who wish to remain connected with the club, but do not intend to fly. Does not include AU Sports Association membership.)

Social membership (Concession): \$15

(For people who wish to remain connected with the club, but do not intend to fly. Does not include AU Sports Association membership.)

If you have any queries about 2006 memberships or your account status, email treasurer@augc.on.net.

Regards

Anthony

NB: Many of the queries regarding updated aircraft hire rates, package deals etc. can be answered by referring to the new Fees document: http://www.augc.on.net/members/docs/doc_fees_060201.pdf



One AUGC sandbag: Found.
It was at Waikerie.