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# Uni Gliding

July 2006

The Official Journal of the Adelaide University Gliding Club



*Redmond Quinn ridge soaring MI at the Flinders.*

*Photo: Jennifer Macdonald*

## What's Inside

- |                                     |           |                               |           |
|-------------------------------------|-----------|-------------------------------|-----------|
| → Editorial                         | - Page 2  | → Want to fly this weekend?   | - Page 12 |
| → Calendar                          | - Page 3  | → Want to help at West Beach? | - Page 12 |
| → President's Report                | - Page 4  | → Contact List                | - Page 12 |
| → Treasurer's Report                | - Page 5  | → Upcoming Events             | - Page 13 |
| → A Liar's Flight                   | - Page 6  |                               |           |
| → Fun With Three People Two Gliders | - Page 8  |                               |           |
| → Eagles                            | - Page 10 |                               |           |
| → Ribbon Cutting                    | - Page 11 |                               |           |

### QUOTE OF THE MONTH

*"All I have to remember is that if I pee on a Lexus I'll get a clean canopy"*

Dennis Medlow - Put a 'P' on the front of Lexus and you get 'Plexus' - canopy cleaning product.

## Editorial

Sarah Allen

Well another month has flown by and its getting colder and colder but at least we're a month closer to summer! Unfortunately due to work I haven't been able to make it to Stonefield this month, flying 6 days a week is great but not when its all engine on! So its great to have some stories in this months newsletter from those who have been lucky enough to get up to the gliding club.

The biggest news from the past month is the annual trip to the Flinders, check out Mark Tyler and John Switala, visitor from the Gliding Club of Victoria, about their experiences over the June long weekend. I know I had great fun, the flying was awesome and scenery spectacular and many thanks must go to all for there help, especially Justine Thompson for organising accommodation, Mark Newton for organising operations and Tim Laidler for stepping in as tug pilot with tug at the last minute.

This month is looking busy, we have our post exam Try 'n' Fly weekend on the 1<sup>st</sup> and 2<sup>nd</sup> of July. The more people we can get up the better – so new members come along and check out what this gliding stuff is all about and experienced members come along to show your enthusiasm for our sport and give new members a hand.

In the wider world of gliding we have AUGC member Peter Temple and Adelaide Soaring Club member Terry Cubley competing in the World Club Class Championships in Vinon, France. Check out their team website at <http://www.users.on.net/~mwilson/vinon2006/> .

Don't forget about coming along to West Beach Monday and Tuesday nights to help out with our perpetual job the new pie cart, and TX which suffered a landing gear malfunction at the Flinders. Just to make things a little easier Anne will be down on Tuesday the 25<sup>th</sup> cooking everyone a BBQ dinner to kick things off.

At the end of this month we have the annual AUGC Presentation Night, held at the Buckingham Arms, Walkerville Tce, Walkerville. This is guaranteed to be a fun night, with awards given out for 'Most Improved Pilot' right down to the 'Wildlife Award' for the person managing to attach the greatest amount of wildlife to the front of their car. So come along and be part of the fun – more details can be found on Pg 13 of the newsletter, all welcome!

Thanks to all those who sent in photos and stories for this months newsletter it certainly makes my job easy, so keep them coming!!

Go flying!

Sarah



MI at the Flinders

C2 at the Flinders



# June 2006

Wilpena Pound



New member, Jenny, in training



Our CFI



Mark Newton and Rawsley Pilot,



Jenny's Birthday candle

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
31					1 Try 'n' Fly Day Go gliding!	2 Try 'n' Fly Day Go gliding!
3 Help at West Beach	4 Help at West Beach	5	6	7	8 Go gliding!	9 Go gliding!
10 Help at West Beach	11 Help at West Beach	12	13	14	15 Go gliding!	16 Go gliding!
17 Help at West Beach	18 Help at West Beach	19 SAGA Winter Lecture	20	21	22 Go gliding!	23 Go gliding!
24 Help at West Beach	25 West Beach BBQ Blacks Launch Adelaide Uni Help at West Beach	26 Blacks Launch Adelaide Uni	27 AUGC Executive Meeting	28 Annual Dinner Buckingham Arms 6pm	29	30

## President's Report

Derek Spencer

The Flinders have come and gone again for another year. Unfortunately, there wasn't much wave activity around but the little that was there was enjoyed solely by Mark Tyler. We're not sure if it was ridge induced wave, thermal wave or a combination of both but I do know we were all very jealous of Mark for getting into it.

The weather was kind to us (at least for the first three days) with different sections of the pound working each day. I had a personal first this year by getting to the far western end of the southern edge of the pound. I've been there in the Motorfalke in previous years but that doesn't really count :-)

This year, the club's Annual Dinner will be held on Friday the 28th of July at the Buckingham Arms. It's a great evening out with lots of good food, plenty of laughs and awards marking various achievements throughout the year. If you would like to nominate someone for an award, then send your suggestion to our social convenor, Anne Philcox, at [social@augc.on.net](mailto:social@augc.on.net).

If you have a birthday coming up soon and would like to share it with the club, please let me know. We've had several celebrations at Stonefield in recent months and they're lots of fun. It's a chance to catch up with friends over some food, drinks, cake and most importantly a great big candle (bonfire).

For those of you that are studying, I wish you all the best with your exams and hope you are successful. Once your exams have finished though you won't have any more excuses as to why you shouldn't be flying, so see you all soon.

Until next month, have fun and fly safe.

Cheers,

Derek Spencer  
President AUGC



## Treasurer's Report

Greg Newbold

There has been a big effort over the last month to get the accounts up to speed. At this current point in time I am up to date with flight sheets, GFA forms and most receipts, though not this month's EFT payments. Thanks again to Igor and Trent for their efforts. However, Igor has been very busy at Internode and so Mark, Cathy or Simon need to make AUGC one of his work responsibilities, or give him some time off work for us.

There are a number of issues that need attention. Please record all your cash tin payments made at the airfield clearly on the flight sheet and that it is for your flying account and all EFT payments should include a note indicating your name. Otherwise your generous donation will kindly be accepted. It would be preferable to charge all AEFs \$40 (Concession)/\$70 on completing a GFA form at the beginning of the day and holding it in trust during the day. This would be most appropriate on AEF Try'n'Fly days.

I have recently sent out Account balances, which are not 100% correct. Some errors relating to aero-tow charges for the camp at the Flinders Ranges (on 12-13/6/06) were calculated incorrectly. The actual cost/minute of \$6 does not reflect the fact that taxi-ing time will need to be incorporated into aero-tow charges. The ferry fee is also yet to be charged. In addition, as stated above, I have not entered payments by EFT.

Our Operating account balance is slowly being eroded by recent expenses including Sports Assoc. membership fees and an insurance instalment payment. More recently payments to the Sports Assoc. for loan interest and a loan repayment (\$1250 in accordance with our repayment schedule) and reconciliation of GFA Introductory Membership forms has made another dent into it. Redmond is currently negotiating the cost of Motor-Falke engine parts and freight, which I am keenly anticipating.

The Sports Assoc. is currently deliberating over its future. It is apparent that significant reductions in income from student fees via the Adelaide University Union will occur. As such, staff members are likely to be cut and many of the expenses will be borne by the income from direct membership to the Sports Assoc. It is anticipated that no grants will be offered to clubs in 2007. There are expected to be membership fees at several levels: for AU students (and a concession for Union members); and non-students. Apparently clubs will be consulted regarding the levels of these fees, however this has not yet been actioned. The Sports Assoc. does very little directly for the AUGC (compared with many other clubs), apart from the provision of grants and the West Beach facility. AUGCs position on fees should be based on a fair fee for fair support, so that members are not benefiting the Sports Assoc with little or no benefit to the club.

An application for special grant funding for the relocation of the Lochiel airfield facilities is to be prepared and submitted. Redmond Quinn has recently submitted an application for SA Dept. of Recreation and Sport funding for the relocation of the two aircraft hangars. Additional support for the relocation of the clubhouse and the winch shed (and possibly the West Beach facility) will be targeted in this application. This application is likely to gain support because it is felt that the Sports Assoc Board will look favourably on the application due to the possibility to secure the future of one of its affiliated clubs, mitigation against the future loss of West Beach, the fair distribution of costs (between AUGC, Rec and Sport and AUSA), the large volunteer contribution to the relocation effort. It is hoped that this funding will enable relocation all the Lochiel facilities much more rapidly than has been anticipated, by removing the funding constraint. Watch this space.

AUGCs monthly flying income has been substantially reduced by the damage to the Pik and this will continue with the recent damage to the Libelle. Many soarable days occur during the winter period and only the minimum flying income can be expected. A reduction in the hire charges for GZM are hoped to encourage flying on these local soaring days in one of aircraft so often left in the hangar. This rate reduction may not continue after the Puchatek is removed from the flight line in July/August, when its annual inspection (and additional airworthiness work on the fin) is required. There clubs finances are still fragile and there is little capacity to absorb large operating expenses, so I again request that any expenses incurred be reported to [treasurer@augc.on.net](mailto:treasurer@augc.on.net) as soon as practical. It is anticipated that payments of the highest priority for the Stonefield buy-in and the Motorfalke engine overhaul will occur soon. It can only be hoped that most of the fleet will be airworthy by the summer.



MI landing at Rawnsley

## A Liar's Flight

Mark Tyler

"Are ... You ... Lying??"

The words came slowly and clearly from the speaker of the radio. No one, particularly not Mark Newton, could believe what I had just announced. It seemed pretty innocuous to me. All I had said was that I was climbing in wave.

The Club Libelle climbed easily behind Tim Laidler's Cessna tow plane as we flew away from the Rawnsley Park strip and rose into the blue June morning sky. Once clear of the dust ball kicked up by the Cessna bouncing along the dirt I could see puffy white clouds starting to dot the sky to the north. Instead of heading directly towards them we flew in a wide arc out to the east, above the Arkapena strip, climbing all the time before turning in towards the eastern wall of Wilpena Pound. Rawnsley Bluff rose red and craggy on the left as we headed north. A few hundred feet above the level of the ridge, near Point Bonney, I gave a sharp tug on the yellow knob and said thanks to Tim. This was my first solo flight at the Flinders and now it was up to me.

As I was the first to launch, there were no other gliders marking the regions of best lift so I had to decide for myself what to do. Heading straight to the ridge and working the ridge lift was the obvious option. The previous day I had taken a check flight with Derek Spencer in the mighty Bergfalke to get back in the swing of flying a ridge. During this flight we spent a very pleasant hour alternating between buzzing the southern wall of Wilpena Pound and exploring the thermals out above Rawnsley Park. The last time I had flown a ridge was over 18 months ago along the hills at Lochiel. It did not take long for the memories to come back: flying a band of lift at speed while watching other gliders looming towards you then flashing past.

Today I decided to do something different. Overnight the wind had veered to a south-easterly. Rather than



Glider and tug taking off

the southern face of the Pound, today the eastern face was most likely to provide lift. However, these thoughts were soon extinguished. As the towrope sprang away from nose of the glider I heard the familiar happy bleep from the vario. Fortuitously, I had released into a thermal. There had been several points during the tow as we climbed parallel to the cliffs when the tug had bobbed skyward in the canopy followed shortly by the under-the-seat rush as the glider followed. Pockets of air, warmed by the morning sun, gathered by the clumps of trees then liberated by the breeze, were pushing up into the sky. Wings banked over I started to circle in the lift. Although not a screaming thermal, with the averager reading about three knots it seemed a shame to leave a good thing. I have learnt that lesson. Never leave the first thermal of the flight until you have a bit of height. Perhaps it does not apply so much for aerotow but habits born of winch launches can be hard to break. So I happily stuck with it, rising slowly into the sky on each turn. Above, cloud patches formed then drifted off over the Pound. As Point Bonney sank away beneath me I could see the tug starting to rise from the strip with another glider. Soon the air would be thick with sleek, and not so sleek machines, racing backwards and forwards along the ridgetop.



Marks view in wave

The altimeter hand turned clockwise gradually, almost in sync with the turns of the glider. At 4500' the bottom of the clouds seemed to loom like a low ceiling. With the sun blocked it became quite cold in the cockpit and a chill crept over me. Pushing out to windward from under the leading edge of the cloud the lift was still strong so I stuck with it. This also allowed me to get my upper body back into sunlight and warm up a little. Between the base of the clouds and their tops about 800' higher I tried to stay clear of the clouds. At one point white wisps started to form under the aircraft but a quick run to a clear area avoided their embrace. Above the tops of the clouds the view opened out dramatically. The sky was a clear blue vault overhead and the clouds a white carpet below. It is the sort of view that I have only previously seen from the window of a

passenger aircraft. At this height I found I was able to climb by making very slow runs into wind followed by short dashes in the reverse direction. Cold air seeped in from the nose release – my feet soon started to become cold despite the two pairs of socks I had put on to guard against the morning frost.

At 6500' I made the radio call announcing that I thought that I had found wave. It was then that Mark Newton responded from the launch point questioning the veracity of my claim.

“Are... You... Lying?”

Pricked by this I carefully gave my altitude as 6800' with 3 knots on the averager. To emphasise the point I held the microphone close to the Borgelt and let the persistent beep carry across the airwaves. There was silence for a few seconds following this transmission and then a response.

“Well...” A pause. “Congratulations.”

Over the course of about half an hour I explored an area of gentle lift that enabled me to reach nearly 8000'. The area that was working seemed to gradually shift further downwind as I got higher so that I was climbing over the interior of the Pound. Needless to say the view from the cockpit was magnificent. The

whole bowl of the Pound was laid out below while the Elders, formidable looking from the ground, now appeared an inviting destination. Lines of hills forming the Chase Range and the further ranges beyond them were clearly drawn in ochre and red. Several times the digital camera was taken from the cockpit pouch to capture the scenery. Of course, the best shots were those that showed the altimeter in the frame! Having reached the limit of the lift I set off into wind towards the Chase Range. Leaving the wave area lift turned to general sink and continued down until I found another region of gentle lift closer to hummocks of the Chase. Stopping to work this I found I was easily able to climb back above 7000'. Below, back towards the Pound, both Anthony and Dennis could be seen working hard to contact the same lift that I had found.

The joys of flying a club aircraft: I knew that John Dunstall was cooling his heels back at the launch point waiting for his turn in the aircraft. So now the time came to turn all of that height into speed – well, as much speed as MI can muster. What took 50 minutes on the uphill climb turned into 10 minutes of downhill. For the sake of form I made a couple of quick passes along the ridge, getting a feel of what I had forsaken before turning towards the Rawnsley Park strip. This flight was nowhere near the longest I have had but it was one of the most memorable. Flying the wave over the Flinders – truly magical. And no, I am not lying.

A reluctant passenger



SA Junior Soarings' newest Member and crew



## Fun With Two People and Three Gliders

Anne Philcox

Sunday 18 June was a brilliant sunny day at Stonefield. Since I had consumed a fair bit of cider the previous night, I was reluctant to get out of bed in the morning and test out whatever hangover I may have had. James forced the issue when he turned up at the airfield and luckily I felt the same standing up as I did lying down.

Derek Spencer was the only other person at Stonefield that day. He and James D'I'ed the Club Libelle and the Astir while the battery on the winch was left to charge. Once the Club Libelle was ready to go, I jumped in the back of the winch and revved the back engine to 2500rpm while Derek tried in vain to start the front engine. Derek gave up after some time and suggested we push-start the winch. I wasn't too happy about that idea and said I'd give the front engine a shot. It started on my first attempt. Derek had to put up with some hardcore gloating from me :). While it is very satisfying to get the winch going in its current state, it would be much appreciated if someone could fix whatever needs to be fixed so we can DI the winch in 10mins!

We decided to launch me in GMI first and then James in the Astir. Derek drove the winch down to the other end of the strip while James and I got ready for two wing-drag launches. It seemed like a good opportunity for me to have a go at one with James overseeing the event... I was kinda looking forward to trying a wing-drag launch when I thought it was only going to be Derek and myself up at the airfield. During these final stages of preparation, we could all see the Cu's popping towards the north-west and later around to the south-east. Some of the Cu's to the south even seemed within reach of the airfield!

Getting me off the ground proved to be problematic. I was a little nervous and screwed up the first attempt by moving my left hand that was holding the UHF radio and, unfortunately, the release knob towards me for the 'all out' signal. Woops. James towed the cable back and we tried again. The next time I didn't pull on the release but the cable still came free at 'all out'. I

think James was getting a little frustrated by this stage; he said we'd try for the last time but he'd run GMI's wing for me. To prove to myself that I wasn't a complete idiot, I let go of GMI's release knob in the same, not too snappy manner I had inadvertently done for the previous two launch attempts. To both my annoyance and relief, the release again let go of the cable when I was on the ground run. It was strange that the release withstood the transition to 'all out', but failed when I literally TOUCHED the release knob.

After that fiasco, James towed the cable back for the third time and got ready in KYR. I pushed GMI out of the way and hooked James on for a successful launch. Once I was confident James was going to scrape around the airfield for at least a few minutes, I picked up Derek and brought him back to the launch point. Derek couldn't see any difference to how the release engaged when I snapped back the knob from full extension, or gradually returned the knob to its stop. Even so, I was pretty confident that the release would be ok if I did snap it back, so Derek drove himself back to the winch.

Now I had to do a wing-drag launch for real. I was a bit excited using the ailerons and came off the ground with a few wobbles before stabilising. I popped off the cable at about 1700' and flew to the south-west. With all the mucking around on the ground, I launched into a sky that didn't look as appealing as it did before. However, James was doing alright, so just flying a circuit was out of the question. The church and clubhouse area was pretty bubbly and I maintained height for a while before heading to the north of the airfield where I'd noted James had gained a fair bit of height a few minutes earlier. Sure enough, the interesting bit of ground just at the end of RWY 16 was triggering a thermal. A relatively shallow bank angle proved to miss most of the thermal, so I steepened up and managed to extract lift from the entirety of the circle I was tracing. The rate of climb may have JUST broken the one knot barrier but it was enough to get me to 2500'. Radio contact with James identified him over the winch at roughly the same height. He wanted to take some photos so I headed in that direction and lost a significant amount of the height that took so much time to gain in the process. I also thought that I could tacitly say hello to Derek who was on the ground walking the pair of cables he had laid after launching me.

James was higher than me and took some photos of me thermalling beneath him. We both continued thermalling over the church until James bugged out to try his luck elsewhere (or was it because I was gaining on him? ;). James and I soon became wary of the high cloud encroaching on the airfield and James suggested I try and stay in the sun. Unfortunately I had been wasting my time thermalling in the area around the church and had gotten quite low. This was partly



MI above Stonefield



because I wasn't too fussed about gaining height as I had allocated myself only another 20mins or so before I was going to hand over GMI to Derek. I guess another contributor was me not taking the high cloud very seriously. I headed back towards the winch and found a pretty crappy thermal over Derek and the green car. It was significantly harder to work than the thermals I had come across earlier. Damn it! I wanted James to take some more photos of me but the air I was in was poor and he was far away.

I resigned myself to the fact that I'd have to get in a good position to start a circuit. There was something about to bubble up from the church, but it was really hard to stick with, at least when I contacted it. I continued around to the end of RWY 16 and announced that was it for me by switching back to 126.7. For the last five minutes of the flight I was frequently checking my watch: For the first time ever, I had actually noted when I had taken off (1325hrs). I desperately wanted to make one hour and committed to downwind once the time ticked over to 1425hrs. I hoped the additional minute it would take for me to land would account for the one minute error in taking times on the flight sheet.

As it happened, Derek didn't even notice me come in. I pushed the Club Libelle as far as I could before he finally turned up in the green machine. Derek asked me how long I had been down for and I accurately stated it had been eight minutes. I watched him write down the time in nervous anticipation: 1425hrs! Yay! I had made one hour. You've got to have something to aim for when you can't go cross-country :).

I launched Derek in GMI and he joined James after a lot of scraping above me at the launch point. James and Derek obviously had a lot of fun, particularly to-

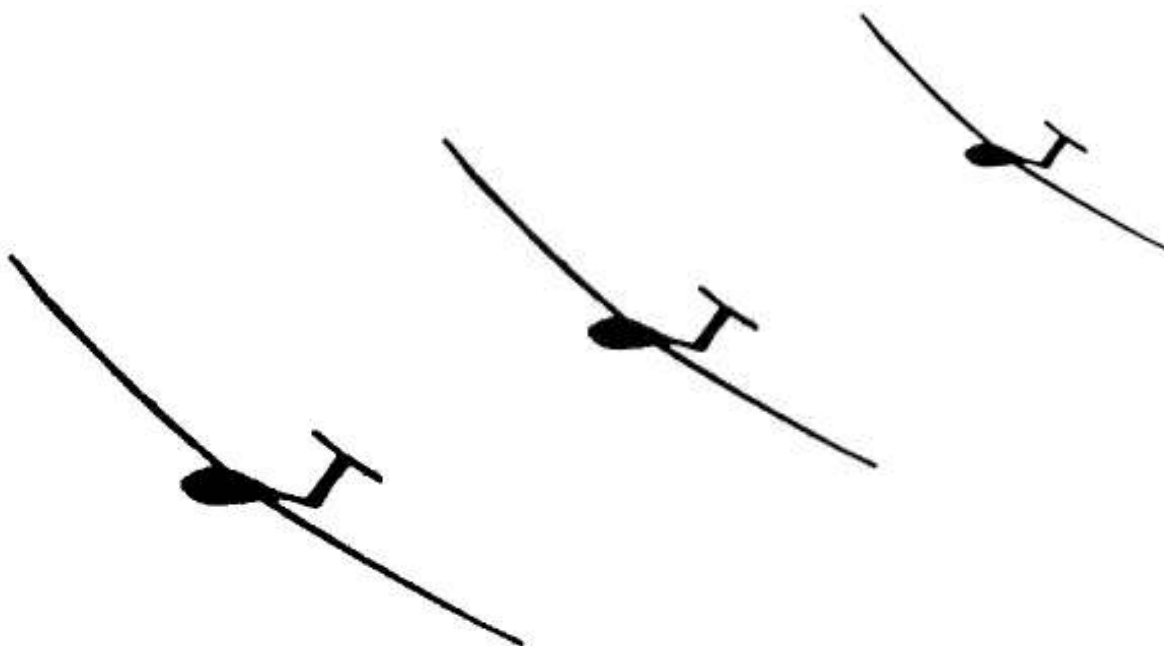
wards the latter stages of their flights, when I observed them chasing each other and Derek performing loops in sight of James' camera. By this stage, it was evident that the lift that had been bubbling up during the day had evaporated as Derek and James both came in to land within the same minute. I heard whoops of delight as soon as they opened their canopies.

Still, the day was not over yet. Since we'd only used three cables to have (1:00 + 0:45 + 2:33) 4hrs and 18mins of flying, there was another cable left to use. I jumped back in GMI and scored another nice launch, this time courtesy of James, to 1750'. Sure enough, the vario didn't do anything but drone away in the now smooth air, even over the trusty church. I decided it was time. I did my pre-aerobatic lookout turns and lined myself up north-south to avoid the blinding light of the setting sun. I wound up the speed to 95kts, pulled back on the stick and flew around a very nice loop. Nice and light over the top, not too many G's and no accidental aileron input. On the off-chance that Derek happened to be watching what was to be a circuit (I didn't tell him what I was planning on doing), I looked down at the launch point. There Derek was, jumping up and down and waving his arms around like an idiot. I guess he was watching.

To summarise: We all had an excellent time that Sunday with only two planes and three people. Perhaps this little story (minus the stuff about the problems we had to begin with) will encourage more Club members to come out and enjoy what has been a lovely winter so far. Touch wood.

See you at Stonefield,

Anne



# Eagles

John Switala

We were in our cabin on Monday afternoon when there was a knock on the door. It was Redmond's daughter Emma. She was walking to Wilpena Pound with two friends when they ran out of water and decided to 'pull the pin'. Her car was left at Wilpena on Saturday by Mum Sharon in anticipation of Emma and friends walking the entire trip! Emma needed someone to drop her at Wilpena to pick up her car so she could go back and pick up her friend waiting by the side of the road 15 kilometers away! As I only had half a light beer I was volunteered by the rest of the cabin to do the good deed.

It was near sunset and the drive to Wilpena from Rawnsley Park was going to be tricky because of the kangaroos. As it was, Emma's younger eyes did more spotting than my more experienced ones. We missed about half a dozen roos on the way up. I dropped Emma at her car, made sure it started and she was OK and then set off back to Rawnsley Park. I thought my big grunty V8 would gobble the 20 kilometres in no time flat. Except, more kangaroos! Bloody kangaroos all over the place! Some would jump towards the bush but other would just bound across the road. So, for panel survival, I was forced to a top speed of eighty kilometres and hour with a sharp eye out for roos!

Then there was a movement on the verge of the road on the right hand side. In accustomed manner I came off with the power, covered the brake and started to slow down. This time there was a flap of a wing. Don't tell me I've slowed down for a bloody crow by the side of the road! This was no crow! An eagle

was startled by my car and began to fly away. But this section of road had tall spindly trees lining both sides to a height of 30 feet. The eagle looks like he is flapping in slow motion. He's about 2 feet off the ground but has no where to go – the trees on the side of the road are 'impenetrable' for him. So, he turns down the road! I'm still moving at this time having dropped down to about 20 kph. I have an eagle flying down the road about 10 feet in front of me at bonnet height. He's flapping so slowly, seems to be a beat cycle every 3 seconds. But he's slowly gaining height. So, here I am, in a V8 Monaro being escorted down the road at 20kph by an eagle 10 feet in front of me whose wingspan well and truly overlaps the car.

About then it occurred to me that it would make a great picture! I then remembered I had my camera in my pocket. Much panic and fiddling around to get it out of my pocket, powered on, selected camera mode ( I left it in play back mode!) frame the shot and the eagle had already gained height and flown over the trees. He paralleled me for a wide, probably admiring the sleek lines of the Monaro, before giving me one of those 'nasty looks' eagles can give you and flew off into the bush.

All in all it was a terrific experience and goes to shown that good deeds are rewarded.

John Switala

Gliding Club of Victoria



Launching ZM at the Flinders

## Ribbon Cutting

James Dutshcke

I arrived at the field for a relaxed start to a great looking day. Light ENE breeze and gorgeous sunshine. The winch was checked over and the Astir and the club Libelle removed from their sleeping spots. The flinders had left its presence felt on the Astir and 3 very muddy buckets of water later had the girl looking somewhat white. Halfway through the DI two wedgies were spotted thermalling out over the windsock, giving a great indication of conditions to come.

With only three of us present it was decided to let Anne go so she could get some experience at wing down launches. A few very frustrating release problems meant that I pushed the Astir to the front to launch, leaving Derek to help fix the release after I'd got away.

My golden rule of getting away at Stonefield is to head straight to the church. With no exemption to the rule, 1-2kts of lift was found, allowing me to climb from a rather low launch to a more comfortable 1800, which seemed to be the inversion at the time. When a 3kt climb to 2800 came the blood got rushing and I set myself the task of the beacon and back.. With confidence I pushed onto the beacon, turning at 1500 thinking, "yeah. I got a straight in on RW34 coming up". The situation worsened with appreciable sink encountered on the return leaving me with that feeling of "oh crap".

A straight in was avoided when I contacted 3kts of lift halfway back, this was worked cautiously until I had 1300 on the clock when I started to relax, pull the speed back and climb to 2500. It was around this point when I said to myself. "ok, no more outlanding attempts today James!"

Anne had just landed after an hour and with no other aircraft around I let the old roll of ringwipes out the clear view. I let it out in the middle of a 2Kt thermal. This turned out to be one of the best decisions I've

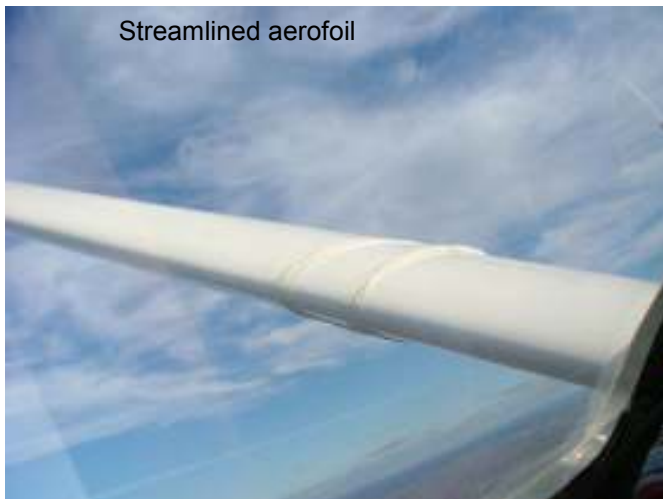


MI upside down

ever made. The toilet paper got absolutely hammered, during the course of 20 or so swipes at the roll I gained 200feet! On one of the cuts where I really had to climb to get the paper, I hit the length at only 35kts or so and the paper wrapped itself around the leading edge of my wing, where it remained for the next hour, only falling off at landing.

When Derek launched the true advantage of letting the toilet paper go in a thermal revealed itself, there were lots of little thermal markers floating around in the sky, allowing us to go explore the bubbling, short lived Cu and return very efficiently to assured lift.

After 2hours in the air, my bladder was really making itself known, and I mentioned to Derek it was time for me to land. Not wanting to waste 3000ft some extremely enjoyable formation flying commenced. This climaxed in Derek doing a series of loops while flying off my wing. I tell you, the sight of a waving hand out of and inverted cockpit as it flashes past your wing was pretty special. One that left me with the feeling, along with the rest of the flight, "if there was a flight you'd take as your last before a 4 month absence, that's it."



See you all again in October.  
James D.

## Stay In Touch

The club has an email group address, [augc-people@lists.internode.on.net](mailto:augc-people@lists.internode.on.net), that is used to either discuss or arrange things within the club. If you want to stay in touch with the club, subscribe to the mailing list by filling out the online form at:

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

You can still send an 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:

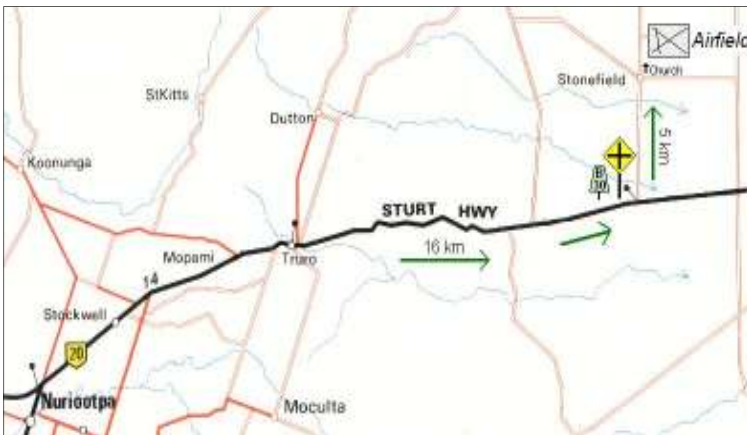
<http://lists.internode.on.net/mailman/listinfo/augc-announce>

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](mailto: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 by email: [contact@augc.on.net](mailto: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:

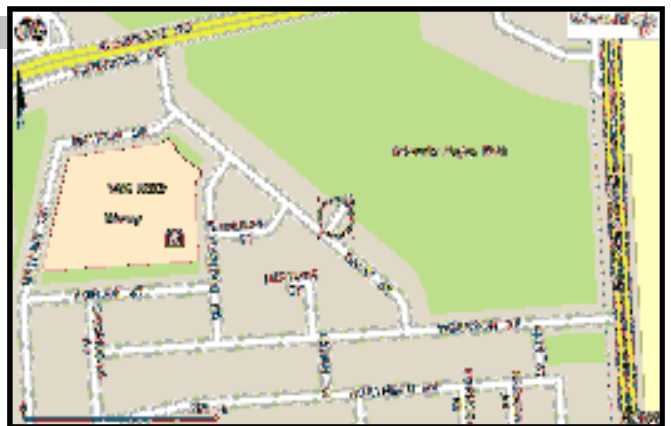
<http://www.harley.net.au/AUGC/index.asp>.

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](mailto:augc-people@lists.internode.on.net).



## Contact List

President:	Derek Spencer	0429 028 065	president@augc.on.net
Treasurer:	Greg Newbold	0403 224 970	treasurer@augc.on.net
Secretary:	Mark Tyler	8523 1358	secretary@augc.on.net
Social Convener:	Anne Philcox	0409 202 250	social@augc.on.net
Fifth Member:	Nick Gilbert	8357 7069	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:	Sarah Allen	8363 2949	editor@augc.on.net

## Upcoming Events

### **Sat 1 July, Sun 2 July : Try 'n' Fly Days**

Celebrate the end of exams by coming out and giving gliding a go and bring your friends!

Experienced members come along and show the new members why we love our sport so much.

### **Tues 25 July : West Beach 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 19 July : SAGA Winter Lecture**

Room N123b, Engineering North Building, University of Adelaide

Third of the SAGA coaching winter lecture series. 'Final Glide Calculation without Glide Computers' presented by Frank Johann and Derek Spencer and 'Task Planning' presented by Catherine Conway and Craig Vinall.

A great way to learn more about gliding and keep motivated over the long winter months.

### **Fri 28 July : AUGC Annual Dinner**

The annual AUGC dinner and presentation night held at the Buckingham Arms, Walkerville Tce, Walkerville. Guaranteed to be a great night!

Starts 6pm and please let Anne Philcox, social convenor know you're coming ASAP. All welcome!

[social@augc.on.net](mailto:social@augc.on.net)

0409 202 250

### **Wed 2 August: Exec Meeting**

Come and have your say on how your club is run. All members welcome.

Venue and start time to be advised.