

Uni Gliding

Vol 40 Number 2 - December 2017



In this issue...

AUGC Christmas Party & Awards Night Details

AUGC hosts Coaching Week

...And more!

The Official Journal of the Adelaide University Gliding Club Inc.

<http://www.augc.on.net>

<https://www.facebook.com/AdelaideUniGliding/>

<https://twitter.com/AdelUniGliding>

Editorial

Hi All! Apologies for the gap between the last issue and this one: your humble Newsletter Editor has been drowning in PhD thesis deadlines, but better late than never!

It's been a busy few months: we have gotten to know our new Janus two-seater, some of us have headed far afield to attend soaring camps (Khancoban!) and interstate competitions (the Club & Sports Class Nationals at Goondiwindi, Qld; Orange Week at Waikerie!) and we've hosted Coaching Week (Flying Further And Faster) at Stonefield, with all the preparation and effort that has gone along with that.

We've had some great material contributed by our membership which you will get to read and enjoy over the next few issues. We always appreciate stuff to publish, be it articles, photos or any other thing that might seem suitable. Keep up the great work! See you at the airfield. :-)

Cheers,
Teal

What's Inside...

Editorial	Page 2
AUGC Xmas Party & Awards Night	Page 3
AUGC News & Achievements	Page 4
Coaching Week at Stonefield	Page 5
A Unique Flight	Page 8
Fleet & Equipment Status	Page 9
"High Flight" (with FAA annotations)	Page 10
Dates for your Diary	Page 12
Fees & Charges	Page 14
Visitors on the Airfield	Page 15
Flying Checklists to Know	Page 16
So you want to fly this weekend?	Page 17
Other ways to be involved...	Page 18
Club Contacts and Who's Who	Page 19

Image Credits

Cover photo:

To the Moon! (photo N. Leiff & T. Evans)

Original artwork: T. Evans

Other photos and images by T. Evans except where otherwise noted.

Uni Gliding

A publication of the Adelaide University
Gliding Club Inc.

Uni Gliding is published a variable number of times a year whenever the Editor gets around to it.

Composed using the Scribus 1.4.2 desktop publishing system and MS Office 2016, and published to Adobe Acrobat PDF 1.4.

Printed in Australia on recycled paper - assuming you print it in Australia and on recycled paper. It's pretty much your call, but if you do please consider the environment.

Copyright of articles and images published herein remain the property of their originators.

Advertising rates available from editor@augc.on.net.

AUGC Christmas Party & Awards Night

Come one, come all! You (yes, you!) are invited to the Official AUGC End-Of-Year Bash! This fabulous event is to be held on **Friday 22 December** at **6pm-10pm** at the residence of Our Esteemed Prez Cath Conway (**21 Cardigan Avenue, Felixtow**).

BYO food, drinks, and a chair. Bathers & towel also recommended (especially if it's hot)! BBQ available to use.

You don't want to miss this. AUGC awards are worth the price of admission by themselves just for the associated stories of mighty achievements, spills, thrills and pratfalls. They include:

Harley Award: for the most meritorious cross country flight.

Duncan Award: for most improved pilot.

Winch Engineer's Award: for mighty efforts in winch building and/or maintenance.

Wildlife Award: for accidental destruction of flora and/or fauna or other "interesting" wildlife encounters.

Keeping It Up Award: for innovations and excellence in keeping AUGC flying.

Can't Keep It Up award: for cross-country disappointment. Usually earned when an ambitious cross-country flight plan ends up with an outlanding considerably short of the stated goal.

Wheels Up Award: originally for doing exactly what it says on the box (i.e. landing without deploying the undercarriage) but has evolved to refer to any situation involving a lever being in the wrong place at the wrong time, leading to some kind of glider-related shenanigans.

Creative Rim Award: for destruction of vehicle wheels and/or suspension while on AUGC-related business.



AUGC News & Achievements

It's been a busy few months for AUGC! Our pilots have been winning trophies left, right and centre! At the recent South Australian Gliding Association AGM, Derek and Leigh brought home four out of eight trophies awarded this year - that's *half* of all the trophies given out by SAGA. They won:

* Kevin Sedgman State Trophy (for highest total points for the best 3 OLC (OnLine Contest) flights of the season): Leigh Stokes - 3 flights totalling 1782.8 points

* News & Mail Trophy (for best performance of the season): Leigh Stokes - Diamond height gain of 18,400 feet from a winch launch at Stonefield

* Fred's Finial (for the best single flight (on handicap) by a pilot flying a "rag and tube" glider): Derek Spencer - 543km flight in the MotorFalke

* South Australian Gliding Association Winter Trophy (for the longest distance flight on handicap for the winter season): Leigh Stokes - 311.5kms from Stonefield.



Leigh & Derek with their trophy haul

These trophies are now decorating our clubhouse at Stonefield, if you'd like to admire them in person. Congratulations, guys! Amazing flying. Keep up the good work! Other achievements by AUGC members recently include:

* Having successfully completed the Level 1 Instructor Course, Leigh Stokes is AUGC's newest Instructor. He also got his Level 1 Coaching rating during Coaching Week. Excellent work, Leigh!

* Darren Alcoe earned his C Certificate. Congratulations, Darren! So did your humble Newsletter Editor (finally), which means they now let me fly cross country (the fools!).

If anyone else achieved any significant gliding milestones lately, they haven't told me. If you have achieved something (gone solo, won a competition, earned a badge, whatever) and you'd like it to appear in the next issue of UG, email me at augc@chromatic-dragonfly.com and let me know, and I'll put it in the next issue!

Coaching Week at Stonefield

Coaching Week (Flying Further and Faster) was held during the last week of November, and was aimed at helping fairly inexperienced solo pilots develop cross-country flying skills. This event was organised by the South Australian Gliding Association (SAGA), but AUGC hosted it at Stonefield. A lot of work behind the scenes was needed from a number of our members to make this event happen, such as slashing the grass on the runways and tidying up the clubhouse, along with making sure we had sufficient on-site gear and equipment to host a swarm of visiting pilots, coaches and associated other folk on-site for a week. Check out the fabulous new outdoor kitchen that we acquired for this event!



AUGC's new Outdoor Kitchen/BBQ

The first day of Coaching Week was very unstructured to allow for setup. One of the coaches



ASC's DG1000 arrives from Gawler

from Adelaide Soaring Club flew their two-seater (a DG-1000) over from Gawler to join us, arriving during the afternoon. Other participants (coaches, coachees and tug pilots) also showed up in dribs and drabs throughout the afternoon. It was magic soaring weather, and some of us had some very pleasant local soaring while everyone else got themselves sorted out.

Coaching Week really got underway on the second day. A standard day at Coaching Week would commence with a morning of theory on various relevant topics, which could cover anything from weather forecasting to flying technique. After the theory lecture came a pre-flight briefing session, where a cross-country flying task would be set based on the weather forecasts, airspace restrictions (if any) applicable that afternoon, and so on. Given that the weather was pretty hot (30-37 degrees Celsius most days) the tasks set would typically be in the 100-200km range. Once all this had been sorted out, next came lunch; and then it was time to fly!

Coaching Week at Stonefield (cont.)

Typically the day's task was then flown by four different coach-plus-coachee teams, taking turns in the two-seaters. And then at the end of the afternoon when everyone had returned to Stonefield, the day's four flight logs were replayed and analysed to see how we all did. There are many ways for measuring performance in tasks like this - other than the obvious things like average speed while flying the task, there are also other useful metrics that could be used to find ways to improve your flying in future, such as percentage deviation (or how much your flight path varied from the task path). It will always vary a bit, due to the need to find sources of lift or avoid patches of difficult weather, but ideally you want to keep your deviation percentage as low as possible. It was also fascinating to simply play the four flight traces simultaneously and compare progress across teams - these "maggot races" (as they were nicknamed) were surprisingly entertaining to watch during the end-of-day debriefing sessions.



Getting the Super Dimona ready for outlanding training

While the weather was great for most of the week, there were one or two days that weren't ideal weather-wise. One day turned out to be not terribly soarable despite best efforts. That first non-soarable day provided a good opportunity for the coachees to get some much-needed outlanding training. Given that it's easier to use a motor glider for this sort of training (as you can land anywhere you like and take off again without going to all the trouble of getting a retrieve crew to come and get you), it made sense to take turns doing this training in the Super Dimona.

It turned out that not every cross-country task was able to be completed by every team. One of the teams miscalculated their "final glide" back to the airfield at the end of one day's task and wound up

outlanding in the paddock immediately north of our airfield; and a day or two later an AUGC team (who will remain nameless but might have included a certain newsletter editor) managed to outland in a paddock somewhere in the wilds east of Eudunda. Oops!



An outlanding retrieve crew arrive to take the errant pilots (and glider) home again

Coaching Week at Stonefield (cont.)



Hungry pilots appreciating Darren's cooking on the new BBQ

On the final day of Coaching Week major storms were forecast so we decided that it was safer to stay on the ground and spend the day packing up instead.

A key element that was crucial to the success of the event was the work put in by the coaches - both in terms of the theory presentations that they gave each day that really helped the coachees understand the importance of various aspects of cross-country flying, and in terms of the practical in-flight coaching that followed the theory sessions and gave coachees opportunities to put into practice the material from the

morning presentations. In addition to the coaches there were tug pilots, instructors and many others all helping to keep things running smoothly. A final element that made the event work so brilliantly was the food. Darren Alcoe did a truly marvellous job of the catering, impressing everyone with the quality (and quantity!) of meals he produced throughout the entire week. Thanks to everyone who helped make this even the success it was. We showed that AUGC can put on great events. May there be many more of them!



A Unique Flight

By Steve Kittel

Our esteemed editor asked me if I would like to write up any interesting flights I have had. One that still sticks in my mind was a flight I did in 2004. I was at the womens' pre-worlds competition in Klix in East Germany where I was helping as a crew person. While all the competition pilots were away I was offered a flight in an LS1 which belonged to Swaantje Geyer. With the help of Ralf and Sabine, two people I grew to be friends with, we rigged the LS1 and I was able to take it on a quick local soaring flight.

I found the LS1 was more difficult on the tow than the Pirat, which I had flown there previously. Occasionally I ran out of rudder or aileron when bouncing around and trying to get back in station. The short ropes used in Germany make it unnecessarily difficult too, I think. They use about 35m ropes which was just a bit more than half of the minimum length GFA allows in Australia. Also from my seating position and in high tow I lost sight of the Wilga tow plane every now and then due to the instrument panel obscuring my forward vision.



(Photo: Steve Kittel)

I popped off the tow at 600m and chased some big birds of prey up to cloud base, which was around 1500m. I am not familiar with European birds, so I don't know exactly what type they were. But these ones were big, much more than a metre wingspan with pronounced square wing tips and with chunky bodies. As we approached cloud base I noticed that there were a few strands of straw bent around my leading edge. These were strands which had been whipped up by the tug as we took off and which had stayed on my wing after the launch. I'd never seen that before as there mostly isn't long grass on Australian airfields. Well, hardly any grass at all really. A bit of yawing saw them whipped away.

A Unique Flight (cont.)

I cracked the brakes to stop going up into the cloud, but the birds continued up into the gloom without me. Then they started doing something particularly spectacular which I'd heard of but never seen. They would fly close together, one above the other, then the top one would roll around onto its back and underneath the other one. They would clasp talons and fall for a while, let go and then do it again. When they started this they were well above me and I dropped 300m following them down as they became small dots tumbling below me until finally disappearing into the scenery below.

After that I just cruised about and gently lost height as I knew the competitors would be in soon. I landed and Sabine and Rolf helped derig the LS1. As we were putting it away in its trailer, the front runners from the competition task started coming in.

Not a long flight, only 35 minutes but very unique.

Fleet & Equipment Status

Aircraft

Janus (VU): Operational

K-13 (QC): Operational - the wing fabric problem has been repaired (final coat of paint to be added later) and it is ready to fly at Stonefield

K-13 (QS): At West Beach in pieces being rebagged and overhauled; still lots of work to be done

Ka-8 (AQ): Operational

Ka-8 (QU): Operational

Pik-20 (WVA): Operational

Motorfalke (FQW): Operational, although it still has some ongoing engine overheating issues in some situations that are being investigated.

Arrow (GNF): Goes No Further. The Arrow is currently stored in the club hangar awaiting interest and attention. Work to get it flying again would include a survey, some wood repairs on the wing, and new fabric for the wing.

Winches

Truck winch: Offline for truck engine work completion

Tost winch: Operational

Trailer winch: Ready for operational testing

"High Flight" (with FAA annotations)

Some of you may have encountered the poem "High Flight". It is much beloved by pilots the world over, and was written by John Gillespie Magee Jr., a 19 year old Royal Canadian Air Force pilot in 1941. Magee was serving in the UK, and he wrote this poem after a particularly joyful solo flight in a Spitfire. I offer it here for your reading pleasure, along with a few safety notes (putatively) added by the US Federal Aviation Authority (actual author unknown).

High Flight by John Magee Gillespie Jr.

Oh! I have slipped the surly bonds of earth¹
And danced the skies² on laughter silvered wings;
Sunward I've climbed³, and joined the tumbling mirth⁴
of sun-split clouds⁵ — and done a hundred things⁶
You have not dreamed of — wheeled and soared and swung⁷
High in the sunlit silence⁸. Hov'ring there⁹,
I've chased the shouting wind¹⁰ along, and flung
My eager craft¹¹ through footless halls of air...

Up, up the long delirious, burning blue¹²
I've topped the wind-swept heights¹³ with easy grace
Where never lark, or ever eagle¹⁴ flew —
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space¹⁵,
Put out my hand, and touched the face of God¹⁶.

FAA Notes

1. Pilots must insure that all surly bonds have been slipped entirely before aircraft taxi or flight is attempted.
2. During periods of severe sky dancing, crew and passengers must keep seatbelts fastened. Crew should wear shoulderbelts as provided.
3. Sunward climbs must not exceed the maximum permitted aircraft ceiling.
4. Passenger aircraft are prohibited from joining the tumbling mirth.
5. Pilots flying through sun-split clouds under VFR conditions must comply with all applicable minimum clearances.
6. Do not perform these hundred things in front of Federal Aviation Administration inspectors.
7. Wheeling, soaring, and swinging will not be attempted except in aircraft rated for such activities and within utility class weight limits.
8. Be advised that sunlit silence will occur only when a major engine malfunction has occurred.
9. "Hov'ring there" will constitute a highly reliable signal that a flight emergency is imminent.
10. Forecasts of shouting winds are available from the local FSS. Encounters with unexpected shouting winds should be reported by pilots.
11. Pilots flinging eager craft through footless halls of air are reminded that they alone are responsible for maintaining separation from other eager craft.

"High Flight" (with FAA annotation) (cont.)

12. Should any crewmember or passenger experience delirium while in the burning blue, submit an irregularity report upon flight termination.
13. Windswept heights will be topped by a minimum of 1,000 feet to maintain VFR minimum separations.
14. Aircraft engine ingestion of, or impact with, larks or eagles should be reported to the FAA and the appropriate aircraft maintenance facility.
15. Aircraft operating in the high untresspassed sanctity of space must remain in IFR flight regardless of meteorological conditions and visibility.
16. Pilots and passengers are reminded that opening doors or windows in order to touch the face of God may result in loss of cabin pressure.



Dates for your Diary

Special AUGC Events

AUGC Christmas Party & Awards Night

Friday December 22, 6pm-10pm, at 21 Cardigan Ave, Felixtow. More info on page 3.

Recurring AUGC Events

Flying

Most Saturdays & Sundays at Stonefield. Check the flying roster on the AUGC website (<http://augc.on.net/FlyingRoster.php>) to make a booking.

Aircraft Maintenance

Most Monday nights at West Beach. See last page of Uni Gliding for details.

Committee Meetings

Every 4th Wednesday night of the month (usually), at Cath's place (21 Cardigan Ave, Felixstowe). All welcome! Come and get involved in the running of your club (or at least see how it is run...) Check with an Exec member before the meeting to confirm time/date.

Flying Camps and other Major Events

Competition Coaching Week (31 December 2017 - 6 January 2018)

At Waikerie, run by the South Australian Gliding Association. Open to all cross-country rated pilots with an interest in competition flying. More info (and booking form) here: <https://tinyurl.com/SAGA2017CompCoaching>

Flinders Camp 2018

Date TBA

Khancoban 2018

Date TBA



Lookit those cumulus clouds! Why aren't you soaring RIGHT NOW?

Dates for your Diary (cont.)

Further Afield...

(Unless otherwise specified, details for all of these events can be found in Gliding Australia or on the GFA website)

Formula 1.0 Gliding Competition (28 December 2017 - 5 January 2018)
Leeton Airfield, NSW.

Vintage Gliders Australia Annual Rally (6-13 January 2018)
Bordertown, SA.

Multiclass Nationals (8-19 January 2018)
Waikerie, SA.

Joeyglide Narromine (20-27 January 2018)
Narromine, NSW.

Sailplane Grand Prix (22-28 January 2018)
Horsham, VIC.

Horsham Coaching Week (29 January - 2 February 2018)
Horsham, VIC

Horsham Week Competition (3-10 February 2018)
Horsham, VIC.

Australian National 20 metre & 2-Seater Championships 2018 (February 11-18, 2018)
Narromine Aerodrome, NSW.

Keepit Regatta (24 February - 3 March 2018)
Lake Keepit, NSW.

Bathurst Soaring Club Cross Country Flying Week (February 26 - March 2, 2018)
Bathurst, NSW

VSA Alpine Regatta (3-9 March 2018)
Details TBA. Somewhere in Victoria, I guess?

Fees & Charges

Aircraft & Airfield Charges

Aircraft Type	Club Rate (\$/min)	Student Rate (\$/min)	Visiting Pilot Rate (\$/min)
Janus (VH-GVU)	0.85	0.55	1.10
K-13 (VH-GQC, VH-GQS)	0.75	0.45	1.10
Motorfalke flying time (VH-FQW)	1.00	0.60	1.50
Motorfalke engine time (VH-FQW)	0.90	0.90	1.00
Ka-8 (VH-GQU, VH-GAQ)	0.50	0.30	0.75
PIK-20D (VH-WVA)	0.80	0.50	1.05

Winch Launches: Student \$5.00/launch, Non-Student \$6.00/launch

SAA Airfield Levy: \$8.00/person/day - applies to anyone that flies.

Memberships

To fly with the Adelaide University Gliding Club it is necessary to be a member of the Club, a member of the Adelaide University Sports Association (AUSA) and a member of the Gliding Federation of Australia (GFA). Membership rates are as follows:

AUGC: Student \$30/yr, Non-Student \$150/yr

AU Sports Association: AU Student \$Nil, Non-Student Junior (under 18yo) \$22/yr, Non-Student 18+yo \$88/yr,

GFA: Student \$143/yr, Non-Student \$275/yr, Introductory (see below under Air Experience Flights) \$40 (9 days)

GFA Membership is required to fly AUGC aircraft. Introductory membership can only be taken out once per person.

Air Experience Flights

Student \$100, Non-Student \$120

This covers up to 20 minutes flight time, GFA Intro M'ship, SAA Airfield levy, up to 2 winch launches. Time in excess of 25 minutes is charged at \$0.75/minute for K13, \$2.00/minute for Motorfalke.

Pre Solo Packages

AU Student \$600, Other Student \$600, Non-Student \$900

This covers flying time, winch launches and airfield levy up to solo with the following limits: Includes 12 hours and 1.5 hours Motorfalke engine time, OR 40 winch launches OR 12 months, whichever occurs first. Logbook, Club, Sports Association and GFA membership are additional.

Fees & Charges (Cont.)

Miscellaneous Items

Basic Gliding Knowledge Book: \$25

Pilots Logbook: \$5

DI Handbook: \$15

AUGC Training Book: No charge

Airways-Radio procedures: \$5

Visitors on the Airfield

Quite often we have visitors on the airfield. Sometimes they are people we know, friends that are up for a flight, pilots from other clubs, family etc. Sometimes they are complete strangers to us, people that might have heard we existed and came out to see what this 'gliding' thingy is.

Regardless of who they are and what their purpose for the visit is, we owe it to them to ensure that they are safe whilst they are on the airfield. This responsibility is shared by all members on the field at the time, it is not something automatically delegated to instructors, club officials or the elusive Duty Pilot. Everyone has a role to play here.

So what do we need to do?

We need to ensure that all visitors are briefed on the limits of their movements on the airfield, i.e. where they can and cannot go. They should be briefed to stay well away from the winch cables and winch tie down points, and not to enter a runway unless they are escorted by the person they are flying with.

When people are on field they will probably want to take photographs from areas that are not safe. If you see someone in an area where they should not be then remind them politely that they need to return to the correct area.

We need to make sure that physical barriers to control visitor movement are in place such as the plastic barricades around the tie down points. Equally the areas where visitors should be (such as the piecart) are located in an area a safe distance from any conflict with operations.

And finally dont forget to make them welcome, answer any questions they might have and assist with directions to facilities, water etc.

Flying Checklists to Know

There are a number of safety checklists that you will need to learn that need to be performed in certain flying situations.

All pilots **must** use these checks in the form specified here. For more information see the Manual Of Standard Procedures Vol 2 on the GFA website (<http://glidingaustralia.org/>)

Pre-Take Off Check (from **OUTSIDE** cockpit)

- A** AIRFRAME: walk around check for damage and/or defects. Maintenance Release checked, including DI validity.
- B** BALLAST: glider loading is within placarded limitations and trim ballast secure.
- C** CONTROLS: checked for correct sense and full deflections, including airbrakes and flaps.
- D** Check that all tail or wing DOLLIES (or other ground handling equipment) are removed.

Pre-Take Off Check (from **INSIDE** cockpit)

- C** CONTROLS checked for correct adjustment and comfortable access, and rudder pedals adjusted for reach (if applicable).
- H** HARNESS/ES tight and secure, lap belt low on hips (front and rear if applicable).
- A** AIRBRAKES closed and locked.
- A** FLAPS set for take-off.
- O** OUTSIDE: airspace and takeoff path clear, wind checked, ground crew available.
- O** OPTIONS: identify critical aircraft speeds, launch failure actions.
- T** TRIM: set for launch.
- I** INSTRUMENTS: altimeter set to QNH, intact, avionics on and working, radio set to 126.7 MHz.
- C** CANOPY closed, locked & clean.
- UNDERCART: down and locked.
- CONTROLS: full & free movement.

Pre-Landing Check

- F** FLAPS: set to landing position (if fitted).
- U** UNDERCART: down and locked.
- S** SPEED: set to safe speed near ground (1.5 x stalling speed).
- T** Aircraft TRIMMED for selected speed, disposable ballast drained (if present).

Pre-Aerobatic Check

- H** HEIGHT: Sufficient for recovery by 1,000ft AGL (2,000ft if within a 2 mile radius of a licenced aerodrome).
- A** AIRFRAME: Flaps, airbrakes, undercarriage set as required. Trim as required. Hatches and vents closed and locked as appropriate.
- S** SECURITY: Harness secure. Loose objects stowed.
- L** LOCATION: Clear of built up areas, cloud, controlled airspace
- LOOKOUT: 180° plus 90° turns checking carefully around, above and underneath. Do not do a 360° turn.

Cut this page out and have it handy.

So you want to fly this weekend?

If you want to fly this weekend, there are two ways to arrange it. The first (and best) way is to **put your name down on the flying roster!** It can be found at <http://augc.on.net/FlyingRoster.php> and is also a great way to see who else is going up to the airfield on the same day. (Note that in order to access the flying roster, you'll need to register on the AUGC website first; it's easy to do, and the registration page is here: <http://augc.on.net/Register.php>) The other way to book is to call the club contact person **on the Thursday beforehand, either by phone between 8pm and 10pm on 0412 870 963, or by email (contact@augc.on.net)**. Please don't just show up without booking: we need to know that you're attending so that instructors (and transport, if necessary) can be arranged.

OK, you've booked to fly; what now? If you have your own transport, it's easy - there is a map on the AUGC website that shows you how to find us (<http://augc.on.net/FindingUs.php>), or you can navigate your own way there. Note that Google Maps (and other nav tools) have our location recorded as "**Steinfeld**", not "Stonefield". If you leave the city at 8am, you'll be at the airfield in plenty of time for the 10am pre-flight briefing. If you don't have your own transport, we can help! When you make your booking, either request transport from the contact person when you phone/email them, or if you book online make sure you mention that you need transport in the "Msg" field, and leave a contact phone number so that we can get back to you to arrange it.

There are a few other things you should plan before you head up to the airfield. The details are all spelled out on the website (<http://augc.on.net/ComeGliding.php>) but in brief, you will need:

- comfortable outdoorsy clothes, fully enclosed footwear... and expect to get dirty.
- water, and lots of it (yes, even in winter)
- a hat & sunblock
- lunch (you can bring your own or stop at the awesome Truro bakery on the way, but there is unlikely to be food available to purchase on the airfield)

If you have any questions, please feel free to either ask the contact person, or email the AUGC-People mailing list (you have signed up to that, haven't you? If not, go here: <http://lists.internode.on.net/mailman/listinfo/augc-people> .

See you soon!



Come and fly! You know you want to...

Other ways to be involved...

Stay in touch online

The club has an email mailing list (augc-people@lists.internode.on.net) that is used both for general gliding-related chat and for planning and arranging things within the club (and also sending you your copy of the latest newsletter!). It is very much recommended that members subscribe to this mailing list, which can be done by completing the rego form at <http://lists.internode.on.net/mailman/listinfo/augc-people>

You can also stay up to date with club activities by keeping an eye on the following:

AUGC website: augc.on.net

AUGC Facebook: <https://www.facebook.com/AdelaideUniGliding/>

AUGC Twitter: <https://twitter.com/AdelUniGliding>

Get involved in aircraft maintenance at West Beach

The AUGC workshop at West Beach is where we carry out repairs and maintenance on our gliders and equipment. This can range from fixing or replacing small items through to complete strip-down and rebuild of aircraft. We welcome any extra assistance no matter your skill level - if you don't know how to do things, you'll get friendly advice and instruction from the more experienced people there. Getting up close and personal with the insides of a glider is a good way to learn how they work, and great for learning about glider airworthiness and repair techniques. There are members at the West Beach on most Monday evenings from around 7pm onward; if you want to check that people will be at the workshop before heading down, an email to the AUGC-People mailing list earlier in the day as a good way to be sure. If you want a lift to the workshop, that can also be arranged via the mailing list.

The AUGC workshop is located at the end of Foreman Street, West Beach (next to the AUGC sports grounds): drive through the gate, turn right and park on the grass (or mud during winter) and you'll see the workshop to your right.



The workshop at West Beach

Club Contacts and Who's Who

President: Cath Conway (president@augc.on.net)
Treasurer: Redmond Quinn (treasurer@augc.on.net)
Assistant Treasurer: Derek Spencer (derekspencer@internode.on.net)
Secretary: Derek Spencer (secretary@augc.on.net)
Social Convenor: Jarryd Ligertwood (social@augc.on.net)
Exec Member: Leigh Stokes (fifth-member@augc.on.net)

Chief Flying Instructor: Cath Conway (cfi@augc.on.net)
Airworthiness Officer: Redmond Quinn (airworthiness@augc.on.net)
Club Coach: Leigh Stokes (jimmytechnologies@yahoo.com.au)
Clubhouse Officer: Leigh Stokes (jimmytechnologies@yahoo.com.au)
Grants Officer: Teal Evans (augc@chromatic-dragonfly.com)
Contact Person: Ben Carter (contact@augc.on.net)

SAGA Reps:

Redmond Quinn (rquinn@adelaide.on.net)
Jarryd Ligertwood (ligjw001@mymail.unisa.edu.au)

SAA Reps:

Redmond Quinn (rquinn@adelaide.on.net)
Leigh Stokes (jimmytechnologies@yahoo.com.au)
Derek Spencer (derekspencer@internode.on.net)

Public Officer: Derek Spencer (derekspencer@internode.on.net)

Social Media (Facebook): Leigh Stokes (jimmytechnologies@yahoo.com.au)

Social Media (Twitter): Teal Evans (augc@chromatic-dragonfly.com)

Newsletter Editor: Teal Evans (augc@chromatic-dragonfly.com)



Learning how to land the Janus