



*Over the scrub at Khancoban (Photo J.Thompson)*

## What's Inside...

Editorial	Page 2	Know Your Checks	Page 11
President's Report	Page 3	Runway Guide	Page 11
It Happened on Our Airfield	Page 3	Aircraft & Airfield Maintenance	Page 12
CFI's Message	Page 4	Gliding Calendar	Page 13
Gliding in a Cold Climate	Page 5	Stay In Touch	Page 14
Reporting Accidents+Incidents	Page 6	Fly This Weekend!	Page 14
Pop Quiz	Page 7	Help at West Beach!	Page 14
News You Can Use	Page 7	Club Contacts	Page 14
Air-to-Air Photography (Part 2)	Page 8		

### Thought For The Month

" Nobody will believe in you unless you believe in yourself."  
Liberace

### In Next Month's Edition...

Special Mystery Edition (in that it's currently a Mystery to the Editor)

Visit us at <http://www.augc.on.net>



Howdy,

Does Uni Gliding look stale to you? Run-down, a little jaded. Like a pilot whose had just one too many winch launches? Is it just the wrong shade of grey in the sub-headings? Should we change the look and feel? In this world of Web 2.0 is there still a place for the paper format newsletter?

If you are troubled by such heady questions feel free to comment, after all you'd pretty much have the "Letters to the Editor" section all to yourself. Or alternately if you have a great idea about a better design for Uni Gliding please let me know - O week is just around the corner and we need to look our best!

This month its been great to see our friends from Griffith University back again for more tuition - with Derek again providing the instruction during the week. Thanks Derek and to everyone that has put in a lot of effort over the past few months with what has seemed a never-ending list of things to do (Form 2 inspections, 30 yearly

inspections, windsock repairs, fire trailer pump replacements, ...) and now of course the winch engine has decided to play up!

Also this month Anthony concludes his tutorial on air-to-air photography with some useful tips (including how to become rich and famous like Justine!)

I've also included a page from Saab's (the Defence and Aerospace group not the soon-to-be-sold/defunct car company) internal newsletter that has gliding related content. Its nice to see my work and leisure worlds merge. Saab also has a motor glider they have kitted out as a UAV (unmanned aerial vehicle), now THAT would be a cool project to work on.

Until next month...

Mr. Ed



**Had a great time flying?**

**Tell everyone about it - post a summary of the day to augc-people.**

## Uni Gliding

A publication of the Adelaide University Gliding Club Inc.

Uni Gliding is published approximately 10 times a year or whenever the Editor gets around to it.

Composed using the Scribus desktop publishing system and Microsoft Office and published to Adobe Acrobat standard PDF 1.4 followed by a presentation of gold, frankinsence and myrhh.

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

Copyright of articles and images published herein remain the property of their originators. No gliders were harmed in the production of this periodical, but a number of eagles were seen to be taking an unnatural interest.

Advertising rates available from [editor@augc.on.net](mailto:editor@augc.on.net).



## El Presidente's Report



Christmas is coming.

That means the soaring season is upon us. Have you thought through your gliding goals for this summer?

Hopefully we will achieve a lot of flying over the

Christmas-New Year period. Let's try to get in a few good cross countries.

Speaking of cross countries it is a pity that the "Come and Get It" trophy hasn't adorned the shelf at Stonefield in recent times. We must be slipping.

We are now clear of annual inspections till May.

Hopefully we can use this period to give the new hangar erection a big nudge. Please lend a hand. There is still ongoing work at West Beach on Monday/Tuesday nights. The slasher is currently in the shed in need of major surgery.

I would like to thank Mark Newton for organising a replacement pump for the fire trailer. One less item on the list of things to do!

See you at Stonefield.

Fly safe  
Redmond

## DID SOMETHING BREAK?

**Step 1 - If you can, fix it.**

**Step 2 - Tell someone about it!**

## It Happened on Our Airfield....

### Sunday 22nd November 2009

The day started with a Puchatek in pieces in the Main Hanger at Stonefield. Redmond and Derek had finished the Form 2 work the day before and it was ready to be reassembled.

By about 1100 we had most of the wings on and were marveling at how much higher off the ground the pilots could sit thanks to a recharged oleo in the undercarriage. By 1200 we had explored many of the three dimensional postures that the rear seat can adopt when being reinstalled and settled on one that fitted. By 1300 Derek had installed the new front skid onto the reglased black base and with the DI complete we were ready to do the test flight! Derek duly donned the parachute and went through the test program with the expected result of returning the aircraft to service.

The day was pleasant with very strong cloud streets running roughly north/south directly to the east of the field. Barossa Valley were also

operating with the Blanik and Phillip Beale's Boomerang. Derek and Richard went up for a couple of instructional flights in KRO followed by Alan and I with a very pleasant flight-of-the-day up at 4,700' under the aforementioned cloud street (which by now had become quite dark). The Motorfalke made a reappearance late in the afternoon returning from Meningue.

We packed up at 1930 with the cloud streets dissipating and an excellent wave cloud lit up by the setting sun appearing over the ranges.

### Griffith University Gliding Week

Tuesday: 24 launches, 7 hrs 16 min flying. Keith has converted to MI. He enjoyed a couple of hours in it and reached 7000 ft.

Wednesday: 27 launches, 5 hrs 2 min flying. Peter Woder (previously solo on aerotow) went solo with a winch launch. John Dunstall enjoyed MI to 6,900 ft.

# Chief Flying Instructor's Comments

Dennis Medlow



This Month the GFA held a safety seminar at Gawler that covered a number of topics including Human Factors, Accident and Incident Analysis and a briefing on the new Glider Pilot Certificate (GPC). Here

are a few points raised during one of the sessions.

## Human Factors

Where human activity occurs there is always the potential for positive or negative outcomes. The human factors that can contribute to accidents (negative outcomes) in gliding are:

**Fatigue** – affecting concentration, accuracy.

**Over-load** - aspects missed completely.

**Perception** – “I thought I put the gear down”.

**Laziness** – Poor (or no) planning, shortcuts.

**Ego** - Macho (I’m tough, I can do it).

**Risk Taking** – Show-off, excessively competitive.

Sometimes we are not even aware of these factors in play. Fatigue and overload can creep up on us, particularly if we are distracted by other things.

Our job as pilots is to make sure that we don't let that happen, to be aware of and take responsibility

for, our actions.

Only we, as individual pilots, can influence the Human Factors in gliding. It doesn't matter how many Rules, Regulations, Procedures, Advisory Circulars, Mandatory Directives, Compulsory Training Courses or Voluntary Training Courses are provided, it is up to us as individuals to take responsibility.

There are some things we can do to minimise the risk when flying, such as:

- Consciously make the time available to scan – the majority of a pilot's time should be spent **LOOKING OUT**.
- Have an **ORGANISED** cockpit.
- Arrange the cockpit workload accordingly.
- Make the appropriate radio calls, on the appropriate frequency.
- Don't plan to arrive at unexpected points in the circuit – fly a circuit if possible.

I would like to take this opportunity to thank everyone in the Club for their contribution to safe operations in 2009. This includes instructors, everyone involved in airworthiness and maintenance and Club administration.

See you on field.

## SUMMER'S HERE

### Don't be a prawn, remember:

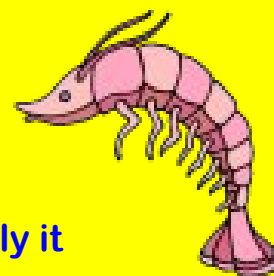
**SLIP** - on a long sleeve UV protective shirt,

**SLOP** - on high SPF sunscreen and regularly reapply it

**SLAP** - on a wide brim hat that protects neck and ears as well,

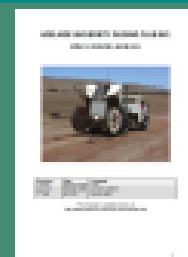
**SEEK** - shade when you don't have to be in the sun, and

**SLIDE** - on UV filtered sunglasses.



## NEW WINCH MANUAL

An update to the Winch Manual has been approved by the Instructor's Panel and is available from the Documents section of the Club Website.



# Gliding in a Cold Climate

THE PEOPLE AT SAAB

## DUAL ROLES

Richard Swanström, Saab Aerosystems in Linköping

“My goal is to be the best in the world.”

Both at work and in his leisure time, aviation and technology are twin obsessions for Richard Swanström. He has operative responsibility for Gripen's development simulators and devotes all of his free time to gliding. His goal is to become world champion.

Text: Carina Knutsson Photo: Per Kusbyk

### THE GLIDER

Richard has always been interested in aviation and, from the outset, his dream was to become a combat pilot. But when, as a 16-year-old, he tried gliding he became hooked.

“I've been gliding for nearly 25 years, competed at national championship level for 12 years and am consequently enjoying my best years right now. This, of course, is a sport that depends to a large extent on technique and experience. It takes time to learn how to glide and get really good at it. Particularly when it comes to tactics but also learning how to read the weather and use thermals.”

As it is the thermals, the warm air, that makes it possible for a glider to fly, the weather needs to be sunny.

“It gets really hot under the plastic canopy and you need a lot of fluids! I drink several litres of water. To protect the sun, I wear white clothing and headgear is essential to avoid getting sunstroke.”

In competitions, participants have to fly a given course as quickly as possible. A GPS logger shows the pilot the correct course to take. In the summer, Richard won Swedish championship gold and took part in the European championships in the Czech Republic, finishing 20th out of 29.

“It was my first European Championship so I was quite happy with the results. My next step is to be selected for the World Championship in Hungary. I should have a good chance and really hope I will be included. My goal is to be the best in the world. In order to do that, I need to build up more experience at European and World Championship level.”

### THE SIMULATOR ENGINEER

“My basic training is as a technical engineer and I graduated in 1989. I started at Saab in December 1991 and, since then, have worked as a simulator engineer in various roles as well as a test manager. With the reorganisation on

1 September, I changed from being section manager for simulator operators to holding operative responsibility for Gripen's development simulators. The development simulators are tools for the development and verification of software for Gripen.

Richard's job is to ensure the simulators are upgraded and maintained to cover the project's requirements. Richard is also responsible for planning the simulation duties.

“I'm very interested in aviation, generally, and I'm also into technology in a big way. In my job, I get to spend time on both of the areas that I really enjoy. When I was section manager, I also discovered that personnel issues were something I found both interesting and fun.”

### RICHARD SWANSTRÖM

Age: 40

Business unit: Saab Aerosystems in Linköping

Leisure: I only have time for gliding

SPRIT 3 2009 23

Reprinted with permission from Saab Group's Internal Magazine - Spirit - 03, 2009.

## REIMBURSEMENT OF CLUB EXPENSES

If you need to spend money on behalf of the Club please:

1. Ensure the expense is endorsed by a Club Exec member (use the phone numbers on the back page if necessary).
2. Ensure you GET A RECEIPT.
3. Download and complete the Reimbursement Spreadsheet from [http:// www.augc.on.net](http://www.augc.on.net).
4. Attach the receipt to an A4 sheet, staple the reimbursement form to it.
5. Send the form and receipt/s to the Treasurer.

## PAYMENT OF FOOD & FLYING

Everyone please note that:

Payment for FLYING goes into the beige cash tin.

Payment for FOOD & DRINK goes into the black cash drawer near the sink.

AUGC Members can use the tick sheets located on the fridge doors to have their purchases charged to their AUGC account.



## Reporting Accidents and Incidents (from the RTO/Ops)

Reporting aircraft accidents and incidents is not an activity sailplane pilots enjoy, however the information gathered from these reports is very useful to the gliding movement. There is a reporting obligation under the Transport Safety Investigation Act 2003.

### Accidents:

Aircraft related events which cause injury or death and/or significant damage to the glider(s) involved. If the police attend the accident, GFA members can offer to assist the police with their investigation. If the police do not attend, the Australian Transport Safety Bureau (ATSB) still needs to be advised, since they may wish to examine the accident site. ATSB must give approval for the aircraft wreck to be removed (ATSB 1800 011 034). Club CFI's (or delegate) need to contact the RTO/Ops within 24 hours of the event and a GFA accident report should be submitted to the RTO/Ops within a week or so. In the unfortunate event of serious injury or a fatality, the RTO/Ops should be contacted as soon as possible.

### Incidents:

Aircraft related events which cause no injury and none or only minor damage to the glider(s) involved. For incidents, there is no need to contact the GFA Regional Technical Officer for Operations (RTO/Ops) immediately, however Club CFI's still need to forward the GFA Accident/Incident Report to the RTO/Ops within a few weeks.

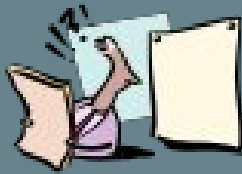
## Pop Quiz...



(Photo A. Smith)

This creature was recently seen hanging around the Khancoban cabins, what is it thinking?

- A. I wonder how these jokers fly?
- B. Why is that man taking my photo?
- C. How do I get more of Derek's (meat) balls?



Don't let  
**Distraction**

at the launch point turn into...

**Disaster!**



Concentrate on activities at the launch point.  
Make sure checks are completed positively, make clear and unambiguous radio calls and ensure that everyone (members *and* visitors) is in a safe position clear of launching and landing aircraft.



## News You Can Use

### **New Glider Training Scheme**

GFA has announced that from Q4 2009 a new glider pilot qualification will be introduced called the Glider Pilot Certificate (GPC). For more information see the CFI's Report in this edition of the Newsletter.

The Instructors Panel will be considering how to incorporate these changes into our training processes and logbooks.

### **Fleet Notes**

Please note that TX has been taken off line.

WVA and MI are only insured for ground risks. MI is being taken by Mark to Performance Week at Waikerie.

# Air-to-Air Photography - Part 2

Anthony Smith

This month we conclude Anthony's series of articles on Air to Air Photography of Gliders by considering composition, staying alive whilst taking pictures and other flying stuff.

This item will continue on from the article in last month's newsletter. Whilst Part 1 discussed setting up the camera, Part 2 will talk about setting up the composition of the photo and stuff directly involved with actually taking a pic of another glider whilst flying.

One of the biggest problems with air to air photography is motion blur. There are two parts to the problem – you holding the camera steady, and you tracking the subject aircraft accurately.

## **Holding the camera**

One of the worst photography habits encouraged by point and shoot digital cameras is the photographer holding the camera at arms length and using the preview screen to aim the camera. Not only do you have the whole length of your arm moving around as you go through bumps, but your ability to aim the camera accurately is only rather approximate. The better solution is to use your eye looking through the view finder and have your elbows held as close to your chest as possible or leaning on the edge of the cockpit. Using the eyepiece adds an additional point of contact with the camera and helps make it far more stable, less likely to bounce around as you fly, and easier to hold your aim. Obviously for best results you need to use both hands to hold the camera, which means you will get better results if you are in a two seat aircraft with someone else flying.

## **Tracking accurately**

One word – practice. There is not much you else you can do to develop this skill. Practice on the ground with taking pics of moving cars or gliders landing or taking off. Also, to start out with, it will help if you do not zoom all the way in. By being zoomed out a bit, you have more background around the edges of your pic and you are more likely to get most of the aircraft in the pic when your tracking is a bit off. You can crop the photo to size afterwards.

## **Through the canopy or the window?**

You have a choice to make. Either photograph through the canopy or try to take photos through the clear vision panel. The canopy is not going to be as optically perfect as your camera lens and will add a degree of blur as well as introduce the risk of reflections and distortions in the photographs. Shooting through the clear vision window means you don't have the additional fuzziness from the canopy, but you have a really limited shooting angle. The glider you are photographing has to be in exactly the right place to get the shot you want. It also risks damaging the canopy (or the camera) if you go through a bump and bang the camera into the edge of the window. On some aircraft it is also incredibly uncomfortable to actually aim the camera through the window and you need to hold the camera at arms length – adding to the risk of motion blur. In my opinion, the best option is to shoot through the canopy, but prepare for your photographic flight by giving the canopy a thorough clean and polish beforehand.

## **Shooting angles through the canopy**

These are pretty much aircraft dependant and can really limit your options. Sit in the cockpit with you camera and with the canopy closed. Where can you point the camera that is comfortable to you (straining will start to make the camera shake), doesn't have the camera hitting the canopy (scratches) and doesn't have anything getting in the way (obvious canopy defects, yaw string, window rails, wing tips etc). You will soon find that some aircraft are very limited when it comes to photography, many will have a poor view over the nose whilst others will have a narrow canopy width meaning you cannot aim the camera out to the side very well - especially if you have a big zoom lens. Once you have an idea of what direction you can best photograph other gliders, you can start to plan how to take the photograph you want.

## **Composition**

So what makes a good photo of a glider in the air? Is it a shot that shows all of the aircraft with slender wings and elegant form, or is it a close up that shows the pilots face smiling back at you? The truth is that beauty is in the eye of the



beholder (ie who is looking at the pic) and it is up to personal taste. It is up to you to decide what sort of photo that you want to achieve. A good exercise is to have a peruse through a number of aircraft magazines that have lots of glossy photos and actually write down what you like and don't like about each picture. Whilst a bit clinical, it will quickly help you realize what you like and don't like in air to air photography. These magazines can also serve as a source of inspiration – I want to take a picture just like that.

The classic has to be trying to get a frontal aspect of a glider ie a near head on shot. It is extraordinarily difficult. Most aircraft magazine photos with a frontal aspect are shot from a two seat powered aircraft like a T-6 Havard where the rear seat (without canopy) has an unimpeded view to the rear of the aircraft to either side of the vertical fin. The subject aircraft just needs to be in close formation behind the photographer's aircraft to get the desired shot. Gliders make it more difficult, because we don't have this luxury of a good view to the rear.

If you have a good idea of what sort of photo you want to achieve, you can imagine the perspective of your subject glider in advance. Where do you need to be in the sky relative to your subject glider to capture that perspective? How are you going to get into that position? Where are you and your subject going to end up afterwards? Do your paths cross at any time and what is the risk of collision? It is pretty pointless to get the photo of a life time if it turns out to be a very, very short lifetime immediately afterwards.

### **Avoiding collisions**

Collisions are a significant risk in air to air photography. Two aircraft engaged in photo work may rapidly lose situational awareness of what else is happening around them – particularly if one pilot is staring done a view finder. Other aircraft, or even eagles, joining in the action unexpectedly can disrupt the most carefully of planned photo shoots. Here is where taking pictures from a two seat glider really pays off. The extra set of eyes looking out, as well as having someone else flying whilst you focus on your subject, significantly reduces the risks involved. The basics still remain true: **Aviate, Navigate, Communicate, Photograph** – in that order of priority. Obviously being higher or lower than your subject can greatly reduce the risk of collision as well.

Height differences also has some other affects. Being above the subject aircraft means that you will have the horizon above your target and you will have the glider with the ground as a backdrop. At the same height, the horizon will be immediately behind your subject. Being below your target, will mean that the horizon is also below your target and you will have the glider with the sky as a backdrop. The difference in height does not have to be great to achieve this.

Other height affects are a bit more subtle. If your subject is turning, being above them makes their bank angle seem steeper. Being below them makes their bank angle appear to be less steep.

This leads into exotic maneuvers. One of the bizarre things about photography is that spectacular maneuvers do not turn out so well in photographs, yet seemingly every day scenes with moderate maneuvers can appear spectacular in a photo. Exotic maneuvers normally involve a lot of speed, which makes your target difficult to track as you have to pan the camera faster. Exotic maneuvers are also difficult to co-ordinate between two aircraft without a lot of practice and a lot of communication.

### **Formation flying**

Something that is not in the typical gliding syllabus is formation flying (except for perhaps thermalling with another glider). The concepts behind formation flying are relatively simple. Nominate a lead aircraft. The lead aircraft looks out ahead and flies normally – for the basics, just straight and level. The formation aircraft then maintains a position relative to the lead aircraft. The big temptation is for both pilots to watch each other and try and maintain formation somewhat independent of the others actions. The risk is that both aircraft try to close a gap at the same time resulting in an unexpectedly high closure rate. The other result of this is that no-one is looking out ahead.

### **Knock it off**

At some time or other, you or your subject aircraft will need to take a break. Being up close and personal with another aircraft is tiring. Sometimes things get a little closer than expected. There is a lot of benefit in taking a break. Find a thermal, top up on height and have a rest. Then reconvene with your subject aircraft and get back into position and try again.

### Getting more 'keepers'.

This article and its predecessor are aimed at improving the percentage of pics that you consider good enough to keep. Air to air photography is very difficult. It takes a fair bit of practice and a bit of experimentation to find out what works for you. Most photographers measure their performance as the ratio of 'keepers' from all the pics they take during a shoot. These days, large memory cards are cheap and getting cheaper per gigabyte every month. You can take several hundred photos before you fill a card. Take a lot of photos each flight. You may only get one or two out of a hundred that are really good and you keep. Be sure to have a good look at the ones you do not keep before you delete them. What went wrong? What can you do to improve? As you develop your skills, the ratio of 'keepers' will increase to three or four per hundred and so on. When you get up to one in ten photos as 'keepers' (or better), you will be up to what many consider to be professional standard.

*From the GFA website:* The GFA Development department is trying to encourage high quality cover photographs on the joint magazine to help promote the sport of gliding. To this end the GFA will pay \$150 for any gliding specific photographs

(from GFA members) published on the front cover (Maximum 6/year). There is also an award presented at the ABM each year for the best SA cover photograph, and to provide incentive for members a cash prize of \$250 for the best annual photograph will also be presented. The front cover requires a resolution of at least 3000x2000 (the resolution is actually 3509 x 2481 pixels. You need a 9 Mega pixel camera to be able to use native resolution without enlarging the pic - *Anthony*), so if you are using a digital camera that means at least a 5 Mega pixel camera, although with some processing good results can be achieved with lower resolutions. Digital photographs should be provided, in order of preference, in RAW, TIFF or JPEG format with minimal compression. Details including the date, location, names of photographer and pilots, aircraft and a description of the equipment used to take the photo must be provided. Digital images on CD and slides or negatives can be posted to the GFA Secretariat, Attn: The Development department.

The *Uni Gliding* Editor would also like any decent photos for the club newsletter. Except he doesn't offer cash prizes. (*But you will get my everlasting gratitude...Ed*)



*Waiting for Business - Please Fly Me!*

*( Photo R. Quinn)*



# Know Your Checks

## Pre Take Off Check - CHAOTIC

Performed by Pilot in Command.

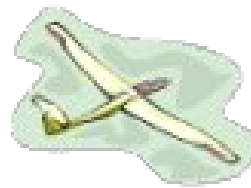
- C** Controls work in correct sense.
- H** Harness/es tight and secure.
- A** Airbrakes cycled, closed and locked.  
Flaps set for take-off.
- O** Outside launch area clear.  
Wind speed & direction.  
Ground crew ready.  
Options on launch failure
- T** Trim set for take-off.  
Ballast secure.  
Tail dolly removed.
- I** Instruments reading normally, no damage.  
Altimeter set to QNH.  
Radio set to correct frequency.
- C** Canopies closed and locked.  
Undercarriage down and locked.  
Controls have full and free movement.

## Pre Hook-On Check - CARD

Performed by Launch Crew.

- C** Canopies closed and locked.
- A** Airbrakes closed and locked.  
Flaps set for take-off.
- R** Radio on and set.
- D** Wing and tail dollies removed.

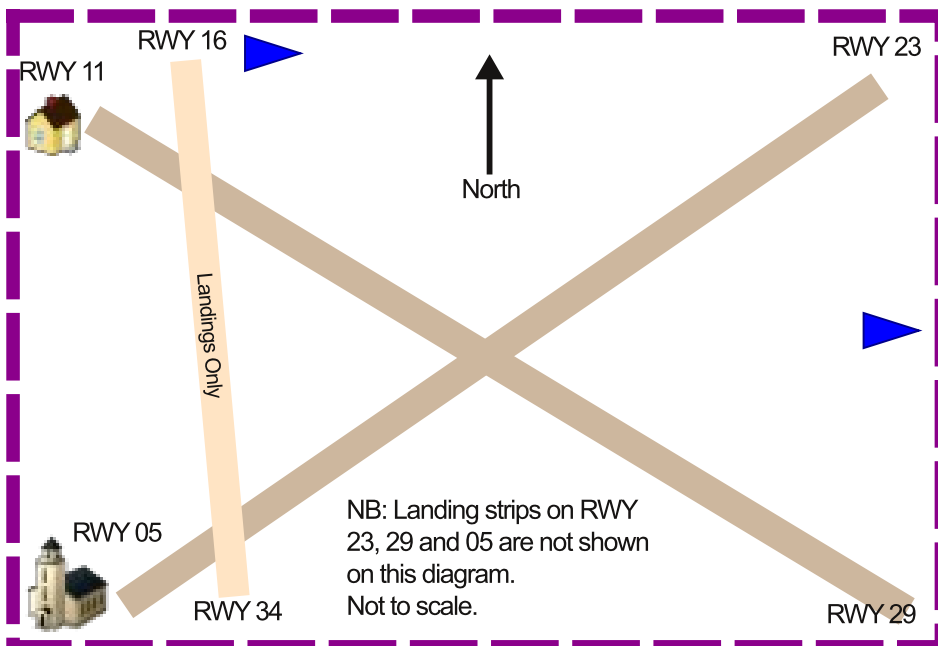
Refer to the back of the GFA Logbook for a list of GFA Standard Checks.



# ATTENTION FQW PILOTS

The Club's insurance on FQW means that it can only be flown by a pilot in command with more than 100 GLIDING HOURS. GA hours cannot be counted for this purpose.

## Stonefield Runway Quick Reference Guide



NB: Landing strips on RWY 23, 29 and 05 are not shown on this diagram. Not to scale.

Cut out and keep this diagram handy to prevent on-field embarassments.



## Aircraft Maintenance Program

Please lend a hand with the following tasks...

### **Pukatek (KRO)**

Form 2 (Annual Inspection) is now complete thanks to a brilliant effort by Derek, Redmond, Brenton and others. The oleo has been recharged in Emilus' workshop and the aircraft now rides noticeably higher. A new battery has been sourced by Anthony and this should be installed by the time you read this.

### **Club Libelle (GMI)**

No known issues - Form 2 due Q1 2010.

### **Arrow (GNF)**

Repair work will continue at West Beach

after Christmas/New Year.

There are a number of woodwork repairs to complete - an excellent opportunity to gain skills in wood repair techniques.

### **MotorFalke (FQW)**

The Motorfalke has completed the 30 year inspection and a subsequent 100 hourly inspection. Unfortunately the starter motor became unserviceable shortly after and so the aircraft is out of action until the repaired motor is reinstalled. **Do NOT hand start the engine.**

### **Standard Libelle (GTX)**

Currently off-line and not operational. Not to be flown.



The photo to the left illustrates the increase in height of the Pukatek fuselage from the ground now that the undercarriage oleo is fully pressurised. The white foot stool used to sit under the main skid to prevent the aircraft nose from dropping due to wind or manual handling whilst in the hanger (if the nose drops the tail rises and hits the hanger roof beams causing damage), now we have to find an alternate mechanism!

Please note that Derek's hand was specially calibrated for this photo - do not try this at home.



## Airfield Maintenance Program

### **Runway / Taxiway Marking**

A tyres that were cut up have now been painted. There are still some more tyres to cut, clean and paint if you have time to assist.

### **Winch**

The Winch front engine is not running well, and may need a new head gasket (or perhaps a new engine).

### **Slash and Burn**

The grass slasher has suffered a blade failure and is currently unserviceable.

### **Windsock**

Both windsocks are servicable.

### **Fire Trailer**

Mark Newton has procured a new engine and pump for the fire trailer. This is currently at West Beach to be fitted and returned to Stonefield.

**PLEASE NOTE THE FIRE PUMP MUST RUN ON UNLEADED FUEL (ULP) NOT AVGAS.**

### **New Hanger Construction**

Now that the aircraft inspections are out of the way we will be looking to progress the main hanger construction.



# Flying Calendar

Visit <http://www.augc.on.net/Calendar.php> for the most up-to-date details on Club events.



*Derek on Final at Khancoban (Photo A. Smith)*

## December

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
	1	2	3	4	5 Go Flying	6 Go Flying
7	8	9	10	11	12 Go Flying	13 Go Flying
14 Buy editor a new LS-8	15	16	17	18	19 Go Flying	20 Go Flying
21	22	23	24	25 Xmas Day	26 Go Flying	27 Go Flying
28 Public Hol. Go Flying	29	30	31			

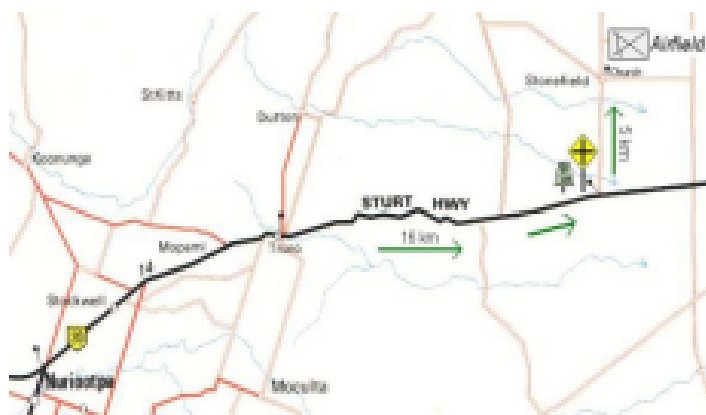
## Stay In Touch

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).

## Fly This Weekend!



Want to go flying on the weekend? You must ring the club contact person on the **Thursday before between 8.00pm and 10:00pm on 0412 870 963**, (or send an 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://booking.augc.on.net>.

You can either drive up yourself by following the map at left, or the contact person can arrange a lift to Stonefield either from the Adelaide University footbridge (meet at 7.15am to leave at 7:30am), 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).

## Help at West Beach!

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

So you want to help fix the aircraft 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).



## Club Contacts

President:	Redmond Quinn	08 8344 5331	<a href="mailto:president@augc.on.net">president@augc.on.net</a>
Treasurer:	Catherine Conway	0429 803 705	<a href="mailto:treasurer@augc.on.net">treasurer@augc.on.net</a>
Secretary:	Anne Philcox	0409 202 250	<a href="mailto:secretary@augc.on.net">secretary@augc.on.net</a>
Social Convener:	Derek Spencer	0429 028 065	<a href="mailto:social@augc.on.net">social@augc.on.net</a>
Exec Member:	Kolin Rajapaksha	0405 178 555	<a href="mailto:fifth-member@augc.on.net">fifth-member@augc.on.net</a>
Chief Flying Instructor:	Dennis Medlow	0407 833 565	<a href="mailto:cfi@augc.on.net">cfi@augc.on.net</a>
Airworthiness Officer:	Redmond Quinn	08 8344 5331	<a href="mailto:airworthiness@augc.on.net">airworthiness@augc.on.net</a>
Contact Person:	Guy Harley	0412 870 963	<a href="mailto:contact@augc.on.net">contact@augc.on.net</a>
Newsletter Editor:	Dennis Medlow	0407 833 565	<a href="mailto:editor@augc.on.net">editor@augc.on.net</a>