



Strange Crop Circles appear on the airfield - just the result of bobcat fuelled exhuburance, or evidence we were once visited by beings from another planet? (Photo D. Medlow)

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Thought For The Month

"Common sense is not so common."
Voltaire

In Next Month's Edition...

"Air-to-air Photography (Part 2) by Anthony Smith"

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



Howdy,

I MUST APOLOGISE TO ANTHONY - The Supermarine Walrus was not featured in last month's article on the RAAF museum at Point Cook. Since Anthony had contributed to its restoration I had missed a vital link between AUGC and the RAAF's historic aircraft collection. I'm sure I didn't actually take a photo of that aircraft so if you need to know what a Supermarine Walrus looks like I suggest you visit http://www.airforce.gov.au/RAAFMuseum/exhibitions/tech_hang/walrus.htm.

This issue Anthony has done a fantastic job of writing about air-to-air photography, explaining the various photographic terms and the things to think about - with particular reference to digital technology. I'd like to say that I already knew all of that but alas, I found I had a lot to learn from reading it. I hope you enjoy it too.

On a more nostalgic note I see that its been a full year since I started to produce Uni Gliding and the Pulitzer Prize continues to ellude me. Not even a single 'letter to the editor' (well not one that I can print here...).

Until next month...

Mr. Ed.

What sort of person calls an aircraft a 'walrus' anyway?? Mind you any aircraft that is reportedly capable of an outside loop has my respect.



Uni Gliding

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Copyright of articles and images published herein remain the property of their originators. No gliders were harmed in the production of this periodical, but many of their pilots were found to be overweight and in need of a diet.

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



El Presidente's Report



Once again our intrepid newsletter editor has nailed me [*to the keyboard... Ed*] at Stonefield on a Saturday night.

As I sit here typing this various club members are outside emptying my bottle of red!

Needless to say if you weren't here you missed out on a great BBQ and bonfire.

Today we have re-rigged the Motorfalke weighed it as part of the 30 yearly survey.

Hopefully it will be back in service by the time you read this.

The Puchatek is also going through its annual inspection. A lot of effort is required to complete these airworthiness requirements. Please help where you can.

Recently we held our annual dinner. It was a most enjoyable night. I would like

to congratulate those who received Club awards on the night.

The Motorfake and Puchatek have been going through annual inspections. As these complete we need to pick up on our training and operations. If you are pre solo keep after it and you will soon get the satisfaction of solo flight and exposure to more advanced training.

The summer is approaching. This is the time to expand our experience and move off into cross country flight. The Club is considering presenting pilots with a new challenge, so watch this space.

Fly safe
Redmond

It Happened on Our Airfield....

Sunday 21st September 2009

A very very nice day to go flying.

The wind was a light SW with puffy Cu in the sky until ~1400.

With only one trainee and one check flight there was not much load on the aircraft. Steve Gould (ex AUGC member, son of Terry, brother of Bradley) turned up to inspect the field and went for a fly with me. Highest flight was 4,700', which was also the longest at 44 minutes. Thermals peaked at 6 m/s.

No cable breaks or weak link failures to my knowledge.

Thanks to Redmond and Mark N. for doing all the winching.

Saturday 4th October 2009

No flying this day but a lot of work done on aircraft. The Pukatech form 2 was progressed by a team consisting of Derek, Redmond, Cathy and Dennis. Anthony and Justine arrived at lunchtime with their trailer full of FQW fuselage. Following a brief interlude spent working on KRO wings whilst the rain showers passed, FQW was reunited with its wings and the aircraft weighed to calculate allowable cockpit weight ranges,

Later that evening Redmond and Derek set fire to a large pile of vegetation in the fire pit and a great BBQ was enjoyed by all.

Chief Flying Instructor's Comments

Dennis Medlow

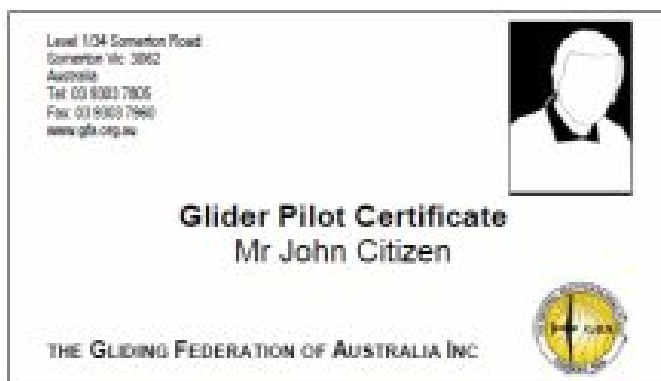


Last Month the GFA released the information on the new Glider Pilot Certificate Training Syllabus. This is a fairly significant change in the way that the GFA training is structured, albeit without significant

changes to the training itself. Let me explain.

In the past pilots have progressed through the training syllabus and gained a variety of FAI (Federation Aeronautic International) certifications (namely the 'A', 'B' and 'C' as the first three). Each certificate required a certain level of flight exercises. These are international certificates that are recognised throughout the world.

The change is that the GFA is introducing a 'Glider Pilot Certificate' or GPC. This is a GFA-specific document awarded to a glider pilot upon satisfactory completion of the GFA training syllabus which runs from ab initio training through to cross country flying skills.



So what has changed? The syllabus has changed a little and this is reflected in the new GFA training program (and will also be reflected in the AUGC training booklets once the instructor's panel has a chance to update them). At AUGC we have always provided training on the items in the new

syllabus however these changes mean that this training is now formally reflected in the syllabus and associated training records. The syllabus includes entries for both flying skills and ground skills such as gaining a Daily Inspection (DI) rating. The GPC does not replace the 'C' certificate and this is still claimed by pilots that fulfill its requirements - in fact the C certificate is part of the GFC requirements.

Club Instructor panels will be renamed 'Training Panels' and include both instructors and coaches. This recognises the need to incorporate greater emphasis on achievement of higher performance beyond the gaining of basic skills. There will be two mandatory positions on the Training Panel - the Chief Flying Instructor (CFI) and the Chairman of the Training Panel (CTP). This latter position may be filled by a coach rather than an instructor (or may in fact be the same person as the CFI).

Overall responsibility for the safe operations of the Club remains with the CFI and the Club's instructors, whilst responsibility for the Club's training program will rest with the CTP. The Training Panel will also recommend all GPC applications.

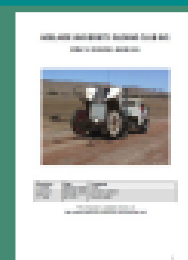
All pilots within the Club that meet the GPC syllabus requirements and already have their C certificates are encouraged to submit a GPC application via the AUGC CTP. Each application requires a photo and payment of the application fee (currently \$20).

The Operations Directive with full information about these changes, along with a GPC application form, can be downloaded from the GFA web site at http://2009.gfa.org.au/Docs/ops/OD_2-09.pdf.

If you have any questions about the new certificate or syllabus please contact me or any of the Club instructors.

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.



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.

DID SOMETHING BREAK?

Step 1 - If you can, fix it.

Step 2 - Tell someone about it!

WANT TO REDUCE CABLE BREAKS?

Simple - every 4 weeks we need to lay the cables out on the strip and reel them back in checking for frays, worn swage repairs and other cable issues. Ensure the end of the cable has a tyre attached to provide tension when reeling in.



SAGA Coaching Sessions

Coaching activities for 2009/2010 have been announced. Each night will feature two topics from a variety of experienced speakers. All pilots are encouraged to attend these sessions. Remaining sessions for the year are:

Thursday 15 October Thermal Sources & Triggers / New Sporting code.

All sessions will be held in the Adelaide University Engineering North building, room N123 on the First Floor (Chemical Engineering) and start at 19:30 (7:30pm).

Pop Quiz...



(Photo D. Medlow)

Mark Tyler contemplates his success in beating off challengers to win the coveted AUGC Winch Driver Club Award for 2009, but what is he thinking?

- A. What the heck IS this?
- B. How did I get it?
- C. How do I get rid of it?
- D. All of the above.

The answer to the question posed in this month's calendar photo....



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.

KRO is undergoing an annual inspection.

FQW is currently undergoing a 30 yearly inspection.

Coming Events

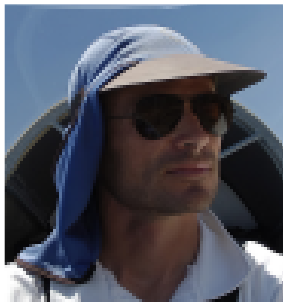
The Social Convenor (Derek) is *now organising the* bowling night at the Norwood Bowl on Osmond Terrace Norwood. Two nights are being planned. If you would like to go please contact him ASAP.

Check the on-line calendar on www.augc.on.net for more Club events.



Air-to-Air Photography of Gliders

Anthony Smith



Photography can be a very challenging hobby.

Combining it with gliding can make it overwhelmingly challenging to get good

results. This series of articles will try and help explain how to overcome some of the challenges.

Just about everybody is using a digital camera these days. You have two main groups of digital cameras: 'point and shoot' and the SLR. Point and shoot cameras are generally smaller and more compact. They are simpler to use, but offer less control over what settings the camera is using when you take a photo and often have a multi-purpose lens that isn't at it's best when at maximum zoom.

They are also significantly cheaper.

These are a set and forget item and are ideal if you are flying in a single seater.

Here you are just trying to capture the moment without any real finesse – just hold the camera up and fire away.

Anything more than that and you are not paying enough attention to your flying. SLRs on the other hand are bulkier but offer the user much greater control over what the camera is doing as well as the flexibility of selecting a lens that suits your purpose. Depending on the model of camera, they can also be significantly more expensive yet will produce far better photos. These are better suited to dedicated photographers sitting in a two seater with another pilot. Your pilot flies the aircraft and you focus on the photography.

You do not need to go out and buy the latest and greatest, top end SLR. If anything, it is better to start out with a 'point and shoot' and work your way upwards from there as your skills and knowledge develop. Top end SLRs are complicated devices and take some time to understand and get the best out them. Be

prepared to do a little research. The autofocus on some cameras does not handle sports or action photos (eg Nikon D200) as well as some other models.

What size zoom do I need?

Whilst at risk of creating lens size envy, you are going to need at least the equivalent of 200mm focal length (zoom length) on a full frame camera. This is close to 3 x zoom factor which is what is needed to make a glider flying relatively close to you (eg on the opposite side of a thermal), to actually fill the photograph.

Smaller zooms lens will work, but you need the glider you are photographing to get in very close indeed. Also bear in mind that cameras or lens with a zoom need to make a compromise somewhere.

For something with a big zoom range, it will typically sacrifice the image quality in some way. Far better to get a more limited zoom, but over the right range for what you need.

Most digital SLRs have a sensor that is smaller than the old 35mm film format. Typically the smaller sensor gives you a 1.5 x (for Nikon cameras – probably 1.4 x for Canon I think) zoom factor bonus. On a digital SLR a 140mm zoom gives you a picture equivalent to that of around 200-210mm. So you do not need a monstrously large zoom lens. Beware – there are now a number of 'full frame' SLRs on the market that do not have this 1.5 x zoom bonus. So some of the latest and greatest SLR cameras, eg Nikon D700, are actually at a disadvantage when it comes to air to air pics of gliders.

Also bear in mind that glider cockpits are not that roomy. Swinging a big zoom lens around is just asking for big scratches inside the canopy. Essential is a rubber hood which screws into the filter mount at the front of the lens. Folded back over the lens, the rubber hood makes a cheap and highly effective bumper to prevent damage to the inside of the canopy if you do happen to knock it with the lens. An alternative is a section of neoprene stubby

holder with the end cut off which is then slid over the end of the lens. A suitable size elastic band will hold it in place to prevent the stubby holder from falling off.

Excellent value for money compared to the cost of a new canopy.

For a 'point and shoot' it gets a little trickier. Up until recently, market advertising just gave you a 6x zoom label or similar. But this was very misleading as the lens was often a very wide field of view at its 'zoom out' extreme which was often 1/3 zoom factor or even smaller. The result was you could only achieve a 2x zoom factor (ie $6 \times 1/3 = 2$) at the 'zoom in' extreme despite being labeled as a 6x zoom camera! The advertising these days is getting better for the consumer to understand, but the easiest way to work it out is to hold the camera with your right eye looking through the view finder and keep your left eye open. Adjust the zoom till everything in your right eye is the same size as the left eye. This is 1x zoom and roughly 70mm in the old 35mm format.

Zoom in to the extreme. Everything needs to be three times bigger in the right eye than the left (you may need to alternate with one eye open then the other open here or you may get a headache). Given the compact nature of a point and shoot, you probably won't need to cut up your (or anybody else's) favourite stubby holder.

Do I need a filter?

Filters are a small piece of optical glass that you can screw on to the front of your lens. Like their name suggests, they remove some components of the light coming into the lens or add some special effect. Most people put a filter in front of their expensive zoom lenses as the filter is easier to clean and cheaper to replace if it gets dirty or scratched rather than the first element on your camera lens. Most common is a UV filter. It looks clear to our eye, but because a digital camera can see into the UV range (and the infra red too), it will remove some purple tinge from

the bright white areas on the glider in your photos. It can also reduce the effect of haze in photos as well.

Slightly less common is a circular polarizing filter. These have a filter element that you can rotate on the front of your lens. By only allowing light that is polarized in a particular orientation into the camera, a polarizing filter can drastically cut down on the bright reflective areas on the glider you are taking a pic of. It can even make it easier to see through canopy reflections.

Correctly adjusted, it makes the sky a darker blue as well as getting a lot of detail in the pic of the glider. However, you need to rotate the filter to get the polarization right for where you are pointing the camera. Whilst juggling zoom, focus and holding the camera steady, adjusting the polarizing filter just gets too fiddly unless you are very competent with handling the camera. For starters stick to a UV filter.

Understanding the camera settings

When taking photos of gliders in flight, we are trying to take a picture of a moving object whilst we are in another moving object ourselves. This makes the photos very susceptible to blurring either from the motion of your target or the motion of the glider you are in. In order to freeze the action and reduce motion blur, a high shutter speed is needed. On a 'point and shoot' you need to set 'sports' mode and the camera should take care of the rest. If you can, you may be able to delve through the menu system and program the camera to a minimum shutter speed. Typically at least 1/500 sec or greater is needed, but faster tends to be better depending on the other settings –more on this later because there is a trade off.

On an entry level SLR you will typically have a choice between 'sports' mode and programming your own settings. On a semi-pro or pro SLR, you will need to program the camera yourself to get the results you like. So what are the choices

and how do they make a difference?

By far the biggest choice is what aperture to use. A high shutter speed requires either a lot of light getting to the sensor, or a high ISO setting and it is the aperture setting that really controls the trade-off between the two. Aperture is expressed as an f-number but it really should be expressed as a fraction, which effectively is what the 'f' means. F2.8 means that the size of the aperture is 1/2.8 of the diameter of the lens. F5.6 means that the size of the aperture is 1/5.6 the diameter of the lens and since area of a circle is proportional to the square of the diameter, only one quarter of the light is now getting to the sensor.

Doubling the aperture f-number means a 4 times reduction in shutter speed for the same ISO. So it would be obvious to say that we need to set a large aperture. Except this is where it goes a bit pear shaped.

Most consumer level compact zooms tend to be a bit blurry or soft when set at their largest aperture and they don't produce a really sharp pic unless the aperture is

wound up a couple of f-numbers. There are several websites around, eg www.slrgear.com, that test lens performance and show you where a particular lens performs best. The end result is a trade off between the aperture where the lens performs sharpest and the ISO setting required to achieve a high shutter speed.

There is another effect of aperture and that is 'Depth of Field'. Essentially a small f-number (or wide aperture) means that only a small distance in front of and behind the focus point will be sharp. The rest will be out of focus. As the aperture is decreased (higher f-numbers), the distance in front of and behind your focus point increases.

Eventually the distance behind the focus point increases to where the background scenery is in focus as well as your focus subject. This effect is exacerbated by zoom as well. A wide angle lens will get everything in focus at a much smaller f-number than a big zoom lens. More on this later as well.



Depth of field example.

The above pics were taken with the same lens and camera except the pic on the left had an aperture of f5.6 and the one on the right was f11. The f11 picture has far greater depth with more of the foreground and background in focus.

ISO Setting

The ISO setting is identical to the old film speed. The higher the ISO, the faster the shutter speed. Just as film got more grainy with higher ISO speed, increasing the ISO

setting on the digital camera results in more noise and grain in your photos, particularly in dark or shaded areas. The exposure of an action shot is very difficult to get right. You are really relying on the camera settings. With air to air

photos were are frequently trying to take a pic of a highly reflective, bright, white glider against a much darker background (eg trees or ploughed paddocks) or blue sky. With the glider moving erratically in the view finder as you wave the camera around trying to track it, it is little wonder that the camera gets it a bit wrong occasionally. Most cameras have a default setting where it tries to get the best exposure for the entire photograph (often referred to as matrix metering or an average exposure). You should have two other options available – a spot or centre metering and a centre weighted metering for the exposure. You will need to delve through the menu's on your 'point and shoot' or the buttons on the SLR to set it to centre weighted metering. Matrix or average metering (default for most cameras) for the exposure will tend to correctly expose the darker background at the expense of over exposing the bright, white glider. This ends up making large areas of the glider pure white with no detail what so ever. Spot metering however can be very hit and miss. Get the spot on a bright part of the glider and the background and dark areas of the photo will be very dark and as a result grainy and noisy. Miss the glider with the centre spot and the background will be just right, but the glider turns into a blob of over exposed bright white. Centre weighted metering gives you a compromise of both worlds with the exposure favouring the middle of the photo where the glider you are trying to take a pic of is (hopefully).

Matrix or average metering by default: because there are lots of dark trees in this next pic compared to the glider, the trees have ended up being correctly exposed by the camera. The wings and tail however are just bright white shapes with no detail. You can fine tune the exposure with a bit of experimenting. Gliders, being quite reflective, often end up with areas where the sunlight is strongly reflected at the camera (ie pure white blobs). These areas



are called highlights. To get the most detail in these areas, you can fine tune the camera to deliberately under expose the photo, often by -0.5 to -0.7 eV. This has the bonus of increasing the shutter speed as well as saving the detail in the bright areas. However, the dark areas of the photo (eg the cockpit or the background) will be a lot darker and as a result grainy and noisy. Fine tuning like this, however, will need some post-processing in Photoshop or similar where you can play with the brightness and contrast to get the photo looking its best. Be prepared to change your settings for the conditions. A dim cloud covered day, will not need the deliberate under exposure required for a glary, sunny day.

Setting your 'point and shoot' to sports mode will result in the camera setting the aperture wide open to try and get the shutter speed fast enough for the lowest ISO setting (least grain and noise) possible. If the shutter speed is too fast it will close the aperture a bit. A shutter speed that is too slow will result in the ISO

being increased. Programming the exposure metering the center weighted will have good results if you can get the glider in the center of the photo.

With the SLR camera you can program the settings to suit your needs acknowledging that there is a trade-off between aperture, ISO, shutter speed and exposure . For a bright, sunny day my preferred option is to set the aperture so that the lens is performing at it's best sharpness, set the minimum shutter speed to quite high and then let the camera work out what ISO to shoot at. I also prefer to underexpose the photo by by -0.5 to -0.7 eV to preserve the detail in the bright reflections, but spending some time to process the photos afterwards. For a cloudy day with lower light levels, I sacrifice the aperture down one setting but also return the exposure to 0 eV. With a cloudy, dim day, the bright highlights are almost non-existent and this way the shutter speed stays high with a relatively low ISO.

Adjust for the conditions.

When set correctly a modern camera can cope with a wide range of conditions. The next pic was taken on a very overcast day resulting in flat lighting of the glider and the ground (note the lack of strong shadows on the ground or strong highlights on the glider)



(to be continued)



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.





2009 Club Dinner

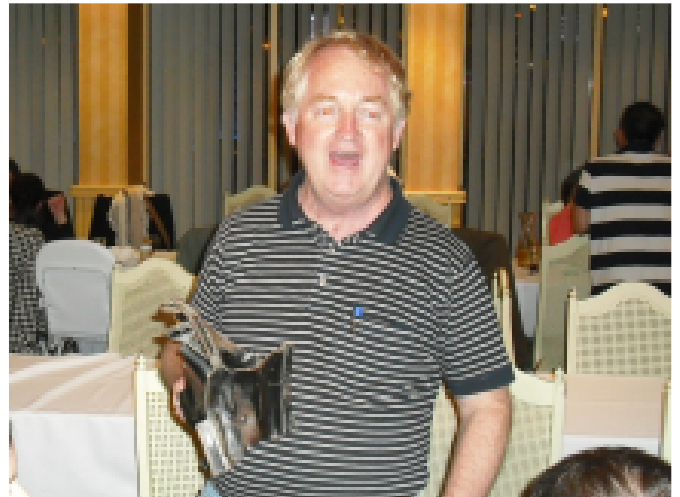
The Club recently held its Annual Dinner at the Buckingham Arms. For those that missed the gala event our roving ace photographer has captured the essence of the night (well everything except the red carpet entrances).



Much discussion between past and present members.



Derek again claims the Harley Award for Most Meritorious Flight (above) whilst Mark Tyler revels in the AUGC Winch Drivers Annual Award for excellence in Winch Maintenance (below).



President Quinn prepares to award the Creative Rim award - but finds no suitable candidate.



Derek receives the 'Keeping it Up' award for his effort in running a week long flying camp in July.



Mark and John discuss the finer points of winch driving.



Know Your Checks

Pre Take Off Check - CHAOTIC

Performed by Pilot in Command.

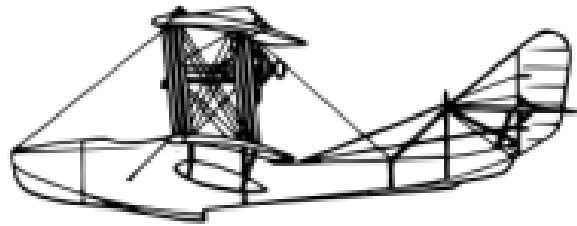
- C** Controls work in correct sense.
- H** Harness/es tight and secure.
- A** Airbrakes cycled, closed and locked.
Flaps set for take-off.
- O** Outside launch area clear.
Wind speed & direction.
Ground crew ready.
Options on launch failure
- T** Trim set for take-off.
Ballast secure.
Tail dolly removed.
- 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.

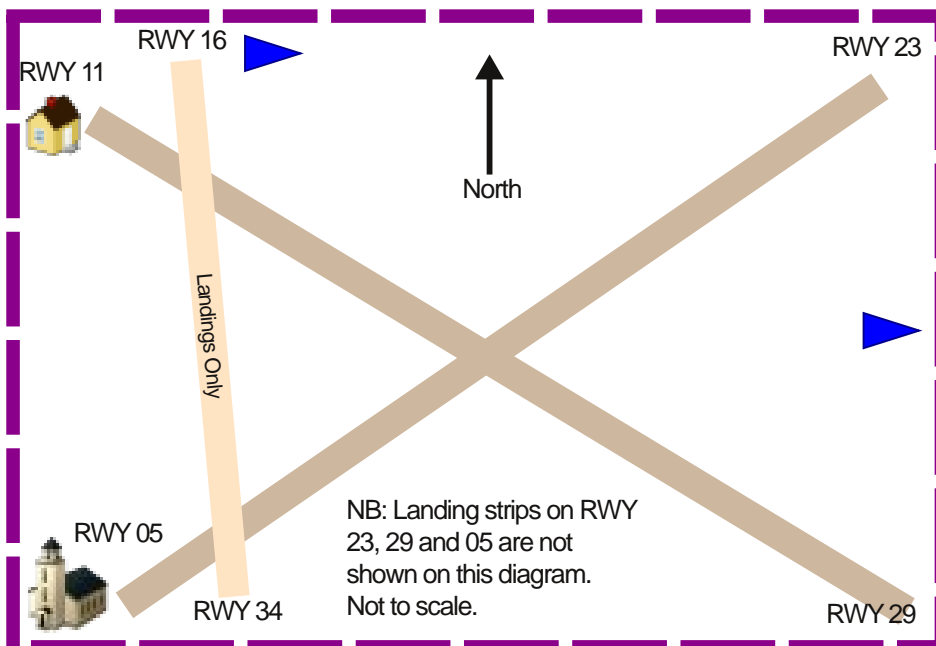
Refer to the back of the GFA Logbook for a list of GFA Standard Checks.



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.

Runway Quick Reference Guide



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 underway. The main wheel oleo has been removed and returned to Adelaide for recharging. The wings have been inspected and Derek has spent a lot of time in the fuselage removing, cleaning and greasing the myriad of couplings and bearings that make up the control system of this aircraft. The Form 2 work should be completed either by or soon after the October long weekend.

This is our main training/AEF aircraft so we need to ensure it is out of the air for as little time as possible - PLEASE lend a hand.

Club Libelle (GMI)

No known issues - Form 2 due 2010.

Arrow (GNF)

Repair work will continue at West Beach once FQW's survey work is out of the way. There are a number of woodwork repairs to complete - an excellent opportunity to gain skills in wood repair techniques.

MotorFalke (FQW)

The Motorfalke fuselage has been returned to Stonefield again with the kind assistance of Anthony and his trailer. The wings have been rigged to the fuselage and the propeller reinstalled. The aircraft has been weighed following the 30 year inspection and should be returned to service soon. Kevin Zietz has arranged for the radio to be serviced by the manufacturer which should mean a much better intercom and radio operation when it is refitted.

Standard Libelle (GTX)

Currently off-line and not operational.



Airfield Maintenance Program

Runway / Taxiway Marking

A number of tyres have been cut up to create pairs of runway markers (by Anthony and Mark T I believe .. Ed). A number of these have been cleaned and are in the main hanger awaiting painting. The remaining tyres need to be cut and cleaned. See the painted examples on the threshold of runway 11.

Winch

Both cables have been inspected and all swages cut out and reswaged with the appropriate 4mm or 5mm swages. A number of additional cable tie down loops have been made up and are in the Pie Cart. Each time you use one please make up a new one, just unwind a strand from some left over winch cable and tie a reef knot in it.

A new set of Orange (660 Kg) weak links have been made and painted.

The Winch battery is starting to show signs of deterioration and may need jump starting.

Slash and Burn

Following the winter rains there is a profusion of grass growth on the runways. The grass slasher has been repaired by Anthony and blades sharpened by Redmond 'Slasher' Quinn and should be used as needed to control vegetation on movement areas of the airfield. Note that the slasher should only be used on grass (wild oats, rye etc.) not on the bushy vegetation off the strips.

Windsock

The eastern windsock is currently unserviceable and has been removed. If you are able to spend some time on repairs please speak to Redmond or Anthony (our SAA reps).



Flying Calendar

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



Guess What Happens Next? ... Photo D. Medlow

October

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15 SAGA Coaching	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

