

Uni Gliding

Vol 38 Number 2 - April / May 2013



The Official Journal of the Adelaide University Gliding Club Inc.

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



Editorial

The Editor

What's Inside...

Hi,

Been pretty quiet lately, not a lot of flying getting done.

We need to get as many members to the AGM as possible - 24th April at the Sports Association Office.

Anyone for Newsletter Editor? - I've only been at it for 5 years now.....

Regards

Mr. Ed.



Image Credits

Cover photo - K-13 Cloudwards (photo T. Evans)
Others as noted.

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The K-13 VH-GQS currently has a max cockpit load of 160Kg. This means that **the combined weight of both pilots plus other equipment carried must not exceed 160 Kg.**

Please be aware that this means that for some instructors this will limit the trainees that they can fly with. Do not exceed this weight limit. If in doubt - weigh yourself.

Uni Gliding

A publication of the Adelaide University Gliding Club Inc.

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

Composed using the Scribus 1.4.2 desktop publishing system and MS Office 2010 and published to Adobe Acrobat PDF 1.4 (my what large version numbers you have Grandma).

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.

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Happenings

AUGC NEEDS YOU...



... to participate in the Annual General Meeting, on April 24th at 6:30pm in the Sports Association Office at Adelaide University.

Nominations will be called for the Executive Positions (President, Treasurer, Secretary, Social Convenor and Exec Member) plus other positions (such as Newsletter Editor, Winch Officer, Contact Person & Clubhouse Officer).

This stuff is important - without a functioning Executive and volunteers in the other positions the Club doesn't operate.

BE THERE, VOLUNTEER.

(and if there aren't enough members for a quorum we have to do it all over again on another evening)

VHF Radios & the Winch

Dennis Medlow

With the issue of the new Manual of Standard Procedures (MOSP) published late last year there was a change to the way that radio broadcasts are made prior to take-off. This change means that the winch driver is now responsible for the pre-take off radio call.

Since this broadcast is made on the VHF airfield frequency (126.7 MHz) anyone using the radio must hold a Radio Telephone Operator's License.

This license is easily obtained:

1. Download the GFA document 'Airways & Radio Procedures' from the GFA website (<http://www.gfa.org.au>).
2. Read the book and practice the questions in the back of the document.
3. See any AUGC Instructor to sit the oral exam.

Once you have passed the exam you will be issued with a sticker that is placed in your logbook.

AUGC Ground School



The AUGC Ground School is nearly over. The date for the remaining school session was the 10th of April but due to the CFI coming down with tonsillitis its going to have to move to late April. The last session will look at spins, circuits, approach and landing.

What this means is that even if you havent attended the earlier sessions you are welcome to attend the last unit if you would like some additional information on these topics.

The school is held in the AU Sports Association office just off of Victoria Drive near the footbridge and is run from 6.30pm to 8.30pm.

If there is sufficient interest we will run an advanced training ground school and cross country course later in the year - please register your interest by sending an email to cfi@augc.on.net.

Congratulations



Leigh Stokes is pleased to get his 2 one hour solo flights for his C Certificate, on the same day! (Photo D. Medlow)



Peter Conway after his first solo aerotow launch at Gawler in the ASC DG505, he also achieved his 'B' certificate. (Photo D. Conway)

Chief Flying Instructor's Message

Dennis Medlow

Photo: Teal Evans



A Reason For Accidents?

Recently I read an article on a NZ military aircraft accident where it was stated that there are several conditions (at either an individual or organisation level) that can contribute to an accident. Some of these are:

Expectations "I/We can't do this unless we break the rules."

Ego & Power "I/We can do this better outside the rules"

Unlikely detection"I/We can get away with doing this"

Poor Planning "I/We'll just play it by ear"

Leadership Gap "My/Our experienced people regularly do this"

Poor Role Models"Mr. X did this and he was OK"

(Slocombe, G 2013, 'Air Crash Investigation', *Asia Pacific Defence Reporter*, vol. 39, no. 1.)

Whilst AUGC is not a military organisation there are often times when there is a bit of a rush to fit all the flying in at the end of a day when some or all of these conditions may arise.

I challenge all members to think about whether they have contributed to, allow or encourage any of these conditions - and if so what they can do to ensure that they will not do so in the future.

We must strive to ensure that any of these behaviours do not become institutionalised - so if any member sees these sorts of conditions occurring I would encourage them to question it on the day and discuss it later with an instructor or myself.

MOSP Record Keeping of Medical Declarations

All pilots are reminded that you **MUST** email a copy of your medical declaration or certification as required by MOSP Part 2 - 8.1.15. You can do this at the same time you send it to GFA by email, just add cfi@augc.on.net to the address line.

Operational Goals for 2012/2013:

- One (more) AEF instructor
- One new Level 1 instructor
- 3 Silver C flights
- 2 Gold C flights
- Treating documentation as seriously as flight discipline (i.e. very seriously).

Fees & Charges

James McNeil, AUGC Treasurer

Aircraft & Airfield Charges

Aircraft Type	Club Rates (\$/min)	Club Student Rates	Visiting Pilots Rates
K13 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
ES59 Arrow VH-GNF	0.50	0.30	0.75
K8 VH-GQU, VH-GQW	0.50	0.30	0.75
Astir 77 VH-KYR	0.70	0.40	1.05
PIK 20D VH-WVA	0.80	0.50	1.05

Winch Launches: Normal \$6.00/launch; Student \$5.00/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 follow.

Membership Cost

AUGC Normal \$150/yr, Students \$30/yr

Club Membership is required to fly at Club rates

AU Sports Association Normal \$88/yr, AU Student - Nil, Junior \$22/yr

AUSA Membership required for all AUGC members

GFA Normal \$239/yr, Student \$147/yr, Intro \$30 (9 days)

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

Air Experience Flights

Normal \$90, Student \$70

This covers up to 25 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

Normal \$1,100, AU Student \$680, Other Student \$730

This covers flying time, winch launches and airfield levy up to solo with the following limits: Max 12 hours, 40 flights, 1.5 hours Motorfalke engine time. Package expires after

Fees & Charges (Cont.)

12 months. Logbook, Club, Sports Association and GFA membership are included.

Miscellaneous Items

Basic Gliding Knowledge Book	\$25
Pilots Logbook	\$5
DI Handbook	\$15
AUGC Training Book	No charge
Airways-Radio procedures	\$5

When Leaving the Airfield...

We have had repeated times when the Hangers have been left unsecured and unlocked, the Clubhouse unlocked, lights left on and the hot water heater left on. Even as recent as last weekend! Our power bill is \$600 a quarter, that's money we don't have to spend on better things.

Its not hard - just remember to....

TURN OFF THE HOT WATER & LIGHTS

SECURE HANGER DOORS

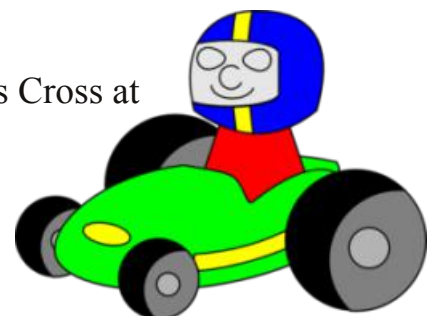
LOCK THE HANGERS & CLUBHOUSE & BUNKHOUSE

LOCK THE FRONT GATE

Release Your Inner Schumacher

Go Go-Kart Racing!

Tom Wilksch is organising a session on the 1st of May at Gepps Cross at a time and cost TBA.



Like the View from the Backseat?

AUGC is in need of instructors!

We are looking for suitably qualified pilots to be trained as Air Experience Instructors (AEI), Level 1 and Level 2 instructors.



Training fees and course costs are generally paid for by the Sports Association & the Club.

AEI candidates need only be 16 years old, have their C certificate, 50 hours (or 200 launches) of gliding time and the ability to fly safely & competently.

Level 1 candidates must be 18 years old, require a C certificate and 75 hours of gliding and have passed a competency check with the CFI.

If you also hold a power aircraft license (PPL or CPL) then you can count a portion of power hours logged towards the experience requirement.

Please contact the CFI on cfi@augc.on.net if you are interested.

Handy Aircraft Maintenance Hints #23



Some shots of the MotorFalke just prior to it going off to the SAGA Engine Course. Derek has put in many full time days of effort to get it to this state.

Q. Do you really need to iron a glider?
A. Of course, who wants to fly a wrinkly one?

When ironing your motor-glider for the first time after taking it out of the washing machine, first find some nice long tubes to stretch it out on.

Leigh Stokes shows how to do it with Cath and Derek looking on. (Photo D. Medlow - who by definition was also looking on)

Many, many layers of paint & filler were removed from the front of the MotorFalke. It is hoped that this will help in improving the cockpit load limits.



Before attempting to fly your newly-baked motor glider, please remember to remove the support bracing, install a main wheel, rudder, fin, seats, controls, elevator, canopy, motor..... oh and wings.

(Photo D. Medlow)

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.



New GFA Operational Documents

Have you read the new GFA Operational Documents (Operational Regulations (Op Regs) and the Manual of Standard Procedures (MOSP)) yet?

They are available from the GFA website (www.gfa.org.au) and a hard-copy is available in the Clubhouse.



EFTPOS @ AUGC



Electronic payment technology in the form of a mobile EFTPOS terminal has finally found its way into AUGC. The new terminal allows processing of credit and debit cards on field with a printed receipt.

The use of the terminal allows everyone to settle their flying at the end of each day so there should no longer be any debts being accrued by members.



New GFA & Club Paperwork Processes

The Club has instituted a new method to process and handle GFA, Sports and Club Membership forms. In the past we have had issues with forms being lost and this can be both an inconvenience to the member involved as well as a potential insurance liability.

Therefore the following changes have been made to the way we handle this paperwork which are outlined below. All members will comply with the new procedures.



1. UNDER NO CIRCUMSTANCES are the GFA Form books or membership form books to be removed from the Clubhouse.
2. Members will be given their AEF or GFA Membership form copy once completed AND witnessed. They need to keep this as their GFA proof of membership until their card has been received. Instructors may request to see this at any time.
3. Once completed the Club, Sports Association & GFA copies of the forms as well as completed flight sheets must be placed in the TOP tray in the Clubhouse.
4. Only the Club President, Treasurer, CFI or Derek Spencer are to remove completed forms from the Clubhouse.

Members are encouraged to photograph forms and flightsheets for emailing to treasurer@augc.on.net, but this is only to provide a back-up check so that we know the physical paper form is there to be collected.

Detailed instructions are located above the trays in the Clubhouse - Please read them (reproduced on next page).



Completed forms go in the top tray.

Form blanks can be found in the bottom tray.

New GFA & Club Paperwork Processes (Cont.)

This document covers the following procedures:

- GFA Introductory Membership (Air Experience Flights)
- GFA, Club and AUSA annual memberships
- On field handling of flight sheets

Air Experience Flights:

A prospective member may engage in Air Experience Flights on the following basis:

- The prospective member must make the appropriate Air Experience Flight payment (see separate Charges sheet) and complete a GFA 9 Day Introductory Membership Application.
- The payment must be recorded on the back of the flight sheet.
- The form must be witnessed and activation date entered.
- Parent/Guardian signature is required under 18 years of age.
- This membership is effective for 9 days (effectively 2 consecutive weekends) and cannot be repeated. If the person returns on the second weekend they must bring the yellow copy of the form with them.
- No club or AUSA membership is required while flying under the GFA Introductory Membership.
- The white copy of the form must be placed in the completed forms tray on top of the safe in the clubhouse.
- The prospective member shall keep the yellow copy
- Leave the pink copy in the book.

Annual Memberships:

Training beyond the initial Air Experience Flights will only occur on the following basis:

- The prospective member must make the appropriate payments (see separate Charges sheet) to join for 12 months each of AUGC, Adelaide University Sports Association and GFA.
- Following payment both the long term GFA form and club membership application will need to be completed
- The GFA form must be witnessed and activation date entered.
- Parent/Guardian signature on the GFA form is required under 18 years of age.
- The white copy of the GFA form must be placed in the completed forms tray on top of the safe in the clubhouse.
- The prospective member shall keep the yellow copy of the GFA form
- Leave the pink copy of the GFA form in the book.
- The completed Club Membership Application form must be placed in the completed forms tray on top of the safe in the clubhouse.

Flight Sheets:

- All completed flight sheets are to be placed in the completed forms tray on top of the safe in the clubhouse at the end of the flying day.
- All payments made on field whether electronic or cash must be recorded on the back of the flight sheet.
- Cash collected must be bagged with a note identifying associated flight sheet date and removed to Adelaide for banking. This must be done by the instructor of the day or other authorised club members. Bank transaction should identify flight sheet date.

Further Requirements:

- GFA and Club Membership forms must be completed in the clubhouse. Do not take them to the pie cart. The books of forms/blank flight sheets etc shall remain on top of the safe.
- Completed forms will be returned to Adelaide by authorised club members only.
- It is critical that forms be filled out neatly and accurately. The form witness should ensure the documents are legible.
- If any books of forms etc are running low put a note on the back of the flight sheet.

EFTPOS User's Guide

James McNeil

1. Complete a "TAX INVOICE / STATEMENT" form.
 - a. Make sure you start on a new "Original" copy of the form. Place the backing cardboard 3 sheets down (after the next blank page). This will make 3 copies of the form as you write.
 - b. Write the customer's name and what they are paying for on the form.
 - c. If this is a club member paying their account which they have previously been invoiced for, then put "Payment of Account" as the item.
 - d. Write the amount in the amount column and the total down the bottom. Write "Nil" in the GST fields.
 - e. If you make a mistake on this form, you can cross it out and continue. If the form becomes too messy you can draw a line diagonally across the form and write next to it the word "CANCELLED" in clear writing. Start again on the next fresh "Original" page.

2. Make the transaction over the EFTPOS terminal. If you make a mistake at any time you can push the red "Cancel" button to start again.

- a. Make sure the terminal is switched on (push the up arrow if it is not)
- b. Enter the customer's card into the chip reader at the bottom of the machine if the card has a chip, or swipe the card's magnetic strip if it doesn't (strip must face the left of the card slot)
- c. Enter the amount of the purchase
- d. Allow the customer to choose which account to use (Credit, Cheque or Savings). AUGC does not apply any surcharges for credit cards.
- e. The customer can then enter a PIN or press enter and sign. If the customer elects to sign the EFTPOS machine will print the "Merchant Copy" of the transaction which the customer must sign. After signing, the club member taking the payment MUST verify that the signature on the back of the card matches the signature on the "Merchant Copy".
- f. Once the PIN or signature has been verified the transaction will be completed. Push enter to print a customer copy of the transaction.

WARNING: No details from the customer's card appear in the Club's bank statements. A "Tax Invoice / Statement" form MUST be attached to every payment.

3. Tear out the "Original" and "Duplicate" sheets of the "TAX INVOICE / STATEMENT" form.

- a. Staple the "Customer Copy" EFT receipt to the "Original" form and give to the customer to keep
- b. Staple the "Merchant Copy" EFT receipt to the "Duplicate" form and place in the documents box (where the flight sheets go).

Pre-TakeOff Check



The GFA pre take-off check is known by the pnemonic 'ABCD-CHAOTIC'.

All pilots must use this form of the check. For more information see the GFA Operations Bulletin OD 01/11 available at <http://www.gfa.org.au>.

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

- A** AIRFRAME inspected and ready for flight.
- B** Need for BALLAST determined. Ballast weights installed/secured or removed as required.
- C** CONTROLS checked for correct sense and operation to full extent incl. airbrakes and flaps.
- D** Check that no tail or wing DOLLIES are attached to the aircraft.

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

- C** CONTROLS checked for correct adjustment and seating position.
- H** HARNESS/ES tight and secure (front and rear if applicable).
- A** AIRBRAKES closed and locked.
FLAPS set for take-off.
- O** OUTSIDE strip clear, wind, airspace clear.
OPTIONS launch speeds, launch failure actions.
- T** TRIM cycled and set for launch.
- I** INSTRUMENTS set to QNH, intact, avionics on, radio set to 126.7 MHz.
- C** CANOPY closed and locked.
UNDERCART down and locked.
CONTROLS full & free movement.

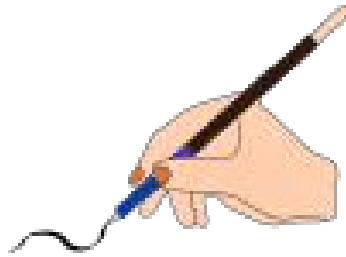
Cut this page out and have it handy.

AUGC on Social Media

Having joined the social media revolution, there is now a Twitter account for @AUGCCFI. Follow it for insightful thoughts 120 characters at a time...



Logging Aircraft Flights Reminder



So far we've been pretty good at updating the DI books at the end of the day - thanks to everyone that has been doing this and please keep up the good work!

Please remember that the aircraft DI books need to be updated at the end of **EVERY** day's flying.

It is not good enough to leave it on the assumption that someone flying the next day will do it.

If you fly it - then record it.

(If you don't know how - please ask an instructor).



CALLING ALL PILOTS

If you are solo (or approaching solo) then you should be applying for a Daily Inspector (DI) rating for the aircraft types we fly.

A DI rating means that you can help others by inspecting and signing out the aircraft to fly for the day. It is also essential if you want to gain an independent operator rating.

Form 2 Inspectors (Redmond Quinn, David Conway, Anthony Smith, Cathy Conway) can advise on the requirements and process for obtaining a DI rating. Make it happen!

Diary Dates

Annual General Meeting Wednesday 24th April at 6:30pm
Flinders Ranges Camp 8th - 12th June

Aircraft Maintenance Program



K13s: (GQC), K8s: (GQU) and (GQW)

K-13 GQC is at West Beach and has had much of its interior removed. Numerous bits of the control circuit have been stripped back for die checking of welds. K-8s are at Mt. Barker.

K-14 GQC should be in the air in June.

Single Astir (KYR)

Undercarriage collapsed during rigging at O-Week, repairs being planned.

Pik 20D (WVA)

No issues.

Arrow (GNF)

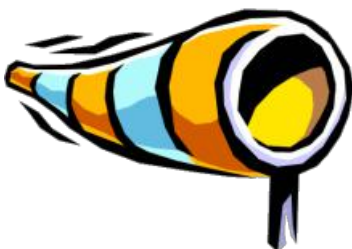
Repair work continues. There are a number of woodwork & fabric repairs to complete - an excellent opportunity to gain skills in wood repair techniques.

MotorFalke (FQW)

Currently out of service whilst undertaking a range of maintenance items. We need to get the Falke back in the air for the Uni Course and the Flinders Weekend so an extra work night is scheduled for Mt. Barker (Cathy's place).

Due to an all-night fabricing session in early April the rear frame was fabricated and waterproofed prior to Cathy taking the aircraft to the SAGA Engine Course at Waikerie.

Airfield Maintenance Program



Windsock

Two new windsock poles are currently under construction at West Beach thanks to Derek & Leigh. We will be replacing both poles with tiltable poles so that we can change windsocks safely on the ground (the 'MacKinney' design). The eastern windsock pole will be replaced first, followed by the one on the northern fence.

Slasher

Currently has a flat tyre or two - the saltbush's revenge.

Calendar

April



The K-13 on lauch (Photo Teal Evans)

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
	1	2	3	4	5	6
		Ground School			BVGC Flying Weekend	
	8	9	10	11	12	13
						14
	15	16	17	18	19	20
	Fire Danger Season Over!					21
	22	23	24	25	26	27
		AGM 6:30 AUSA Office				28
	29	30			WARNING: MAY CONTAIN COMBUSTABLE MATERIALS	

Fire Danger Season information derived from the SA CFS Webpage, check with http://www.cfs.sa.gov.au/site/fire_restrictions/fire_danger_season_dates.jsp prior to lighting any bonfires.

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

Calendar

May



Cathy's Nimbus self-launching on RWY 23 (Photo: Teal Evans)

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

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

Stay In Touch

The Club has an email group address, augc-people@lists.internode.on.net, that is used to either discuss or arrange things within the club. If you want to stay in touch with the club, subscribe to the mailing list by filling out the online form at: <http://lists.internode.on.net/mailman/listinfo/augc-people>.



You can still send an email to the list even if you have not subscribed to it. There is also an 'augc-announce' list for official club announcements, courtesy of our friends at Internode. If you are an AUGC member and have provided your email address then you may 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>.

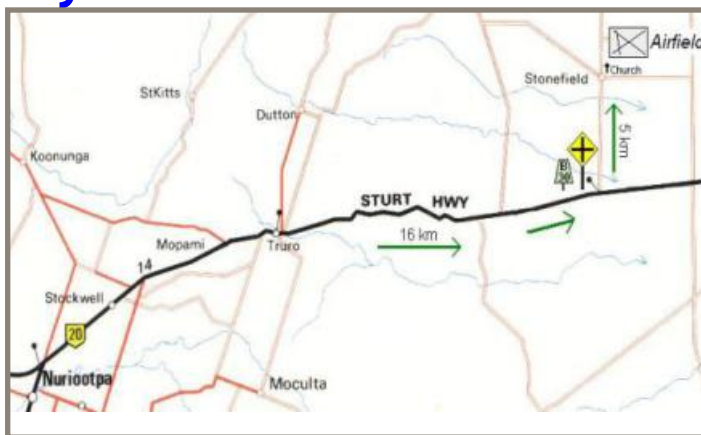
You can also get the latest newsletter and up to date news on what is going on at the Club's web page:

<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.

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) so that he can organise instructors and transport for those intending to fly. Members can book via the online booking system at:

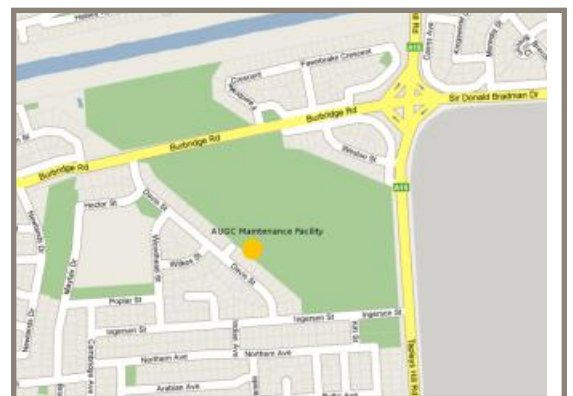
www.augc.on.net and go to Gliding > Make a Booking.

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 out 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.



Club Contacts

President:	Redmond Quinn	08 8344 5331	president@augc.on.net
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Secretary:	Cathy Conway	0429 803 705	secretary@augc.on.net
Social Convener:	Tom Wilksch		social@augc.on.net
Exec Member:	Derek Spencer	0429 028 065	fifth-member@augc.on.net
Chief Flying Instructor:	Dennis Medlow	0423 124 555	cfi@augc.on.net
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Clubhouse Officer:	Michael Conway	0429 803 705	
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