

Uni Gliding

Vol 37 Number 6 - October/November 2012



The Official Journal of the Adelaide University Gliding Club Inc.

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



Editorial

The Editor

What's Inside...

Hi,

The Editor has a new best friend. That person is Teal who has almost single handedly taken over the photograph supply for Uni Gliding. I hope we see Justine again soon as I'd like to see the photographic equivalent of one upmanship between these folks! (Stop press: David Conway has since supplied a heap more but most of these will appear in the next iss.)

Its also been good to see the new K-13 and Astir getting a workout, particularly when I fly them. With summer now just around the corner its a good time to polish the cross country skills and plan for a great flight.

Regards

Mr. Ed.



Editorial	Page 2
Special General Meeting	Page 3
CFI's Message	Page 4
Frontal Lift	Page 5
Security on Field	Page 6
Helpful Gliding Glossary	Page 7
SAGA Winter Lecture Series	Page 11
Maintenance Schedule	Page 11
EFTPOS & Paperwork Process	Page 12
EFTPOS User's Guide	Page 13
Pre-take Off Checks	Page 15
Diary Dates	Page 16
Aircraft & Airfield Maintenance	Page 17
Gliding Calendar	Page 18
Stay In Touch	Page 20
Fly This Weekend!	Page 20
Help at West Beach!	Page 20
Club Contacts	Page 20

Attention...

The K-13 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.

Image Credits

Cover photo - The single Astir captured by Teal.

Calendar Pages - Teal

Others as noted.

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 1.4.1 desktop publishing system and Microsoft Office 2010 and published to Adobe Acrobat standard PDF 1.5 using ancient indian chants and medicines.

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

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

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

Special General Meeting



To all AUGC members

I wish to advise that the club dinner on the 19th will also be a Special General Meeting.

The purpose for this meeting will be to consider an amendment to the AUGC constitution. Please see attached draft and refer to pages 11 and 12 where the track changes can be seen.

The current constitution requires two signatories on all bank documents, except one person may solely operate the bank account through internet banking. Our bank (NAB) does not allow us to have a different number of signatories for these two functions, so the change to the constitution is needed in order to make use of internet banking (beyond read-only access).

The details of the Special General Meeting are:

Date: 19th October

Time: 7:15pm

Venue: Hilton Hotel, Hilton (cnr South Road and Sir Donald Bradman Drive, *not* the one on Victoria Square)

The change to the constitution is the only item on the agenda, and I expect it to take about 5 minutes.

Regards,

James McNeill
Treasurer

Adelaide University Gliding Club

CFI's Message

Dennis Medlow

We've now been flying our new aircraft for a number of weeks. Both the Astir and the K-13 are very pleasant to fly however as with any aircraft there are always some things to look out for. The Training Panel discussed this at its last meeting and has the following set of pointers.

Single Astir CS77

UNDERCARRIAGE. This aircraft has an undercarriage alarm that produces a loud sound when the wheel is up and the airbrakes are deployed. Make sure that you try this out so you know what it sounds like. Then plan never to hear it on approach by always conducting a thorough FUST check. The undercarriage control itself is a pleasure to use as it is nicely counter balanced, making it easy to raise and lower.

HEAVY TAIL. The Astir has a mainwheel position that results in a fair bit of mass on the tail of the aircraft. This means that when manuevring it on the ground it is recommended that members utilise the tail dolly. If you do have to lift the tail please remember to use safe lifting practices. It also means it takes a while on launch to generate lift on the tail to overcome this weight, so the Training Panel recommends starting the launch with the stick forward.

ASK-13

WEIGHT! The aircraft has a much lower cockpit load than the Pukatek did. You must check the placard in the aircraft and ensure you are operating it within correct balance and overall cockpit weight.

TOWING. The aircraft's elevator will bang onto the stops if it is not secured whilst towing it on the ground. Use the harness to pull the elevator back when towing.

CANOPY EJECTION. The knobs for the canopy opening are close to the cable release knob. Ensure you are operating the correct knob. Remember that you should have your hand on the release knob during launch.

LIGHTWEIGHT. The K-13 is not as heavy as the Pukatek was, it may be more partial to taking flight when a thermal passes over it. Always take care when operating in weather conditions that pose a risk to the aircraft such as moderate winds or strong thermals.



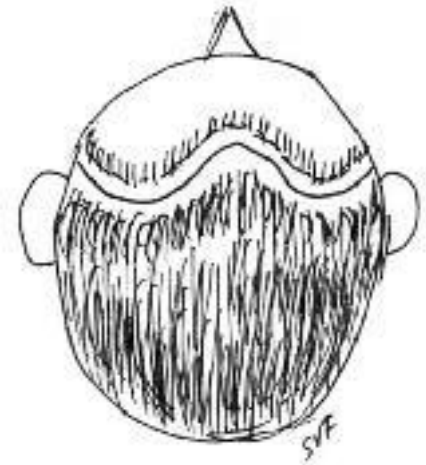
Operational Goals for 2012/2013:

- 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).

Frontal Lift

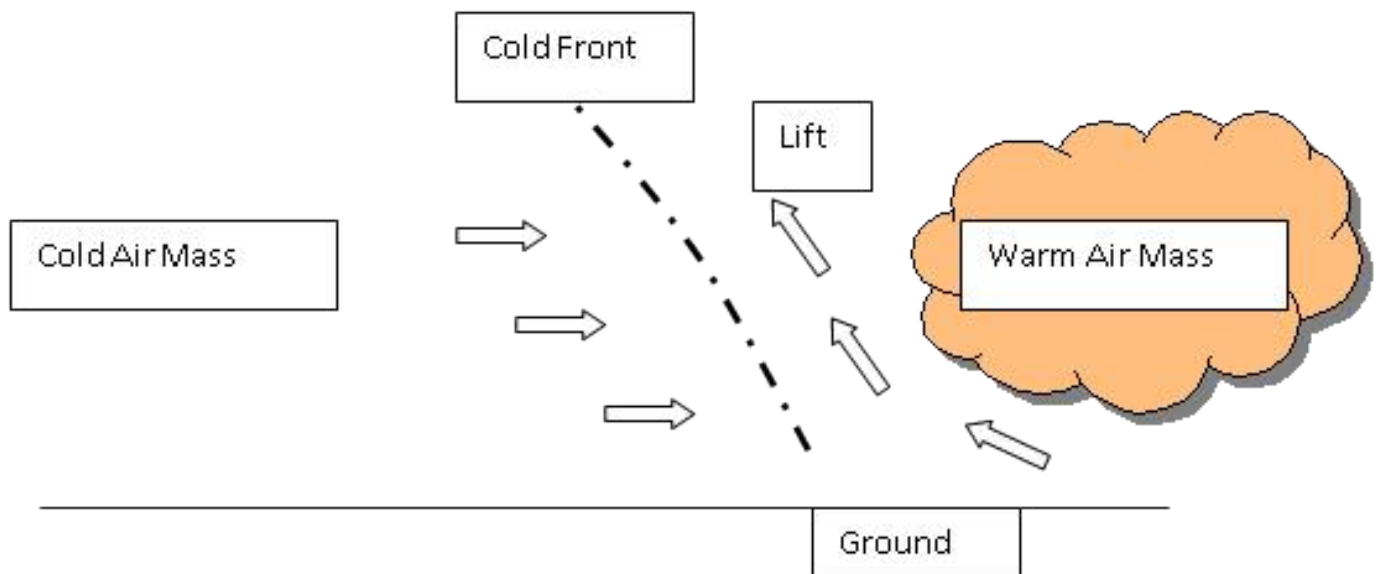
James McNeil

A Frontal Lift is a cosmetic surgical procedure which removes a section of skin from along the brow just below the hair line in order to improve soft tissue elasticity and reduce facial signs of aging. This has advantages over other forms of face lift in cases where skin folds are predominantly horizontal or where thinning tissue elsewhere on the face is unsuitable for surgery.



It is popular with glider pilots who commonly develop horizontal wrinkles around the eyes and forehead caused by long hours glaring at instrument panels. This procedure can also be used therapeutically, usually for the elderly when deep crevices in the skin can interfere with the normal operation of eye lids and tear ducts.

Frontal Lift can also refer to the rising air which occurs along a front where two air masses of different temperature are colliding. The cold air mass forces the warm air mass to rise along the front (the interface between the two air masses).



This is thought to be the lift observed at Stonefield on 15 September 2012. Redmond and James were flying the K-13 at around 4:00pm and found solid 5 to 6 kts of lift up to cloud base at 5100 feet. The wind which had been a fairly constant 5 kt north easterly most of the day had died down to almost nothing just before take off. About 5 minutes after take off we noticed that on the ground the operation was changing ends. This was caused by the cold front moving through, and bringing with it a cool 5 kt breeze from almost due west. Cloud could be observed forming in a line along the front, which is characteristic of this phenomenon. Showers and thunderstorms are also known to form along the front, though not on this occasion.

Frontal Lift (Cont.)

The conditions gave rise to very pleasant late afternoon flight lasting almost 1 hour. We climbed to 5100 feet, practised stall spins, then climbed back up to 5000 feet in the same frontal lift area, then cruised out almost to the highway and back followed by some more aerobatics. The Murray River was visible and pleasantly full of water.

A similar effect is found with a warm front, though these are less common in Australia.

Security on Field!

We recently had our new (old) tractor and slasher as well as the fire trailer stolen from the airfield.

This means that we now have to find the money to repay the loan on it as well as funding a new slasher to ensure we can continue to fly safely.

Please be very careful about locking all hangers and buildings prior to departing the airfield and dont leave anything outside of any value.



*Michael Conway about to take Chrissie for an Air Experience Flight
(Photo D. Conway)*

Helpful Glossary of Gliding Terms

Teal Evans

Every sport has its own language and technical terms, and gliding is no exception. Here are some that you are likely to meet when on the airfield... (*insert tounge into cheek now... Ed*)

Ab Initio

The lowest form of life, but very useful for washing glider wings and retrieving aircraft after they have landed. If they survive this initial treatment, they may pupate and metamorphose into a higher form of life (i.e. glider pilots).

Aerotow

A second-rate form of launch for those with too delicate a disposition to handle winch launches.

All Out

The state of most gliding club members' finances when asked to pay for the drinks and chocolate bars they've been helping themselves to from the clubhouse fridge all weekend.

Angle of attack

The precise angle at which an instructor's hands intersect a trainee's cranium when the trainee does something particularly boneheaded.

Attitude

The mental state of a pilot during flight. May range from abject terror to gung-ho overconfidence; often oscillates between these two extremes very rapidly.

Ballast

Curse uttered by pilots who forget to deploy the undercarriage before landing.

Bank

The funding source for gliding activities.

CHAOTIC

The usual state of gliding operations before noon.

CFI

A ferocious individual with a demeanour somewhere between that of a pitbull and a shark. Keeps all the other instructors in line; AKA "God". Be afraid. Be very afraid.

Cockpit

A small space found in gliders for storing non-essential components (such as pilots). Usually about the size of a shoebox.

Helpful Glossary of Gliding Terms (Cont.)

Control column

Term sometimes used to refer the joystick, usually by those who worry that “joystick” sounds vaguely obscene.

Cross Country

What happens if you aim the glider at your home airfield and miss.

Crosswind

Eructations produced by instructors after trainees perform particularly spine-crushing landings

DI

Was married to Prince Charles. Since she’s no longer around to inspect gliders for us at the start of each day, we have to do it ourselves.

Drag

You know how sometimes you arrive at the airfield all ready to fly, and a hurricane suddenly appears so you sit in the clubhouse instead and wait for the weather to improve? That’s a drag.

Outlanding

The inevitable result of cross-country attempts.

Flaps

Arm movements made by desperate glider pilots who are unable to find any usable lift but wish to avoid having to land and face the derision of those on the ground, to whom they were bragging not five minutes previously about their 133t soaring skillz.

Ground Loop

A common cause of crop circles in airfields.

Instructor

Minor deities that require regular appeasement through offerings of beer and BBQd snags.

Log Book

Collection of creative writing exercises given to pilots to occupy themselves in between flights.

Round Out

Also known as “flare”, it’s that time in a pilot’s life when he or she finds it progressively more difficult to cram his/her vast bulk/graceful form into the shoebox known as the “cockpit”.

Helpful Glossary of Gliding Terms (Cont.)

Rudder

Useless plank on the back end of a glider. Completely unnecessary, especially when performing turns.

Silver 'C'

Earned by keeping it up for over five hours. A mighty achievement (although if it goes purple you might be Doin It Rong...)

Sink

Like gravity, only suckier.

Stick

Don't tug too hard on this. A gentle smooth touch is required to get the best response.

Take up slack

An exhortation occasionally heard on airfields in an attempt to get the lazier folk present involved in club operations.

Thermal

That which raises a glider up into the heavens; particularly good ones can be an almost religious experience.

Trainee

Low-grade specimens that have survived the hazing offered to the lowest forms of life (see: Ab Initio), but have yet to develop wings of their own. Primarily useful for keeping instructors occupied and thus preventing them chewing on the furniture.

Trim

Decorative fiddly bits sometimes found on glider tails.

Undercarriage

Sacrificial glider component used to prevent injury to pilot legs on landing.

Variometer

An expensive piece of electronic equipment specifically designed to indicate regions of highest sink and direct a glider toward it. Often emits sounds that resemble a constipated duck.

VNE

The velocity that one should always aim to exceed when flying between thermals. Is short for Velocity Nicely Excellent, and if you are regularly flying faster than this, there's a good chance that you'll win a Very Nice Prize (or VNP) at some point in your flying career.

Helpful Glossary of Gliding Terms (Cont.)

Water Ballast

That which needs to be shed after consuming too much beer.

Wave

The Holy Grail for glider pilots. Is rarely found near any but the most expensive gliding fields, and has been reputed to lift gliders up beyond Alpha Centauri on some occasions.

Weak Link

You. Yes, you, reading this. You are the weak link.

Winch Launch

The best kind! Will simultaneously throw a glider into the air, throw a kilometre of cable into a horrendous tangle around the drum, and throw oil all over the winch driver.

Yaw

A word often used in flying situations to hand over control of a two-seater to the other pilot. E.g “Yaw aircraft!”, uttered when about to land in a tree.



*The Kookaburra on approach at Stonefield
(Photo T. Evans)*

SAGA Winter Lecture Series

All Lectures held in Chemical Engineering Seminar Room University of Adelaide. Meet 6:50 pm at Gate 5 Frome Road for Basic 7:00-8:00 Advanced 8:30-9:30pm. Call Cath 0429 803 705 or Anne 0409 202 250 for entry if late.

Program subject to change at short notice. Search "SAGA Winter Lectures" in Facebook for latest details or subscribe to aus-soaring at <http://lists.intermode.on.net/mailman/listinfo/aus-soaring>

Sports/Coaching

This Winter we follow the Syllabus in the GFA Cross Country Pilots Handbook.

Copies available free at lectures

Date	Topic			
18 June 2012	Basic Preparation	Craig Vinall	Instrumentation for Meteorological Research	Andrew McGrath
9 July 2012	Ridge and Wave	Frank Johann	SPECIAL GUEST LECTURE Flying at Bunyan	
20 August 2012	Cruising	Frank Johann	Navigation	Andrew Horton
17 September 2012	Basic Outlanding	David Conway	Advanced Preparation	Anthony Smith
15 October 2012	Basic Flight Analysis	Matthew Scutter	Advanced Flight Analysis Lessons from Uvalde	Terry Cubley

Operations/Airworthiness

23 July 2012	DI Theory for Rating	John Hudson	Airworthiness
30 July 2012	Engine DI Theory	John Hudson	Airworthiness
27 August 2012	Safe Winch Launching (BGA)	Redmond Quinn	Operations
24 September 2012	Accident Analysis TBC	TBA	Operations

AUGC 2012 Maintenance Schedule



Despite everyone's fervent hope, maintenance at Stonefield does not happen by magic. In 2012 the AUGC will dedicate four specific weekends on field at Stonefield to performing preventative maintenance, airfield improvements and aircraft inspections. The first and second of these has now been held and thanks to those that attended they were a great success.

The remaining weekend is:

Weekend 4 Sat/Sun 24/25 Nov (after final Uni exams conclude, so there is no excuse for not being there)

The purpose of the weekend is to get as many of the things on our 'to-do' list completed. This will include aircraft Form 2s, hanger, winch maintenance, clubhouse maintenance & cleaning etc.

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.

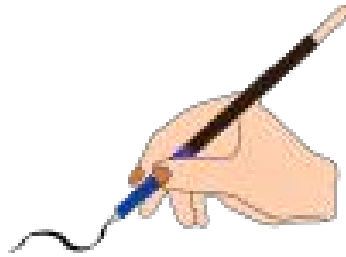
Cut this page out and have it handy.

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

Club Dinner
Khancoban Excursion

19 October, 7pm, Hilton Hotel (Burbridge Road)
Melbourne Cup week, November

Aircraft Maintenance Program



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

Landed in Adeaide in various locations, surveys and Form 2 work still to be conducted. GQS is in use at Stonefield.

Single Astir (KYR)

Airworthy - has been used at Gawler for Cadet training. Now back at Stonefield.

Pik 20D (WVA)

Currently in West Beach awaiting Form 2 work - some issues with bent pushrods and wingtips are to be worked on.

Arrow (GNF)

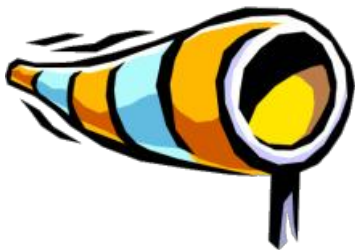
Repair work will continue throught the year. There are a number of woodwork & fabric repairs to complete - an excellent opportunity to gain skills in wood repair techniques.

MotorFalke (FQW)

Currently out of service whilst undertaking a range of maintenance items. Fabric is almost ready to be reapplied (see photo).



Airfield Maintenance Program



Mower Replaces Stolen Tractor

The new SAA mower has been hard at work slashing the grass on field. As a result almost all the movement areas have been mowed and the Landing strip for RWY 29 has been marked out ready for mowing in the next few weeks.

Windsock

Derek has made up anther of his awesome windock frames. We need to replace the current pole as it is not high enough and needs to be tiltable in order to change windsocks.

Calendar

October



Micahel Conway in the Astir, with video camera (cue special effects...)

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1 Public Hol.	2	3	4	5	6	7
8	9	10	11	12	13	14
15 Winter Lecture	16	17	18	19 AUGC Dinner & SGM	20 BVGCC Flying Day	21 BVGCC Flying Day
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.

Calendar

November



The Super Dimona coming in to land

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

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 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>.

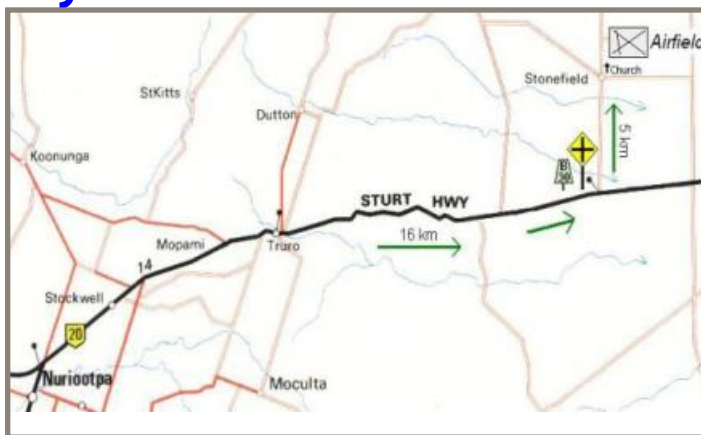
You can also get the latest newsletter and up to date news on what is going on at the Club's web page:

<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.

Fly This Weekend!



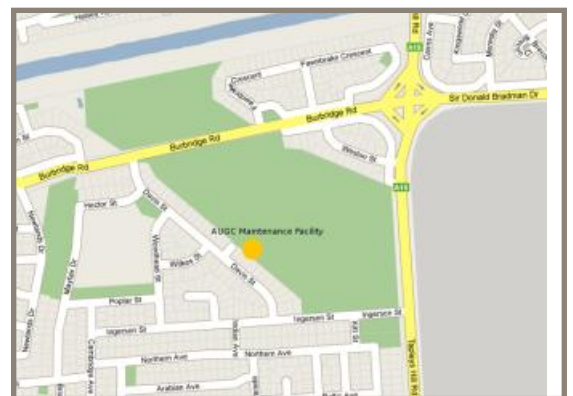
Want to go flying on the weekend? You must ring the club contact person on the **Thursday before between 8.00pm and 10:00pm on 0412 870 963**, (or send an email: contact@augc.on.net) so that he can organise instructors and transport for those intending to fly. Members can

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
Treasurer:	James McNeil		treasurer@augc.on.net
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
Airworthiness Officer:	Redmond Quinn	08 8344 5331	airworthiness@augc.on.net
Clubhouse Officer:	Michael Conway	0429 803 705	
Contact Person:	Tim Bartlett	0412 870 963	contact@augc.on.net
Newsletter Editor:	Dennis Medlow	0423 124 555	editor@augc.on.net