

Uni Gliding

Vol 42 Number 2 - June 2019



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Going for Solo

AUGC Industrial Espionage Report

...And Much More!

The Official Journal of the Adelaide University Gliding Club Inc.

<http://www.augc.org.au>

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Editorial

Welcome to winter!

While some soaring clubs close down over winter, we at AUGC know better! Winter is a great time for training - lots of short flights means a great opportunity to really work on launches, landings and circuit planning, which are for many the most challenging parts of flight training. But that's not all - at Stonefield, winter is WAVE SEASON! Those strong winter westerlies are just the thing for kicking a bit of wave off the northern reaches of the Mount Lofty Ranges to the west of the airfield, and some awesome wave flights have been undertaken from Stonefield during the winter months. And don't forget the BONFIRES! AUGC's winter Saturday bonfire-and-BBQ nights are legendary. Stories are still being told years later of previous bonfire-related hijinks. Be there or miss out!

See you at the airfield!

Teal



(Photo: Richard Harris)

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Image Credits

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Cath returns in her Ventus after a long flight

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Uni Gliding

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AUGC News & Achievements

First up: Congratulations to Sam Woods! Not only did he go solo recently, but he also obtained his A and B certificates and converted to the Ka-8, all within the space of a few weeks. Nice work, Sam!



Derek congratulates Sam on his first solo flight (Photo: AUGC Facebook page)

Welcome to AUGC's new Exec!

As you may know, AUGC held an AGM recently, and as a result of this we have a new Executive Committee and slate of officers. The new Exec is as follows:

President: Cath Conway
Secretary: Leigh Stokes
Treasurer: Derek Spencer
Social Convener: James Hobson
Fifth Member: Dennis Medlow

If you want to know who is now responsible for the many many tasks that keep this club running smoothly, the full details can be found in the Who's Who section on the last page of UniGliding. Thanks to the outgoing Exec and officers for their hard work. This club wouldn't be able to function without you!

Soaring to the Future

As some of you may have heard, AUGC has been selected to participate in the Soaring Into the Future (S2F) program. This is a program being offered by the GFA to clubs across Australia and aims to improve the membership and flying experience for club members, thus achieving greater member retention over the long term. This is done by improving and streamlining club procedures and training, with emphasis toward reducing duplication of effort, reducing volunteer workload, and improving the training pathway. Information about the S2F program can be found here: <https://discoversoaring.com.au/index.php/for-club-committees/>

AUGC News & Achievements (cont.)

What this means for AUGC in the short term is that during July we will be visited by a representative of Sports Community, a consulting company that the GFA have engaged to help and support clubs through this process. They have a LOT of experience in helping sports clubs to become more efficient and effective, and it is clear that there is plenty that they can assist us with. This is an exciting opportunity to improve our club, so we are really looking forward to hearing Sports Community's recommendations for AUGC.

If you want to know more about Sports Community, check out their website:
<https://sportscommunity.com.au/about-us-2/>

Price changes

As of **1st July** the price of winch launches will be increased slightly: the student rate has gone from \$7 to \$8 per launch, and the regular rate has increased from \$8 to \$10 per launch. There has also been a change to how launch failures are charged. Under the old arrangement, there was no charge for a "land-ahead" launch failure, but a "modified circuit" launch failure was charged as a normal launch. Under the new arrangement, there is no launch charge for *either* kind of launch failure.

The Airfield Levy (which is charged to everyone who flies at Stonefield on a per-day basis) has also increased to \$10 per day (was \$8 per day) for everyone.

These changes are now included on the "Fees and Charges" page of this issue.

Fleet & Equipment Status

Aircraft

Janus (VU): Operational

K-13 (QC): Operational

K-13 (QS): At West Beach being re-covered and overhauled. The wings have recently been completed (a BIG milestone!). The fuselage still needs finishing (come and help!) but it is not impossible that it might be completed by the end of the year, if lots of people participate to get it finished.

Ka-8 (AQ): Operational

Ka-8 (QU): Operational

Astir (KYR): Operational

Pik-20 (WVA): Survey in progress, unlikely to be in the air before next summer

Motorfalke (FQW): Almost Operational - the harnesses have been replaced and an issue with the instrument panel has been fixed. There's a possible issue with the battery, which is currently being tested. If that checks out, the Falke is good to go.

Winches

Truck winch: Offline for truck engine work completion

Tost winch: Operational. Leigh has removed the air conditioning unit (it has an air conditioner? Who knew?), which will hopefully improve airflow over the radiator and get it cooling better.

Trailer winch: Ready for operational testing

2019 AGM President's Annual Report

By Cath Conway

This year we have continued to grow and offer more opportunities to our pilots to improved their skills.

Operations

It is pleasing to once again see a good safe year with increased flying hours and mixed launching operations. Thanks to the training panel, the winch drivers, tug pilots and all who have contributed to this. It has been especially challenging with the lack of rain over the winter period leading to a very dry and dusty summer. Congratulations to all who have progressed their flying goals this year. The solos, conversions, GPCs, badges, cross-country (XC) flights, aerobatics, single seater flying, and personal bests. As always we must continue to be vigilant not to relax our guard and allow complacency or inattention to lead to a poor safety outcome.

Membership

Our membership has grown a modest amount over the year. A better position at O'Week this year saw us closer to the action, at the expense of being able to display a rigged glider. However more exposure led to more members signing up. We are continuing to work with the University engineering department and are giving aero engineering students the opportunity to attend a GFA Component Replacement and Basic Composite Repair course to be held during the September/October university break.

Fleet

The Janus has proved very popular and has attended camps and competitions as well as providing cross-country training to members. Repairs to the Astir have been completed and this aircraft has returned to service with AUGC, with conversions to it and cross-country/competition flights completed over the summer season. This has been quite timely with the Pik-20 unavailable for the summer due to life extension survey inspections. The Motorfalke attended the GFA Engine course at Waikerie. The second ASK-13 has been progressing at West Beach and we hope to see it return to service soon.

Airfield

Unfortunately, CASR (Centre for Automotive Research, at the University of Adelaide) were not successful with their funding, so plans for a possible joint-use sealed strip at Stonefield are on hold at the moment. It has been a particularly dry and dusty season with little rain last winter so we hope this winter is kinder.

Camps, Cross-Country flights and Competitions.

Club members again attended the annual Gliding Club of Victoria (GCV) camp at Khancoban, although poor weather allowed only one day of flying. Members have been active in competition flying, with Leigh Stokes, Heath L'Estrange and Nick Gilbert at the Formula 1 Grand Prix at Leeton, and myself at the Multiclass (Narromine) and Sports Class (Lake Keepit) Nationals. I have been lucky enough to be selected to represent Australia in the upcoming Women's World Gliding Championships at Lake Keepit in January 2020 in Standard Class so have had to swap my Ventus 2cxT for a Discus 2b, which will live at Stonefield until the competition.

Prez's Report (cont.)

Club members participated in junior coaching at Joeyglide with the Janus, Astir and the Pawnee attending. The weather at Waikerie was less than ideal, leading to very few competition days. Derek and Konrad also flew over 1000km in the Nimbus 4DM from Stonefield. AUGC hosted the SAGA State Comps at short notice, and ran it in Grand Prix format over two weekends in March. Pilots from Waikerie, Gawler and AUGC competed. The event was won by former AUGC member Peter Temple, with AUGC pilots Leigh Stokes and Cath Conway 2nd and 3rd. We had some epic dinners with food prepared by the club and wine by Craig Vinall from Waikerie. Despite losing 2/5 days due to weather, we had a great time and some good flights.

Other Members News

Simon Hackett (our patron) bought an electric self-launching Pipistrel Taurus which he will operate from his airfield at The Vale in Northern Tasmania. Cath and Simon test flew this aircraft at Parafield and made history with the first electric aircraft to fly in South Australia.

Development

AUGC was selected as the first ever Gold level Soaring to the Future (S2F) Club. This is due to our participation and facilities available for youth and female members. We will be working with Sports Community and GFA on further development of the club under the S2F program. We aim to make the club the best it can be, and thank GFA for selecting us and funding the process.

Here's to the next 12 months being fun and safe with lots of flying.

Cath
30th April 2019



The AUGC Prez performs a flyby in her Dimona

Going for Solo

By Ron Smith

In September 2009, I decided to invest a week's holiday in a gliding course at Lasham. I had flown a glider (if you can call a Cadet MkIII (or Tandem Tutor) a glider) in 1967. The three of us on the Lasham course flew on four of the five days. The first flight was an aero-tow behind a 180hp Robin. A lot of concentration was required to hold position behind the tug in bumpy conditions.

It all settled down after the second try and I got into the syllabus proper, with lots of stalling and spinning. I lost count of how many we did; the spin entry from below 1,000ft certainly concentrated the mind (particularly as you end up low and at the wrong end of the airfield)! One thing that you do learn is to recover pretty briskly – a short delay once the aircraft stops spinning and is pointed straight at the ground can get you up close and personal with the glider's never exceed speed limit in double-quick time.



Schleicher K13 against a Lasham cloudscape

I found winch launching much harder to get used to than I had remembered from my schooldays (off-putting acceleration and abnormally steep attitude). The upshot was that I had a pre-solo check ride (aerotow) on the last day of the course. That at least led to some real soaring and chasing another K13 glider round and round a thermal. Ultimately, however, I didn't do a perfect approach, and they decided to give me one more low tow just to prove that I could really do it.

Going for Solo (cont.)

At the beginning of the week, I had asked if I could have a flight in a real high performance glider as all my previous experience had been on very low performance machines. After I landed from the second solo check flight, I was told that I now had a choice between going solo or having a flight in a Nimbus 3DT. I chose the Nimbus.

Seven out of the top ten places in the 2009 British Nationals were taken by the Nimbus. It boasts around 80ft wingspan, has a glide ratio of 56:1 and is, I believe, worth of the order of €100k+. Its owner, Terry Salter, said he was happy to take passengers provided that they did some of the work. We ended up flying out and back from Lasham to Rivar Hill (southwest of Newbury). We flew for one and three quarter hours, mostly between 3,000 and 5,000 feet. Despite my best efforts, there was never any question of it not staying up. On return to Lasham, I was flying straight and level at 60 kts under a cloud street with the aircraft climbing steadily – ‘solar powered flight’, as I said to Terry.



Lasham as seen from a high-performance Schempp-Hirth Nimbus 3DT

Descending to join downwind, with the wheel down and airbrakes out, the glide angle was slightly better than for the K13 at its best.

The upshot was that my 2009 gliding break did not see me flying solo.

Going for Solo (cont.)

In April 2010, I went on a 'Going for Solo' course at Bicester. On this course, the club provides an instructor for the week (£30 per day, no more than two students per instructor). Apart from being determinedly windy throughout, it was a pretty successful week.

It's hard to explain what it's like ... when it works and you are high enough to have time to relax (say above 3,000 ft), it's lovely. Otherwise, you are continually making decisions, whilst flying close to the stall as accurately as you can in a permanent practice forced landing (or, indeed, actual forced landing, as you have no ability to overshoot and try again).

On my first flight, we did an aerotow to see how I got on. We climbed up in a circle through a convenient hole in the cloud before casting adrift for "upper air work" – another code for spinning – followed by planning my own circuit to land. After the flight, the instructor asked me what I wanted to get out of the week. I said that I'd like to go solo and then see how far I got. His comment was "There is no question of you not going solo!"

I did a solo aerotow at the end of that first day; a solo winch launch on the second day; and was sent off solo in the K8 (single seater - photo) at the end of the third day. The K8 was more demanding, had a slower limit speed for winch launch and got bounced around more on the aerotow. It also lacked penetration in the windy conditions that prevailed all week. Flying a single seater that doesn't belong to you always adds a little more stress as well.



2009 at Bicester: solo in a glider for the first time since 1967 and cleared to fly the single seat Schleicher K8b

Going for Solo (cont.)

Perhaps the best illustration of the continuous decision making involved is given by a description of the pre-solo winch check-out, which involves a simulated cable break ‘at an awkward height’. You sit in the glider, on your parachute (used on every flight) and complete your checks – CBSIFTCBE – Controls, Ballast, Straps, Instruments, Flying Controls, Trim, Canopy, Brakes, Eventualities (the latter being some positive thinking about ‘what happens if ...’).

You signal for the cable to be attached and the wing man raises the wingtip. The crew signal the winch to take up slack and tension builds, literally and metaphorically, as you see the cable twitch, move and tauten. “All out” is signalled and then the fun begins. The V8 in the winch reels in the cable and the aircraft rushes forward. You are watching and ready for an instant release if the wing drops when the wingman lets it go.

The aircraft rises into the air and you look for at least 40 kts (the airspeed indicator needle is rushing around the dial). As soon as you see 40 you start to raise the nose (a determined and sustained pull is required to keep the speed below 58kt in a K13, or rather less in a K8). Your eyes flick from wing tip to wing tip so that you can check for any lateral drift in a crosswind. Your hand stays on the yellow cable release. Suddenly there is a realisation that the acceleration has decreased and the airspeed is dropping. A firm forward push to get the nose down and two quick pulls on the cable release. You keep pushing forward – the negative ‘g’ lifted my hat from my head. Pretty soon you get to what looks like the approach attitude. This is the dangerous part – a quick glance at the airspeed shows it is still less than 25 kt. You have to wait for 50 to 55 kts before starting to manoeuvre.

After an age (say 4 or 5 seconds) the speed recovers. Next decision – is there room to land ahead. Answer – no! This is an ‘awkward height’ failure, after all. You turn in the pre-planned direction (to starboard in this case). Is there room for an abbreviated circuit and land into wind? No – this is an ‘awkward height’ failure after all.

You fly downwind ‘far enough’ and then, having picked an intended landing point, turn in crosswind and pull out about half airbrake at the appropriate point. It is then a question of speed control and crabbing crosswind to just the right point to kick off the drift and land. I got a bit fast in the turn and was a bit further into the field than I planned, but my instructor said – “An absolute textbook demonstration”, which was pleasing.

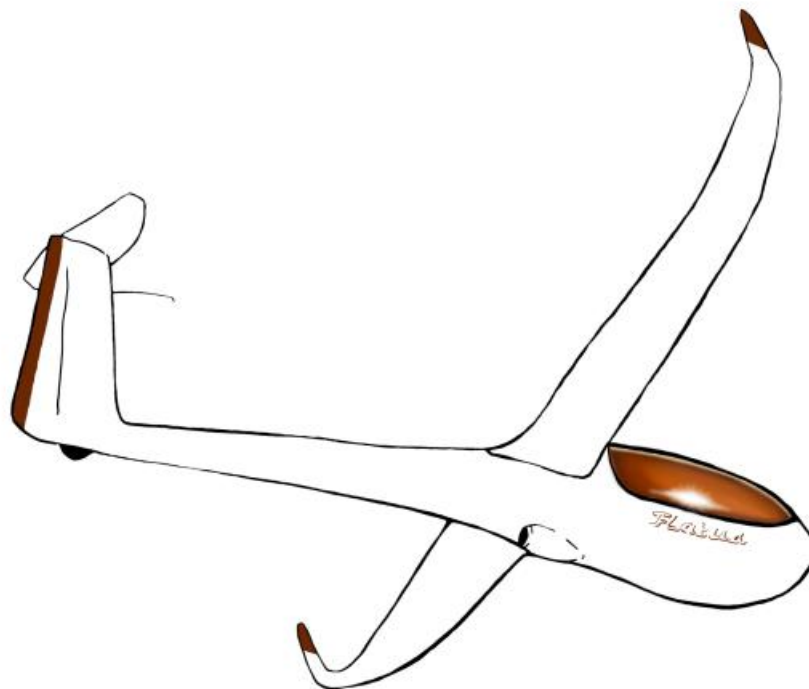
I find a little gliding goes a long way in terms of improved flying skills, judgement and decision making. Having said that, getting back to the field, when you’ve drifted that little bit further downwind than you intended, can be distinctly ‘creepy’. I still remain a strictly trainee glider pilot, but I can heartily recommend the experience of ‘Going for Solo’.

This article is an excerpt from 'Two Up' by Ron & Jim Smith, UP Publications, 2013. ISBN 978-1908135391 and 978-1908135445 (eBook). It's full of all sorts of fascinating aviation stories and anecdotes, and Yr Humble Editor cheerfully recommends it to anyone who likes flying and reading. :-)

AUGC Industrial Espionage Report

It is well-known that to be *really* competitive in soaring competitions across Australia and the world, it is not enough *just* to be a top-notch pilot. A would-be world champion needs to have access to the newest and most advanced glider types that incorporate the latest in aeronautical technology.

What is less well-known is that AUGC, in our never-ending attempts to support our club pilots at every level of skill, have a team of dedicated investigators who travel the world seeking out information about new developments in glider design to give our pilots that extra competitive edge. Our fabulous investigators have put their derring-do to the test in order to bring you advanced intel on the latest hot ship in the pipeline, soon to be seen at high-level competitions the world over...



Nett-Wirth's revolutionary new glider comes fitted with a jet self-launch and sustain capability to give your soaring performance the kick in the pants that it really needs. Features include:

- * Unique and easily-identifiable engine note
- * Cockpit designed using patented **B**alanced **E**rgonomic & **A**erodynamic **N**otion **S**ystem™
- * Bronze-tinted canopy
- * Excess warm air from the cockpit is captured and reused to enhance soaring performance by the **F**ree **A**ir **R**edirection **T**urbulator **S**ystem™
- * Finish detailing comes in any colour as long as it's brown

At its best flying XC tasks in remote areas, the Flatus will attract attention wherever it goes due to its unique design concept and memorable handling and performance.

Dates for your Diary

AUGC Events

Flying

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

Aircraft Maintenance

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

Committee Meetings

Approximately once a month on a Wednesday night, usually at around 7pm, at Cath's place (21 Cardigan Ave, Felixstowe). Exact date/time notified via the AUGC-People list on Google Groups. All welcome! Come and get involved in the running of your club (or at least see how it is run...)

Other SA Events & Activities

Flinders Camp 2019: June Long Weekend (8-10 June), possibly extending into the week beyond

Waikerie Orange Week (23-30 November, 2019), Waikerie, S.A.

Vintage Gliders Australia Annual Rally (5-11 January, 2020), Bordertown, SA.

Further Afield...

(Unless otherwise specified, details for all of these events can be found in Gliding Australia or on the GFA Calendar here: <https://glidingaustralia.org/calendar>).

Ridge Soaring Camp (3-11 August 2019), Gloucester, NSW.

Bunyan Wave Camp (14-22 September 2019), Canberra, ACT.

Women In Gliding Week (20-27 October, 2019), Lake Keepit, NSW.

Joeyglide Junior Nationals & Coaching Program (30 November - 7 December 2019), Kingaroy, QLD.

Multiclass Nationals (9-12 December, 2019), Tocumwal, NSW.

10th Womens' World Gliding Championships (3-17 January 2020), Lake Keepit, NSW.

Fees & Charges*

Aircraft & Airfield Charges

Aircraft Type	Club Rate (\$/min)	Student Rate (\$/min)	Visiting Pilot Rate (\$/min)
Janus (VH-GVU)	0.85	0.55	1.10
K-13 (VH-GQC, VH-GQS)	0.75	0.45	1.10
Motorfalke flying time (VH-FQW)	1.00	0.60	1.50
Motorfalke engine time (VH-FQW)	0.90	0.90	1.00
Ka-8 (VH-GQU, VH-GAQ)	0.50	0.30	0.75
PIK-20D (VH-WVA)	0.80	0.50	1.05
Astir (VH-KYR)	0.75	0.40	1.05

Winch Launches: Student \$8.00/launch, Non-Student \$10.00/launch

SAA Airfield Levy: \$10.00/person/day - applies to anyone that flies.

Memberships

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

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

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

GFA: Student \$143/yr, Non-Student \$275/yr, Introductory (see below under Air Experience Flights) \$40 (30 days)

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

Air Experience Flights

Student \$100, Non-Student \$120

This covers up to 20 minutes flight time, GFA Intro M'ship, SAA Airfield levy, up to 2 winch launches. Time in excess of 25 minutes is charged at \$0.75/minute for K13, \$2.00/minute for Motorfalke. Note: the GFA introductory membership lasts for 30 days, so if you enjoy your introductory flight(s) you can come back and do it again for several weekends following, and only be charged the club rates for aircraft hire and launches!.

Miscellaneous Items

Basic Gliding Knowledge Book: \$25

Pilots Logbook: \$5

DI Handbook: \$15

AUGC Training Book: No charge

Airways-Radio procedures: \$5

** All prices valid at the time of publication. May change sometime in the future.*

Special Deals & Discounts*

Air Experience Flight New Membership Deal

If someone who has gone for an Air Experience Flight (AEF) decides to learn to fly, and they sign up to become a 12 month Gliding Federation of Australia (GFA) member whilst their AEF membership (which lasts for 30 days) is still valid, \$40 will be credited back to them. Nice!

Pre Solo Packages

AU Student \$650, Other Student \$650, Non-Student \$900

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

Declared Cross-Country Flight Discount

To encourage pilots to fly cross-country without worrying about pesky aircraft hire costs mounting up, this Cross Country Discount is as follows: If you fly a DECLARED cross country flight (i.e. you declare where you are planning to fly to before you launch) then if you are airborne for more than three hours, you will only be charged for three hours of aircraft hire. Bargain! Time to start planning those mighty 8-hour-plus flights!

Bulk Solo Package

If you're a solo pilot you may be interested in this one! For one single bulk payment, you get all aircraft hire covered for twelve months (unlimited hours). Note that this does NOT include launch costs or the airfield use fee, it MUST be paid up-front, and your flying account MUST be in credit for you to be eligible for this offer. Price on request.

GFA Weather Forecasting Software

This one's really handy once you've progressed in your flight training to the point where you're learning about how the weather affects thermals, and starting to get your head around meteorology for glider pilots. All Gliding Federation members now have *FREE* access to a mini version of the popular Skysight weather forecasting model. The model covers all gliding sites in Australia, with a 4 day prediction and "point forecast" capability, on top of the normal thermal and weather predictions.

You can access the site in one of two ways.

1. Click <https://weather.glidingaustralia.org/> and just register with your GFA membership details.
2. On the GFA web page www.glidingaustralia.org, click on MyGFA and select GFAMet Weather Forecasts.

** All prices valid at the time of publication. May change sometime in the future.*

Flying Checklists to Know

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

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

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

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

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

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

Pre-Landing Check

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

Pre-Aerobatic Check

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

Cut this page out and have it handy.

So you want to fly this weekend?

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

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

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

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

If you have any questions, please feel free to either ask the contact person, or email the **AUGC-People mailing list**. (You *have* signed up to that, haven't you? If not, joining details are on the next page.)

See you soon!



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

Other ways to be involved...

Stay in touch online

The club has Google Groups email mailing list that is used both for general gliding-related chat and for planning and arranging things within the club (and also sending you your copy of the latest newsletter!). It is very much recommended that members subscribe to this mailing list, which can be done by create a Google Groups profile as follows:

- Go to <https://groups.google.com/>
- Click on the blue "Sign in" button at the top right corner of the page
- Select "Create account", and the rest should be self-explanatory.

After you've done that, join the AUGC-People group here:

<https://groups.google.com/forum/#!forum/augc-people>

When your membership request has been approved by the moderator, you'll be good to go!

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

AUGC website: augc.org.au

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

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

Get involved in aircraft maintenance at West Beach

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



The workshop at West Beach

down, an email to the AUGC-People mailing list earlier in the day is a good way to be sure. If you want a lift to the workshop, that can also be arranged via the mailing list.

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

Club Contacts and Who's Who

President: Cath Conway (president@augc.org.au)
Treasurer: Derek Spencer (treasurer@augc.org.au)
Secretary: Leigh Stokes (secretary@augc.org.au)
Social Convenor: James Hobson (social@augc.org.au)
Fifth Member: Dennis Medlow (fifth-member@augc.org.au)

Chief Flying Instructor: Cath Conway (cfi@augc.org.au)
Airworthiness Officer: Redmond Quinn (airworthiness@augc.org.au)
Club Coach: Leigh Stokes (jimmytechnologies@yahoo.com.au)
Assistant Treasurer: James Hobson (jimmy_hob@hotmail.com)
Clubhouse Officer: James Hobson (jimmy_hob@hotmail.com)
Winch Officer: Leigh Stokes (jimmytechnologies@yahoo.com.au)
Grants Officer: Darren Alcoe (grants@augc.org.au)
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Sam Woods (samrtwoods@gmail.com)

Public Officer: Leigh Stokes (jimmytechnologies@yahoo.com.au)

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

Newsletter Editor: Teal Evans (newsletter@augc.org.au)



The Pik-20 (AUGC's high-performance single-seater) ready to launch