

Uni Gliding

Vol 35 Number 2 - Feb/March 2010



OOWeek Edition

The Official Journal of the Adelaide University Gliding Club Inc.

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

Editorial

The Editor

What's Inside...

Wow!!

A positively bumper edition of Uni Gliding this month, just in time for O-Week. It was great to see some of our members going solo in January, well done. A big thank you to all the contributors (and to those that have yet to contribute ... I'm talking to you Tom, Igor and/or Mark).

Make sure you read about Anne and Derek's flight in the MotorFalke, hopefully we'll also hear next month from Igor who managed over 400 Km in the same aircraft (an aircraft I am sad to say I have yet to positively increase altitude in without the assistance of the controlled combustion of petrochemicals).

For those at Uni (of Adelaide) check out the scholarship from the Sports Association, and for anyone joining us in 2010, welcome.

Until next month (keep those pictures and articles coming)...

Mr. Ed.



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Next Month...

The Aeroscene fly-in: 2 planes, a helicopter, monster dust devils and a great BBQ - all in one day!

Image Credits

Cover photo - Pukatech Landing -Aeroscene
Eagle Page 3 - Justine Thompson
Stonefield Cup photos Page 5 - Anne Philcox
Motorfalke Flight Pages 7 & 8 - Derek Spencer & Anne Philcox
Calendar Page 17 - Aeroscene

Uni Gliding

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Welcome!



If you're reading Uni Gliding for the first time its a good bet you've either joined us at O-Week '010 or you've just discovered the Internet.

Either way welcome to AUGC!

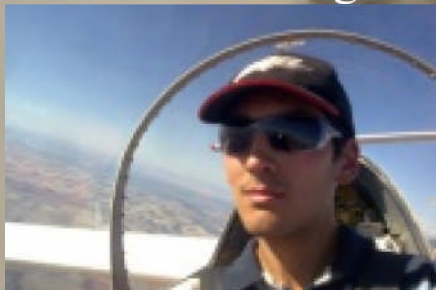
Recent Solos - Congratulations!

AUGC Congratulates
Hugh Round

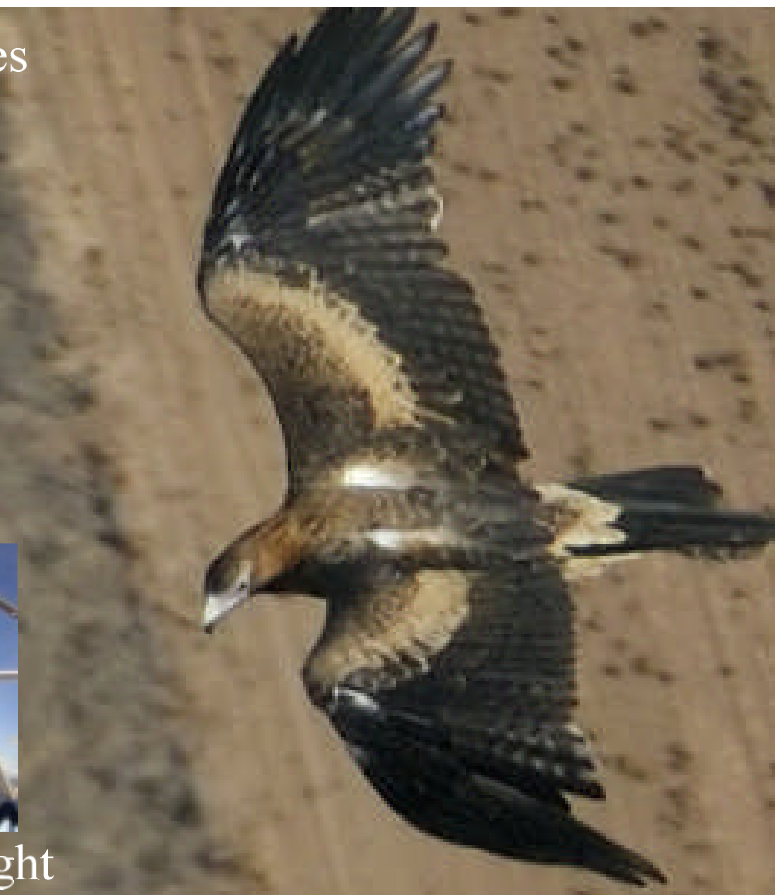


&

Rob Parsonage



On achieving solo flight



Sports Association Scholarship



\$2,500 per year is on offer for 2 undergraduate or honours students.

The Adelaide University Sports Association has a new Scholarship, which will benefit two students per year who are undertaking an Undergraduate or Honours program of study at the University of Adelaide and who have been identified by the University as members of the Sports Association. The value of the scholarship is \$2,500 per student and is available for one year.

The scholarship is open to students who are Australian citizens or permanent residents of Australia and undertaking a program of study at the University of Adelaide. Students should be an active financial member of an Adelaide University Sporting Club and undertaking study on a full time basis.

Students must be able to demonstrate details of sporting prowess and contributions to Sporting Club development and provide supporting documentary evidence at the time of application, e.g. details of club involvement, sporting representation and/or achievement, letter of recommendation from the Sporting Club, or other details of sporting contributions to their chosen University Club sport.

Students in receipt of other major University of Adelaide scholarships may apply for this Scholarship.

To apply, complete the Application Form (under 'Forms' on the AU Sports Association website).

Applications close Friday 5 March 2010.

Inaugural Stonefield Cup Results



Igor and Derek start off 2010 by throwing down the gauntlet and then stomping all over it - 400+ Km in a MotorFalke (sans motor!).

Motor Glider Section

The winner for the FQW January 2010 trophy goes to Igor Blazujevic and Derek Spencer for their flight of 428 km.

Glider Section

Anne Philcox for her 235 Km flight in WVA. Redmond Quinn was also a contender with his WVA cross-country flight.

This also means that the Stonefield Cup for February has now started. If you don't have a GPS or a logger, don't worry about it. Just take GMI or WVA for a fly and go somewhere. Just let Derek Spencer know if you want the trace downloaded from the FLARM and he can arrange it. He can then optimise the flight for you and you'll then be in the running for the February 2010 trophy.

So, get out there and go cross-country. The challenge will then be for someone else to beat your distance before the end of the month.

Remember, it is a handicapped competition, so GMI can fly a shorter distance than WVA and still claim the prize.

Below you can see the Club President (Redmond Quinn) presenting the awards to the recipients.



Chief Flying Instructor Comments



The Adelaide University Gliding Club invites you to take the opportunity to learn to fly.

This is not some namby-pamby Peter Pan take my hand and float out the window flying. This is real aircraft with real controls, real feeling and real responsibility. This is not a game - but it is also something that can make every amusement park ride you take for the rest of your life seem lame in comparison. Welcome to real flight.

Over the years there have been many hundreds of people that have experienced flight with AUGC. Some have gone on to careers in aviation, some have continued flying as a recreational hobby in gliders and powered aircraft, some have progressed to becoming gliding instructors, some have become highly ranked world glider competition pilots.

Whatever your goals in flying, ours is to ensure that you receive training that equips you with the skills to safely experience gliding flight. When learning to fly you progress through the syllabus as you gain and demonstrate new skills. There is no set time to complete things - when you are ready you progress. This means that everyone learns at a pace that is suited to them.

Over the years there have been many hundreds of people that have experienced flight with AUGC.

If you have any questions about flying at AUGC or the training sequence please ask an instructor, or contact me at cfi@augc.on.net.

Fly Safe
CFI

A 210 Km Cross-Country Flight



Don't you hate it when the summer cycle of weather lands a Wednesday as the best soaring day for the week?

Well Derek and I decided to make a pact to go up to the airfield whenever the weather predictors suggest it is going to be awesome. Hooray for our flexibility.

A massive jump in temperature was predicted for one Wednesday in December. The temperature trace and thermal height prediction also pointed to an excellent >10000ft day with a late or non-existent sea breeze. We planned our FAI task the night before, choosing to head east and then south to follow the best conditions.

Typically, the temperature trace and thermal height prediction map looked different in the morning. We quickly changed our task to Stonefield-Woolpunda-Burra-Stonefield, since the conditions then seemed better to the north, before driving up to the airfield.

We took off in the Motorfalke, wrapped into a great thermal and shut down the engine. In order to notch the trace we were logging, we flew out and down from the thermal and then turned to find it again. Fail. We tried to bump into any other thermals but had no luck and had to fire up the engine. Was 11:30am too early for the thermals to be organised? We really didn't have much time to waste on our 300km task since we needed to drive off from Stonefield at 4pm to make it back to Adelaide in time for our regular volleyball game. We had also planned to go to an advanced screening of Avatar with a mate that evening... So much to do.

Finally we were able to get a move on and flew out to the river. We tried to latch into a few thermals along the way, but they always seemed to con us into turning the wrong way or too early. Very frustrating; the weight and slowness of the 'falke certainly didn't help either. Nor did the fact that we had to put up with an uncompensated variometer. Arrgh!

It seemed to get easier around Waikerie, but by this stage we had learnt not to try and turn into the first bit of lift we found. It felt like the thermals were present in small groups, as we usually flew through some violent but ultimately rubbish cores before getting to the big juicy ones. The conditions reminded



At one stage we climbed in a thermal that made the vario's averager sit on almost 10kts up all the way to 10,000 ft. In a Motorfalke!

me a lot of the State Comps at Waikerie last year, which frustrated the hell out of me!

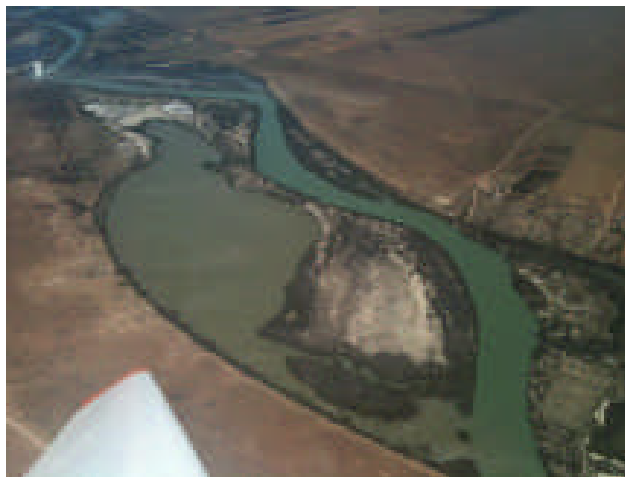
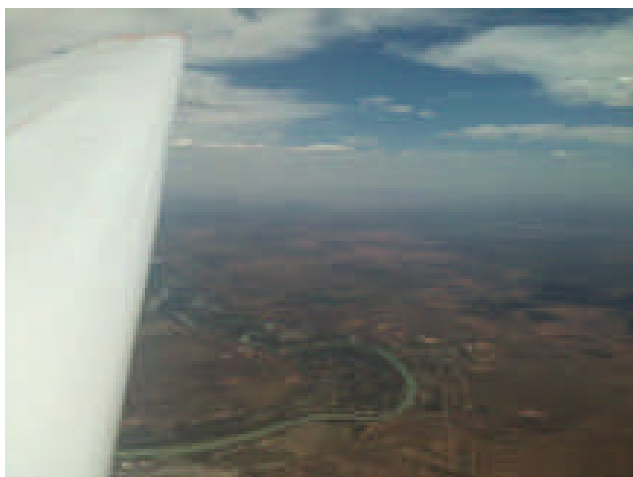


The most effective system for the day (and the aircraft) seemed to involve turning steeply upon encountering a good thermal before shallowing out a bit to maximise the climb rate. At one stage we climbed in a thermal that made the vario's averager sit on almost 10kts up all the way to 10,000 ft. In a Motorfalke! Unfortunately we didn't find any other thermals that were as consistent or as strong.

As we headed into wind towards Burra, we knew our progress had been too slow to make it around our task. This is of course taking into consideration our need to leave at 4pm; we would have easily made 300 or possibly 400km if we were going to use the whole day.

Cumulus clouds had been popping down south and were progressing northward as we calculated where on track we'd have to make a beeline back to Stonefield. Eventually we bugged out about 10km further on from Morgan, with about 9000ft under us and 40km to run. We flew through horrendous sink on our way back that saw us just under final glide about 10km from home. A thermal brought us back above glide and then we romped it in after continuously flying through lift, as always seems to happen after you get scared and take a thermal in that situation.

And what did we see when we drove out the gate? A perfect cloud street precisely along the track we would have taken if we flew the task we initially set ourselves. Even after our volleyball match (7pm) the sky was full of scattered cumulus. All in all it was an enjoyable flight. 210km at albeit a pretty slow speed. I can certainly see how Derek and Igor were able to achieve 428km in the 'falke, what with a stunner of a day and no evening commitments. Congratulations are in order for your special achievement- well done guys. It is my goal to take the Pik or Club Libelle next time Derek and I go up mid-week and achieve something exciting. I just looked at my log book and discovered I haven't flown in a single seater since August! Awesome cross countries here I come.



Safety on the Airfield



There are a few things we need you to know about to assist with the safety of our operations. Whether you are new on field or been with us for years, please take the time to read this information.

Movement on the Airfield

We often launch from parts of the airfield a long way from the Clubhouse and gate, so getting to and from the launch point means moving around the airfield and potentially crossing runways and cables. Refer to the airfield map at the end of this article.

The only silly questions are the ones that aren't asked.

Beware of Launch Cables

AUGC uses stranded cable to launch its aircraft. This cable is laid out along the runway by the winch, attached to the aircraft and then reeled back in during the launch. Stay well away from the cable at all times, even when it is anchored to the tie points at the launch as it can often break away without warning. There will be a yellow/black safety barricade near the tie down point, do not proceed past this line.

Beware of Propellers

One of our gliders is a motor-glider. It has a small engine and propeller to self-launch and climb in flight. Never go near the propeller regardless of whether anyone is in the aircraft. Never place any part of your body in the arc of the propeller. If you hear the words 'clear prop' it means the propeller is about to move so ensure you are well clear (greater than 10 metres) from the aircraft.



Watch out for Launching and Landing Aircraft

Gliders don't make much noise so they are hard to hear and they aren't that large so they are hard to see. **Stop and look carefully both ways** before crossing a runway. Never stay on a runway if you don't need to be there.

An aircraft with its wings being held level is probably about to launch so stay well clear of any aircraft with wings held level. Obey the instructions of the launch crew as to where to stand during a launch.

Photography

By all means take as many photos as you wish, but please ensure you are not placing yourself in danger when doing so. Do not enter the area between the launch point and the winch during any stage of the launch. If in doubt about where to go - ask.

Drugs & Alcohol

Australian law requires **all pilots and all persons involved in flight operations** (which includes winch drivers and launch point crew) to be drug free and have a zero blood alcohol level. Some prescription drugs do affect performance and can make you feel ill in flight - check with an instructor.

Smoking

Smoking is not permitted in any aircraft, on the winch, in the piecart or any hanger or building on the airfield and not within 15 metres of the fuel bunker.

First Aid Kits & Emergencies

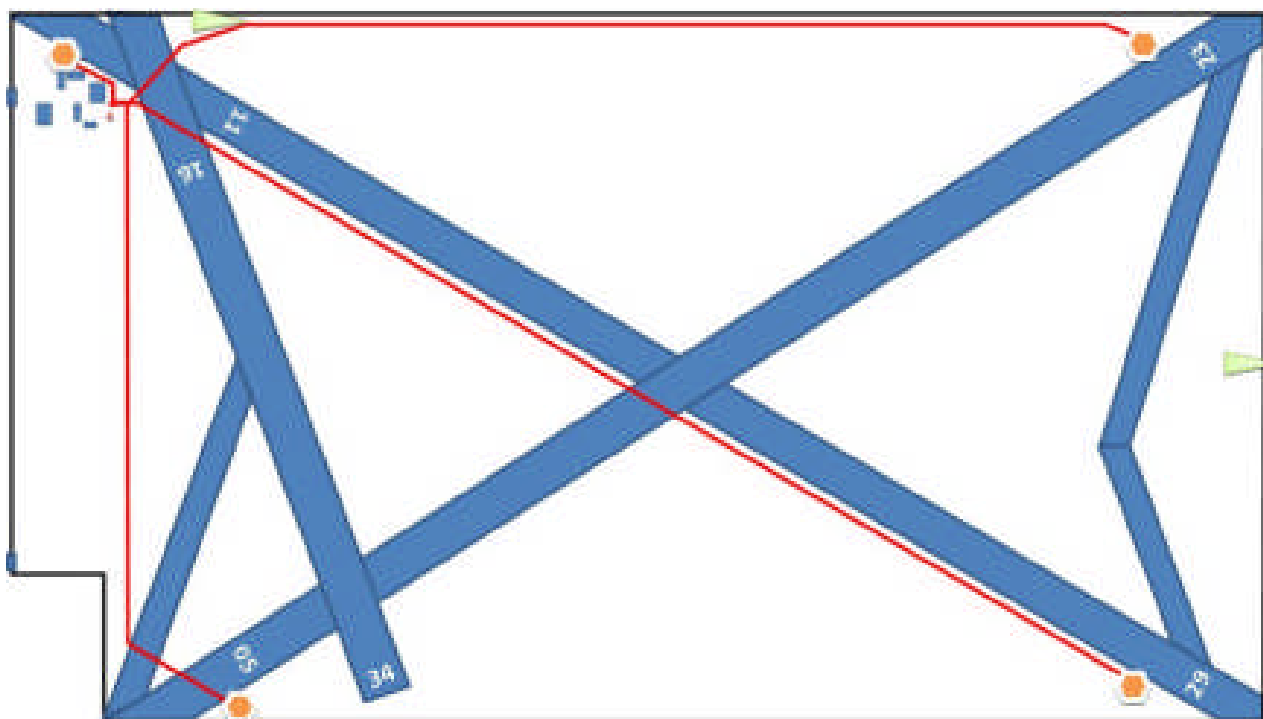
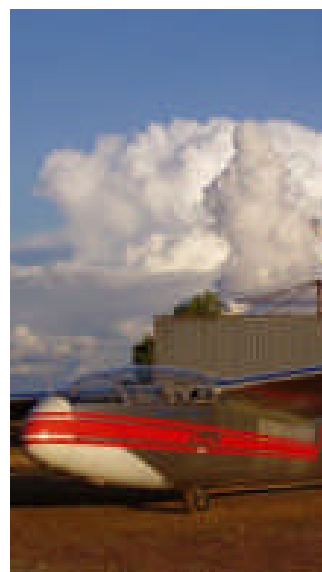
Are kept in the pie-cart or Clubhouse. A fixed line telephone is available in the Clubhouse and the airfield is covered by the Teltra and Optus cellular networks. In an emergency call 000.

Dehydration and Heatstroke

Always wear a hat, apply sunscreen and keep hydrated. Stay in the shade if you do not need to be out in the sun.

If in any Doubt - Ask

The only silly questions are the ones that aren't asked. If you have any question about our operations or want to know if you can or can't do something on the field please ask any Club member.



A diagram of the Stonefield Airfield. Runways are numbered, glider landing areas are not.

Access paths (red lines) lead to launch points (orange hexagons).

Stop and look both ways before crossing any runway or landing area.

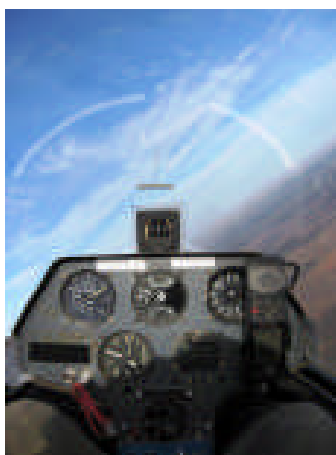
If in doubt ask a Club member before moving out on the airfield.

How Does a Glider Fly?



A glider is simply an aeroplane that doesn't rely on an engine to stay aloft; it has all the same generic controls and instruments as a powered aircraft. Contrary to popular belief, engines do not make aeroplanes fly: Wings do! For wings to 'work' they must be moving forwards relative to the air. Engines are used in powered aircraft to supply this forward thrust in a steady, convenient form. Gliders use gravity; they are always gliding downwards through the air, but they glide at shallow angle typically equivalent to 30 metres forward for only 1 metre down through their efficient design. A light aircraft such as a single-engine Cessna with its engine off will glide around 8 metres forward for every 1 metre down. Still controllable, but nowhere near as efficient as a glider.

How Does A Glider Stay Airbourne?



The air is rarely still. It moves laterally as wind and it also moves vertically due to density differences. The 'magic' starts when the glider is in air that is rising faster than the glider is descending. The glider will then be carried up by circling in the rising air, in exactly the same way as eagles and other soaring birds. When the glider leaves the rising air it will resume its slow descent. Utilising this rising air is called 'soaring'. Provided there is enough rising air around, a glider can stay up indefinitely.

Of course air currents are invisible and can't be seen rising directly. There are theories and instruments available to help the pilot find rising air, but it is here where gliding passes into the nether world between science and art. The challenge of using rising air to the best advantage is akin to a sailor using the winds and currents of the ocean, and this challenge is what keeps most enthusiasts coming back.

Rising air (also called 'lift' by glider pilots) can be found in the form of bubbles of hot air called 'thermals'. These bubbles can extend very high into the atmosphere during summer. A thermal is formed from a 'trigger point' on the ground, such as a quarry, shed roof or a clump of trees. Rising air can also be found where the wind blows over a ridge or range of hills. The air is forced up over the face of the hill, which provides continuous, predictable rising air called 'ridge lift'. Unfortunately this lift is limited to near the hill

and doesn't go very high unless the wind is strong and it is a big hill. The Adelaide Uni Gliding Club (AUGC) had an advantage at its airfield near Lochiel as it was adjacent to the Hummocks range which is ideal for ridge lift. Prevailing westerly winds necessary to generate lift on the airfield side of the north-south range were common, particularly in the winter. At Stonefield, which has been our home since December 2004, members of the AUGC have utilised 'wave lift' rather than ridge lift. Prevailing westerly winds over distant ranges can set up standing waves in the air that extend to our airfield. Alternate lines of ascending and descending air are present, much like the ripples that form in the wake of an obstacle in the middle of a flowing river. Wave lift is generally found (or lost) at relatively high altitudes.

How Does A Glider Take Off?

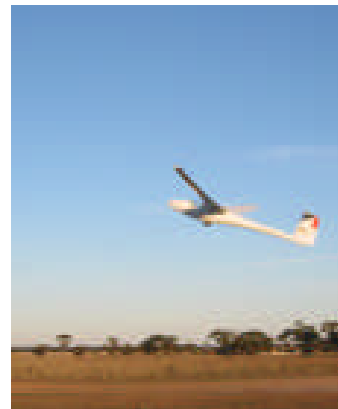
There are a number of ways to get a glider airborne. The most well known method is to simply tow the glider behind a powered aeroplane (called a 'tug'). This process is called 'aero-towing' and has the advantage that the glider can be towed to any height or position in the sky. The downside is the cost. Maintenance, fuel costs etc. associated with tugs make aero-towing an expensive launching method, one that would not suit the modest budgets of most students.

The Adelaide Uni Gliding Club uses a cheaper method known as 'winch launching'. Many people would argue that this is much more fun and, more importantly, inherently safer. A large engine (V8 in our case) mounted on the back of a stationary truck is used to wind steel cable onto a drum at high speed. The glider is attached to the other end of the cable and is pulled into the air like a kite. An average launch takes the glider to 1400 feet above ground, although heights in excess of 2000 feet can be gained with a significant headwind. At the top of the launch the cable is either released by the pilot or by the glider automatically.

How Safe Is Gliding?

Gliding is a very safe sport. Like driving a car, it is only as safe as you make it. Yes, there are risks just like in any other activity, but the risks are understood and catered for; procedures are put in place and religiously followed to make sure that the risks are minimised. Our self-preservation instincts are just as strong as yours! Before a glider is permitted to fly on any particular day, it must be carefully inspected by a qualified inspector. Furthermore, the gliders are put through a thorough inspection every year where the gliders are disassembled and checked.

All of the Club's instructors are experienced pilots that have undergone rigorous training and testing that is supervised by the Gliding Federation of Australia. You learn to fly at your own pace and the more advanced aspects of flying are only introduced as you are ready for them. The Club's aim is to produce safety conscious and competent pilots. Someone who flies regularly (about once per fortnight) can expect to go solo after around 10 hours of flying. There are no minimum time requirements; once your instructor is satisfied that you have reached the required standard, you are given the opportunity to go it alone!



I Don't Feel So Good (an Air Sickness FAQ).....

Q. I've heard that people get air sick in gliders - is that true?

A. Unfortunately it is, our human bodies are used to living in a 2-dimensional world with limited amounts of 'up' and 'down'. Our flying confuses the brain with lots of conflicting 3D movement signals from our eyes and the tubes in the inner ears - this leads to air sickness.

Q. What steps can I take to reduce the possibility of air sickness?

A. Keep hydrated, don't eat a big meal prior to flying, wear a hat, stay in the shade as much as possible and don't fret about it. When flying focus on things outside the aircraft.

Q. What happens if I feel ill in the aircraft?

A. Let your instructor know as soon as you start to feel any discomfort and s/he will be able to land the aircraft as soon as possible. The time between feeling discomfort and full-on airsickness can be quite short with some people so do not hesitate to let the instructor know how you feel. All training aircraft have air sick bags for use by pilots.

Q. Is it possible to overcome air sickness completely?

A. Yes, but the time it takes will vary dramatically from person to person and may depend on how often you fly. Some people adjust to flying in a day, others take a very long time. Very few people never adjust completely but are able to ensure it doesn't get in the way of their enjoyment of the activity.

Q. Why are instructors and other experienced pilots impervious to air-sickness?

A. Actually they aren't. In fact your instructor was probably in the same position you are when s/he started their training. Almost everyone goes through this stage as their bodies learn to adapt to 3D movement.

Q. Are there any medications which can help with air sickness?

A. Qwell tablets are often used to combat air sickness, but they need to be taken several hours prior to flying in order to be effective and may induce drowsiness.

Ginger derivatives (tea or powder) may be effective for some people. The best counter for air sickness is experience! Once your brain learns how to interpret what is happening the problem will go away.



Know Your Checks

Pre Take Off Check - CHAOTIC

Performed by Pilot in Command.

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

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

Pre Hook-On Check - CARD

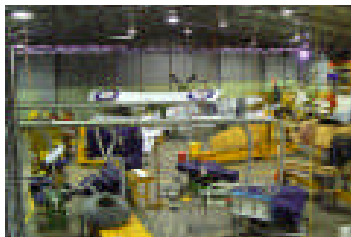
Performed by Launch Crew.

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

Diary Dates

Adelaide Uni o-Week	22 - 26 February
1st Semester	1 March - 18 June
Adelaide Cup Holiday	Monday 8 March
AUGC AGM	Sometime in April (watch augc-people for an announcement)
Easter Weekend	Friday 2 - Monday 4 April
Anzac Day Holiday	Monday 26th April

Aircraft Maintenance Program



Please lend a hand with the following tasks...

Pukatek (KRO)

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

Club Libelle (GMI)

No known issues - Form 2 due Q1 2010.

Arrow (GNF)

Aircraft has been moved to Cathy's property outside Mount Barker. Repair work will continue through the year.

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

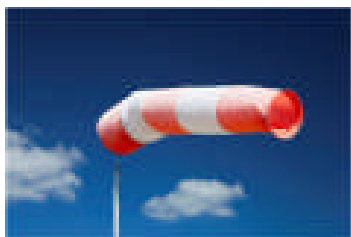
MotorFalke (FQW)

The Motorfalke has completed the 30 year inspection and a subsequent 100 hourly inspection. Starter motor has been repaired.

Standard Libelle (GTX)

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

Airfield Maintenance Program



Runway / Taxiway Marking

The tyres that were cut up and painted have now been placed to mark runways. More tyres need to be cut and painted.

Winch

A new mechanical fuel pump has been purchased for the back engine. The Winch front engine is not running well, and may need a new head gasket (or perhaps a new engine). The fuel pump wiring in the front cabin is faulty - do not try to start the engine unless you hear the electric fuel pump operating (or your effort will just drain the battery).

Slash and Burn

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

Windsock

Both windsocks are serviceable.

Fire Trailer

The fire trailer has been fitted with a new gasket and is operational.

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

New Hanger Construction

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

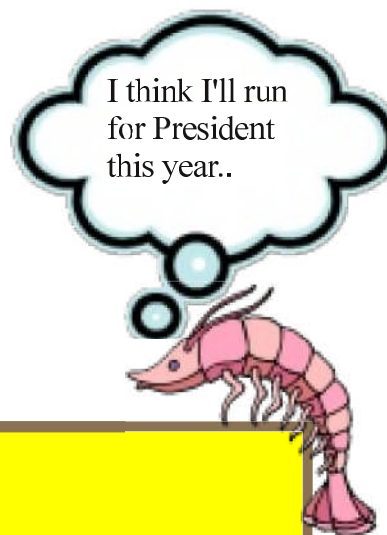
PAYMENT OF FOOD & FLYING

Everyone please note that:

Payment for FLYING goes into the beige cash tin.

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

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



SUMMER'S HERE

Don't be a prawn, remember:

SLIP - on a long sleeve UV protective shirt,

SLOP - on high SPF sunscreen and regularly reapply it

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

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

SLIDE - on UV filtered sunglasses.

Flying Calendar

February



Stonefield Airfield Facilities)

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
UNI O-Week, help needed for Club display!						

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>.

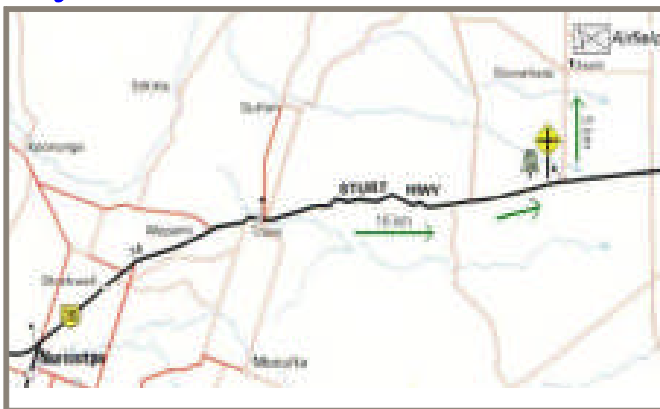
You can also get the latest newsletter and up to date news on what is going on at the Club's web page:

<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:

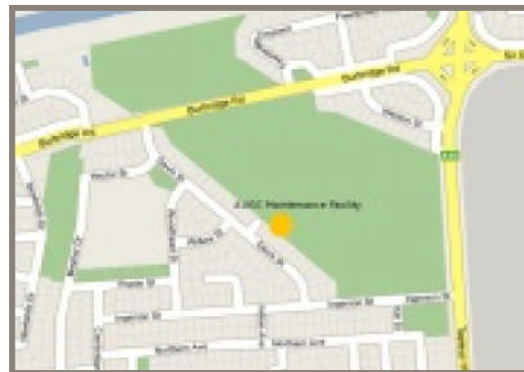
<http://booking.augc.on.net>.

You can either drive up yourself by following the map at left, or the contact person can arrange a lift to Stonefield either from the Adelaide University footbridge (meet at 7.15am to leave at 7:30am), or from the Caltex Service station on the corner of Montague Road and Main North Road (meet at 7.45am to leave at 8:00 am).

Help 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:	Catherine Conway	0429 803 705	treasurer@augc.on.net
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