

Uni Gliding January 2014

Uni Gliding

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

Editorial

Hi all,

By the time you all read this Christmas will have been and gone, I hope you all had a fantastic time and Santa brought you what you asked for. Personally asked for 10kt days all year, so we'll see...

This months edition we have the usual club information and reminders plus a few bonus articles, check out Leigh Killmiers' first solo write up on Page 8 - a great reminder to those of who did that far too long ago how exciting that first solo is!

But the most exciting news of all is the first of our K8's is airworthy!! So its time you all came up and took it for a fly.

Great photo contributions from Kym Van Wessem and Teal Evans, keep them coming everyone.

Stay safe and see you all in the air!

Sarah

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

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

Diary Dates

SAGA Coaching Week @ Stonefield : January 19th - 26th

Club Class Nationals @ Waikerie : January 1st - 11th

Gee Dale Coaching SA : January 24th - 28th

From the President

Redmond Quinn



Recently we have had a busy period with more to come.

Our summer soaring season got an early start when a group of pilots took the Astir and PIK over to the annual Khancoban gathering at the beginning of November. Flying over the Snowy mountains and Mt Kosciusko is serious fun, but not for the feint hearted! Now we have pilots heading off for the Australian Juniors championship (Joeyglide) – good luck.

A dedicated AUGC cross country flying event will be held at Stonefield between Christmas and New Year. Sarah is organizing the event. Give her a call and get in some fun flying over the break.

We held our annual club dinner recently. A great night was had. During the evening the club's annual awards were announced. I would like to congratulate (or commiserate as the case may be) all the recipients.

We have had a bit of a shakeup in our committee recently. Cath Conway has resigned as Secretary and Tom Wilksch as fifth member. I would like to thank Leigh Stokes and Derek Spencer for stepping in to fill the respective roles till the next AGM. I would also like to thank Catherine and Tom for their contributions through the year.

A big effort is needed in the short term to get the new hangar to a stage were aircraft can take up residence. Keep an eye on the club e-mail listing for when we request help. Those who have been going to West Beach will have seen our new trailer progressing steadily through the year. This is an open trailer and it has been designed to accommodate any one of the club aircraft. Once the trailer is in service we will be able to operate our K13's cross country opening up a new era of cross country training. I would like to thank Derek Spencer for his extensive effort getting this project off the ground.

The second K13 (VH-GQC, formerly I-GIRI) is nearing end of inspection and is now on the Australian aircraft register. We hope to have this aircraft operational mid January. We will need help at West Beach over the next month to get it completed.

We will be displaying a glider and doing some serious marketing at Uni during 'O' Week from 24 to 26 February. Any help you can give to rig/derig the glider or man the desk will be most appreciated. Please keep the dates free.

Safe Soaring



K8 Arrives at Stonefield!!!



Photo: L Stokes

Annual Awards Night

Sarah Allen

This year the clubs Annual Awards Dinner was held at The Excelsior Hotel in Brompton. We had a fairly small but enthusiastic showing, big thanks to Tom for organising, the food was enjoyed by all, even by one troublesome vegetarian!

The awards list goes as follows :

“The Harley Award” - for the most meritorious cross country flight of the year
Derek Spencer - 700km in the Pik

“The Duncan Award” - for the most improved pilot



Photo: S Allen

Leigh Stokes - for converting to the entire airworthy fleet, multiple x-country flights, aerobatic rating, passenger friend rating, etc, etc....



Photo: S Allen

“The Keeping It Up Award” - for keeping us in the air

Derek Spencer - for his tireless work at West Beach building trailers, fixing gliders and at Stonefield for driving the winch for days on end



Photo: S Allen

“Winch Engineers Award” - for looking after the winch ... obviously...

Leigh Stokes



Photo: S Allen

“Wildlife Award” - for the massacre of innocent creatures

Dennis Medlow - for playing chicken with a kangaroo on the way to the Flinders and winning



Photo: S Allen

“Creative Rim Award” - for the most ingenious way of destroying a wheel

Derek Spencer - for managing to seize the wheel bearing on the winch truck wheel

“Can’t Keep It Up Award” - no matter how hard you try, sometimes it doesn't work, and someone is always watching!

Tom Wilksch - Outlanding 7km into a declared x-country flight

“Wheels Up Award” - for having the lever in the wrong place at the wrong time

Catherine Conway, Sarah Allen, Derek Spencer - for inadvertent activation of the NOAH system in Cath’s new Ventus

**This particular incident requires a little explanation.*

Cath arrived at the airfield with her sparkly new Ventus 2 all rigged and ready to go at the launch point. Very generously Cath offers myself (Sarah) the opportunity to sit in the glider. Obviously I graciously accept and within seconds of leaping into the glider I’m pulling at every lever and pushing every button I can.

Unbeknown to me the labels in the glider didn't QUITE match up with their knobs and what I thought to be the rudder pedal adjustment knob was actually the NOAH release (glider ejection system) knob...Oops...

Thankfully I wasn't propelled sky high and nothing appeared to have been activated so I sheepishly exited the glider and went back to minding my own business.

Cath then proceeded to line up for a launch but when she reached H in her CHAOTIC check, she realised that when I had pulled the NOAH release knob it had actually released the harness and she was not going to be able to fly without finding out how to reset the system. (I was starting to feel pretty guilty at this time).

Whilst silently cursing me Cath hooked the glider onto the car and began towing it back to the hangars to fix the problem. Things weren't about to get better in a hurry, however. Halfway back to the hangars and oh dear, the brand new sparkly Ventus has a flat tyre. We tied it down where it was and packed up for the day, we'd fix the tyre and put the poor thing back in the trailer tomorrow!

Next day Cath had the tyre fixed and the glider ready to go back in the trailer, the only thing she couldn't quite do is retract the undercarriage. Derek!!!

Derek, aka 'the strongest man alive', came to the rescue and was there to help a damsel in distress. Upon initially trying to lower the undercarriage Derek remarked that it was pretty tough, to which Cath responded "try harder!!". Derek obliged and **BAM!!** The ejection system was activated!!!!

So in conclusion it was a series of small incidents that led to the final activation of the NOAH, ironically all quite lucky as it turned out that there was an issue with its installation that could have posed a potential safety issue.

Moral of the story - know your knobs.

When Leaving the Airfield...

Please remember to...

- **CHECK CARS FOR RADIOS, FLIGHT SHEETS AND OTHER CLUB EQUIPMENT.**
- **ENSURE ALL KEYS ARE RETURNED TO THE KEY BOARD IN THE CLUBHOUSE.**
- **TURN OFF HOT WATER, LIGHTS AND ALL UNNECESSARY ELECTRICAL EQUIPMENT.**
- **SECURE HANGER DOORS.**
- **LOCK THE HANGERS & CLUBHOUSE & BUNKHOUSE.**
- **LOCK THE FRONT GATE.**

First Solo

Leigh Killmier

Just like the two flights earlier today, and for many number of launches over the past 4 months, Redmond briefs me with the aim of the instructional flight and clears me to take control of the aircraft. “Your aircraft” I hear over my left shoulder. Something is different. Redmond quickly follows up with something along the lines of, “and you won’t be needing me!”



Photo: K Van Wessem

The words and that are running through my head probably aren’t suitable for print. I’d been comfortably flying for a number of flights – not great flying I’m sure – but enough that I felt confident in being able to launch, fly around and land, and deal with anything the winch may try and throw at me. More importantly I guess that Dennis, Sarah and Redmond were also confident that I was capable. However, having your safety net ripped out from you less than two minutes before you are about to take off, into the air, in a plane, with no engine, on the end of a wire cable, all by yourself... is, well, a little unnerving. “So this is it,” I thought to myself, after finishing the radio call and giving my thumbs up to the ground crew. Eight hours and 40 launches had prepared me for this.

The launch went reasonably well. The wind was coming almost directly from the left, and my cross wind correction wasn’t too flash. Hitting some wind or thermal at 1500ft bumped the back release, and I was soaring. It was amazing. Carrying one less person, the K-13 seemed to respond quicker and easier to my inputs. Still with the uneasy nervous shakes, I circled just off to the south of the airfield in a spot that would allow me to easily join the circuit when required. Not losing any real height, at the end of a nice November day, I had a chance to take things in briefly; the hills up to Truro and the farmland down towards Sedan.

Soon enough it was time to land – pre-landing checklist done – and reasonably well placed for a right-hand circuit on to Runway 05. Quite nervous, I think my radio call was about as clear as the Murray River, which was just visible out to the East. Aviate and Navigate come before communicate, so I just continued flying. I figured someone would eventually work out I took the *easy* option, landing directly into wind and will come and get me with a car.

Entering final, maybe a little high over the Church, I think I was close to praying that this landing was going to go well. Thankfully it did! Kim even came and collected me too!

Pulling up to a stop on '05 I just sat there for a few minutes. First it was massive relief, then came that pretty bloody awesome feeling you get when you reach the top of a mountain or the day you finish school! I had just flown all by myself and I think I was still alive! Nothing was going to wipe the smile off my face that evening, nor the dashes on my beer tab that night.

Massive thanks to Sarah and Redmond for spending so much time with me in the air and on the ground (and inverted too – both intentional and accidental). Also to Greg for taking me on my first small adventure away from the airfield and Peter persisting with me as I trained myself out of some very interesting “clutch foot” landings. And a big thankyou to all the ground crew who help make flying possible!

Looking forward to spending more time in the air ☺



Photo: K Van Wessem

Safety Management System

Dennis Medlow

You may have heard the phrase ‘Safety Management System’ or ‘SMS’ being used around the Club for a while. This refers to a GFA-wide effort to systematically analyse and control risks associated with our sport. This article provides some information that you need to know about the SMS for AUGC.

Firstly what is a ‘safety management system’?

Safety: the state in which the probability of harm to persons or property is reduced to, and maintained at, a level which is acceptable through a continuing process of hazard identification and reduction.

Management: requires planning, resourcing, directing and controlling. So, safety management involves managing our organisation’s activities in a systematic, coordinated way so that risk is minimised.

System: a coordinated plan of procedure.

Safety management has been described as ‘organised common sense’. (CASA 2012). It is really a way to define & document the safety management practices of an organisation. SMSs will exist at several levels in our sport at a Club level such as AUGC and at a national level for GFA.

This is all not without cost – there has already been many hours of work put into this SMS by GFA at a national and regional level, the Club’s CFI and the Club’s Training Panel. There is also future effort required on the part of each member to understand the Club’s SMS and the role they play within it and to execute that role as required. There will also be costs of additional safety equipment where these are identified as necessary to reduce risk to an acceptable level. However the cost of not doing these things can be far higher – and may result in injury or worse.

The SMS is just one part of our Safety Culture. The key attributes of this culture are:

- FLEXIBLE** An organisation can adapt in the face of changing operations or new risks danger.
- INFORMED** People in the organisation have current knowledge about the human, technical, organisational and environmental factors that determine the safety of the operation as a whole.
- JUST** There is an atmosphere of trust. People are encouraged (even rewarded) for providing essential safety-related information, but they are also clear about where the line must be drawn between acceptable and unacceptable behaviour.
- LEARNING** An organisation must possess the willingness and the competence to draw the right conclusions from its safety information system and be willing to implement major reforms.
- REPORTING** An organisational climate in which people are prepared to report their errors and near-misses.

(Adapted from CASA 2012)

That last one (reporting) is very important –it might be natural to try to cover up our mistakes, after all we don’t want to expose ourselves to criticism or ridicule. However in a safe & just environment mistakes are learning opportunities that must not be used to belittle or ridicule a person. We can’t learn from situations that are never reported, nor can we identify trends in behaviour that might otherwise be hidden in everyday ‘noise’ if outcomes of that behaviour are not reported.

An incident report must not be considered a ‘bad’ thing. It is nearly always an opportunity to improve our systems and practices – and actions arising from it might just save someone from potential injury (or worse) in the future. Spare copies of the reporting form are included at the back of the SMS and can also be downloaded from our Club website.

It is just as important however to understand that there is a difference between honest mistakes and wilful actions that are intended to flout organisational rules. The former are treated as learning opportunities, the latter (where there is evidence of a conscious violation or intentional reckless or negligent behaviour) are treated through our disciplinary processes.

So what does our SMS consist of?

A Safety Policy

Firstly it is our Safety Policy – a high level declaration by the organisation that it will provide a safe environment. This means all members as part of the AUGC must actively work towards supporting the policy. This is not just a responsibility of the Executive, the Training Panel or Instructors – it is the responsibility of **EVERY SINGLE MEMBER** to contribute to the safety culture, by understanding the SMS and contributing to risk identification and mitigation.

Our Emergency Response Plan (ERP)

This has been around for a while now and is now incorporated into the SMS. There hasn’t been any significant change to the ERP at an organisational level. The SMS document now incorporates a space for your ‘personal ERP’ – a list of key actions and contacts for you (or others) to use in the event of an emergency.

Mechanisms for Risk Identification & Treatment

Secondly it is a Risk Identification and Analysis process – a well-defined procedure that allows **anyone** to identify hazards and their potential risks that must be considered and (if necessary) treated by the organisation to reduce the level of risk to an acceptable level.

<p><i>A hazard</i> is anything which may cause harm to people, or damage to aircraft, equipment or structures. Examples of aviation hazards are: bad weather, terrain, wildlife activity near an aerodrome, FOD, contaminated fuel, poor workshop practices and fatigue. (CASA 2012)</p>
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Many people confuse Hazards and Risks. Generally, the *hazard* exists now: while the *risk* associated with that hazard *might* occur in the future. A large number of white ibis at the landfill centre adjacent to an aerodrome is a present hazard—they are sizable birds. The future risk is that if they are involved in a bird strike causing damage to an aircraft.

We capture the information about hazards at AUGC in our Hazard Log, a copy of which is in the SMS folder at the Clubhouse and is also incorporated into Annex C of the SMS document.

Safety Assurance

The safety assurance element of the SMS is how we know the SMS is working. It involves regular reviews, audits and surveys by the Club Safety Committee (SC) of hazards and incident reports – including those from other organisations such as the GFA or BGA or ATSB.

The Club Safety Committee also considers changes to operational procedures and equipment from a safety perspective to ensure that changes introduced to the organisation don't bring any additional unacceptable risks.

The SMS itself is reviewed on an ongoing basis and will be updated as required.

Safety Promotion

Safety Promotion in the SMS is how we communicate and promote the SMS to our stakeholders. We do this by promoting & explaining our SMS (which is why you are reading this article now) as well as emphasising particular elements in briefings, in newsletter articles, in messages to our e-mail lists and in meetings and training sessions. An important part of disseminating the SMS information is the new requirement for every member to acknowledge in writing that they have read the SMS on an annual basis.

The Club understands that everyone plays a vital role in the creation of a positive safety culture and that their involvement and support of all aspects of Safety Promotion is essential. Promotion of safe practices and risk identification is not just an instructor responsibility – every member, even every visitor to our facilities is encouraged to play a part in the process.

The GFA will also play a part in safety promotion at a national and regional level through information disseminated by email and through publications, as well as organising local events such as the Safety Seminars. AUGC will ensure information on such events is distributed to our membership via the usual email and newsletter channels.

So What...?

OK, so what does that mean for you as an AUGC member? There are some things you need to do right now and some things you need to do in the future as shown below...

What you have to do now:

Read the SMS available on the Club website. Ensure you understand the processes and the existing risks and controls. Ask for clarification if required. Print out and sign the declaration to say you have read and understood it and send a copy of the signed form to the CSO (currently the CFI at email address cfi@augc.on.net).

What you have to do going forward:

If you identify any hazards that are not in the SMS, complete a Safety Hazard Report Form (SMS Form 1) available from the website, or use the form in the SMS booklet or the SMS folder in the Clubhouse and forward it to the CSO (currently the CFI at email address cfi@augc.on.net).

If the hazard results in an incident or accident, ensure it is also reported to the GFA IRIS system and to the CFI. Guidance on this is provided in the AUGC SMS document.

What you have to do every year in the future:

At membership renewal time (or no more than one year after you signed your previous SMS declaration) you need to reread the SMS and the hazard log as it exists at that time and sign a further declaration, forwarding it to the CSO. (Doing this at the same time as your medical declaration means you solve two operational requirements at the same time.)

Finally...

The introduction of the SMS is intended to bring business-like approach to safety by defining a set of procedures that enable proactive identification and analysis of hazards and risks. Like all human systems it relies absolutely on the input and adherence to the procedures by us – which will require an investment in time and effort that we might otherwise not have made in the past. The end result however should be an overall reduction in risk, and that is a good result for all of us.

References

CASA 2012, *SMS for Aviation—a Practical Guide, Safety Management System basics*, Civil Aviation Safety Authority, Canberra.



Like the View from the Backseat?

AUGC is in need of instructors!

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

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



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

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

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

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

Visitors on the Airfield

Quite often we have visitors on the airfield. Sometimes they are people we know, friends that are up for a flight, pilots from other clubs, family etc. Sometimes they are complete strangers to us, people that might have heard we existed and came out to see what this 'gliding' thingy is.

Regardless of who they are and what their purpose for the visit is, we owe it to them to ensure that they are safe whilst they are on the airfield. This responsibility is shared by all members on the field at the time, it is not something automatically delegated to instructors, club officials or the elusive Duty Pilot. Everyone has a role to play here.

So what do we need to do?

We need to ensure that all visitors are briefed on the limits of their movements on the airfield, i.e. where they can and cannot go. They should be briefed to stay well away from the winch cables and winch tie down points, and not to enter a runway unless they are escorted by the person they are flying with.

When people are on field they will probably want to take photographs from areas that are not safe. If you see someone in an area where they should not be then remind them politely that they need to return to the correct area.

We need to make sure that physical barriers to control visitor movement are in place such as the plastic barricades around the tie down points. Equally the areas where visitors should be (such as the piecart) are located in an area a safe distance from any conflict with operations.

And finally dont forget to make them welcome, answer any questions they might have and assist with directions to facilities, water etc.



New GFA Operational Documents

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

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



EFTPOS @ AUGC

Electronic payment technology in the form of a mobile EFTPOS terminal has finally found its way into AUGC. The new terminal allows processing of credit and debit cards on field with a printed receipt. The use of the terminal allows everyone to settle their flying at the end of each day so there should no longer be any debts being accrued by members.



New GFA & Club Paperwork Processes

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

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



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

Members are encouraged to photograph forms and flight sheets 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 .

Aircraft Maintenance Program



- **K13s: (GQC), K8s: (GQU) and (GQW)**
K-13 GQC is in need of some minor wood repairs and finishing of the instrument panel.
The first K-8 is ready to go at Stonefield.
- **Single Astir (KYR)**
No known issues.
- **Pik 20D (WVA)**
Will be having an undercarriage alarm fitted soon. The PTT on the control stick has been reinstalled.
- **Arrow (GNF)**
Repair work continues. There are a number of woodwork & fabric repairs to complete - an excellent opportunity to gain skills in wood repair techniques.
- **MotorFalke (FQW)**
Currently out of service whilst undertaking a range of maintenance items.
The engine has been reinstalled.

Airfield Maintenance Program



The tracks have been installed in the club hangar and all aircraft have been removed from the private hangar. The doors will be installed in the new year when the steel can be purchased. It will require the electricity to be connected at some point.

The new windsocks have been installed. They look fantastic and should last a long time.



Photo: L Stokes

AUGC on Facebook



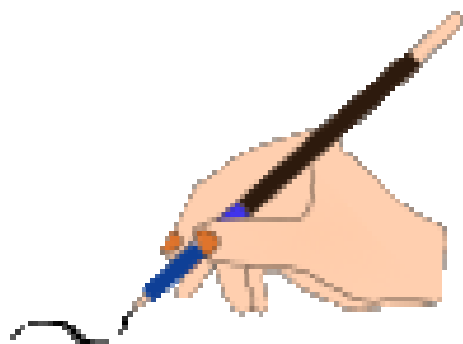
Don't forget to check us out on Facebook for all the latest in what's going on in your club. Post all your gliding and gliding related photos to keep us all inspired!

AUGC on Twitter

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!

Calendar

January



Photo: Teal Evans

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



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

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

Stay In Touch

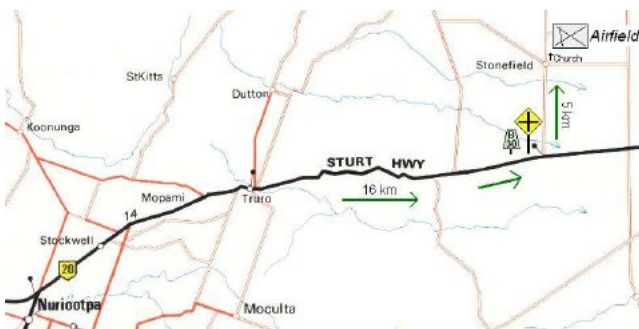


The club has an email group address, augc-people@lists.internode.on.net, that is used to either discuss or arrange things within the club. If you want to stay in touch with the club, subscribe to the mailing list by filling out the online form at: <http://lists.internode.on.net/mailman/listinfo/augc-people>.

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

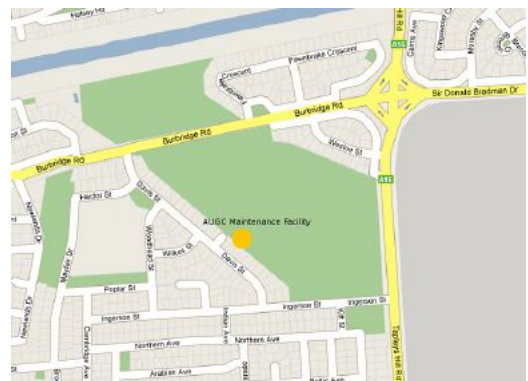
Fly This Weekend



Want to go flying on the weekend? You must ring the club contact person on the **Thursday before between 8.00pm and 10:00 pm on 0412 870 963**, (or by email: [con-tact@augc.on.net](mailto:contact@augc.on.net)) so that they 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 7:30 am), 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 at West Beach

West Beach is where we carry out the maintenance and repair on our gliders and equipment. There are usually volunteers working down there on Monday and Tuesday evenings. The entrance is at the end of Foreman St, West Beach. So you want to help fix the gliders 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

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Social Convenor:	Derek Spencer	0439 028 065	social@augc.on.net
Exec Member:	Jamon Barnes		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
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