

# Uni Gliding

Volume 17, Issue 1, March 1992 - Special O'Week Edition

Edited and compiled by Gary Hill, with assistance from Bradley Gould.

An official publication of the Adelaide University Gliding Club Incorporated.

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A special introductory meeting has been planned for  
WEDNESDAY 11th MARCH at 7:30 pm  
in the JERRY PORTUS ROOM, Lady Symon building, north western section of  
the Union building. Enter via the western end of the cloisters.

At this meeting we will show a short video on gliding and hear short talks from some of our members about their experiences and how we can TEACH YOU TO FLY. Refreshments will be provided and there will be plenty of opportunity for you to get to know us better through informal discussion and telling of all the best flying stories.

## President's welcome...

Welcome to all new members, and of course the old ones. 1991 was a good year with the club attending over 10 regattas and competitions, and all our pilots did well. 1992 looks even better, with the addition of the Super Arrow to our fleet, we should be able to increase the number of hours flown this year to over 2500. With the number of instructors reaching almost biblical proportions (i.e. more than 2) we should fly every weekend, hold more flying camps, and train even more people how to fly. Of course the best way to learn about flying is to actually do it, so come on up to Lochiel, and fly.

Bradley Gould, President AUGC.

## Editorial and recent club news.

Welcome to this special Orientation 92 edition of Uni Gliding. This issue is the Gliding Club's version of the O Guide. In it you will find out who we are, what we are all about and what you can expect during your time at Lochiel. If you are unsure about something you see whilst on field then ask one of the regular members. Remember we were all raw beginners once and so are looking forward to meeting you and making your gliding experiences as great as ours were.

As new members I urge you to use your free flights to have a go at flying. But don't stop there, remember we are here to train you to become competent pilots. Our club is probably the cheapest place you can learn to fly. Gliding time also counts toward a powered licence should you ever decide to attempt one, so if you have learnt to glide first that should save you some really big bucks.

As an extra special attraction, we are borrowing a motorized glider from Gawler for the first weekend after O Week. A guaranteed 30 minute flight in the "Motorfalke" will cost you about \$25-30. After such a flight you will have seen how the glider works and will be controlling it under the instructors supervision. Of course our regular two-seaters will be there too for you to have your free flights.

Now onto recent club news. The future of our club depends on recruiting new members, so here they are. **Doug Shields** is a local from Kadina who has been training regularly since the state comps. **John Dunstall** has taken up the challenge of flying and recently his daughter **Penny** and son in law **Peter Stevens** took trial flights and decided to join as well. **Paul Tyrrell** has recently rejoined the club. I hear a rumor that Paul was an AUGC member back in the early days. **Justine Thompson** is an aerotow pilot who spent a day at Lochiel recently and got her winch rating then decided to join the club. Now that you have discovered the "wonder of the wire" we hope to see more of you. **Craig Muldoon** is also a recent addition to our ranks. Our club has developed an international flavour with the arrival of two Germans and a Frenchman. **Ralf Boehler** and **Rainer Arelt** are students from the Akaflieg club in Germany, on work experience at Flinders Uni. Both fairly experienced, they have now tried out all our club gliders. **Bertrand Hochet** is working temporarily at the Dept. of Elec. Eng. and spent a weekend on field recently. An experienced hang glider pilot trying gliding for the first time he was soon thermalling quite well which gave me a rest in the backseat!

The State Comps were held at Lochiel from 14-22 December and were thoroughly enjoyed by all, with our very own President **Bradley Gould** taking out the Standard Class Competition. Well done Bradley. Congratulations to **Bernhard Eckey** of Balaklava G.C. for winning Sports Class and to **David Conway** who was a close second in both classes.

Many of our pilots have been gaining new ratings and endorsements, so here goes. I hope I haven't missed anyone out, if I have let me know and accept my sincere apology!

out. Cathy was even rumored to want to trade her beloved Boomerang in on one! I spent a day at Gawler recently and got my Aerotow rating and conversions to the Twin Astir and Hornet. Thanks to Ralph Henderson and Frank Johann for their training and advice.

**Andrew Huggins** and myself are now the clubs' latest Air Experience Instructors. Andrew has also completed his 50km cross country, flying to Crystal Brook and part way back before outlanding. **Terry Gould** got his 50 kms by making Crystal Brook. **David Hulse** made it to Crystal Brook, wasn't convinced he had gone that far so went on to Gladstone where he outlanded and spent the rest of the afternoon enjoying the local hospitality while his crew arranged to pick him up. David has also flown Gawlers' Discus.

**Jaeson Hollands** has flown the Libelle and Hornet and **Adrienne Walker** the Libelle in which she has also achieved her Silver height gain (1000 metres) with a flight to 6800 feet.

In case anyone is wondering why **Brenton Hill** isn't flying anymore, it's because he has taken a job at the Ranger Uranium Mine at Jabiru in Kakadu national park, NT. And in case you wonder where I am during and after O'week well I'm going up with him for a holiday.

When I get back from my trip I hope to see a lot of new faces on the airfield. I look forward to meeting you and perhaps taking you for a flight. If you come up in the early weeks and strike a really busy day then don't despair, things will quieten down and you can get on with some serious raining or just come along to enjoy the view!

Gary Hill



David Conway has just finished the course on one day of the comps. Bradley Gould (far left) listens intently and plans his next move.

# General information about gliding and AUGC.

The Adelaide University Gliding Club can teach you to fly at possibly the lowest cost in Australia. We were formed in the mid 1970s to provide affordable flying for students. Our membership is not restricted to Adelaide Students, many of our members have continued flying with us after leaving Uni and we have a few members who have simply heard about us and decided to join up.

## The Cost

Only \$5 to join, (which entitles you to 3 free flights if you join during O-Week) \$2 per launch and 15 cents per minute for aircraft hire (20 cents per minute for single seat aircraft). That's only \$9 per hour! Non-Adelaide Uni students must join the Uni Sports Association - about \$50. Anyone who gets into regular training must join the Gliding Federation of Australia - about \$50 for a full time student at any institution and about \$100 for non-students.

## Our Airfield and Operation

We operate from our airfield at Lochiel, 130 kms north of Adelaide and arrange car pooling so that anyone can get there. We have two hangars and a clubhouse with bunk beds, kitchen and bathroom facilities. A wide variety of food and drink are available at reasonable cost. We fly virtually every weekend, public holidays and during Uni holidays we hold weekday camps.

## Our Aircraft

We own five aircraft, two twin seaters for training and three single seaters including a high performance fibre glass glider.

## Safety and Maintenance

We aim to provide a very safe gliding operation. Our instincts of self preservation are as strong as yours, don't worry! To that end we are careful about what we do and when we do it. Before each days flying our aircraft are thoroughly inspected to ensure that they are safe for flight. The pilot conducts various checks before and during flight to make sure all is in order. In addition each aircraft undergoes a major inspection every year in which it is pulled apart and very thoroughly checked over under the watchful eye of our qualified gliding inspectors, who have been trained to high standards by the Gliding Federation of Australia (GFA). Our instructors are also trained by the GFA so you can be assured of a high standard. Indeed one of our instructors has become an "instructor of instructors" and regularly conducts training for would be instructors from various local clubs.

## Training

Training is provided by our qualified instructors, some of whom are very experienced (up to 800 hours flying!). The instructor occupies the back seat of the glider and instructs the student in all aspects of flying. You learn to fly at your own pace and more advanced sequences are only introduced as you are ready to handle them. *The aim of our training is to produce a safety conscious, competent pilot.*

## Going Solo

A trainee who flies regularly (once per fortnight) could expect to fly solo after about 8-10 hours of dual flying (40-80 flights). There are no formal time requirements, once your instructor is satisfied that you have reached the required level of ability then you are given the opportunity to go it alone!

## Free Flying After Solo

Going solo is just the beginning! Our instructors continue to teach you more during dual flights but progressively you will be doing more and more flights on your own. After a few hours solo you could be converted to a single seater glider. What's more, the first 10 hours worth of aircraft hire that you log up after solo will be free, you will pay only \$2 to cover each launch cost. *This is a great incentive to continue flying and progress further!*

## Further progress

You can convert to better performance aircraft at our club and go fly other club's aircraft. Cross country flying during summer and gliding competitions are available. We can teach you how to do aerobatics (loops!). After at least 50 hours of flying you can be permitted to take your friends flying and later you could even become an instructor and pass on your knowledge to trainees, just as you once were taught.

Want to know more?

Ring the club contact person - **Bradley Gould : 3812072**

# How to go gliding.

## The beginning...

Every Thursday night the nominated contact person stays home between 8pm and 10pm, waiting for your phone call.

## “But I don’t have a car...”

The club operates a car pooling system for people in such a situation. You arrange with the contact person to be picked up at 7:00 am at the Uni footbridge or at 7:30 am at the Caltex service station at Bolivar. (just past the caravan park)

## “What should I expect when I get there?”

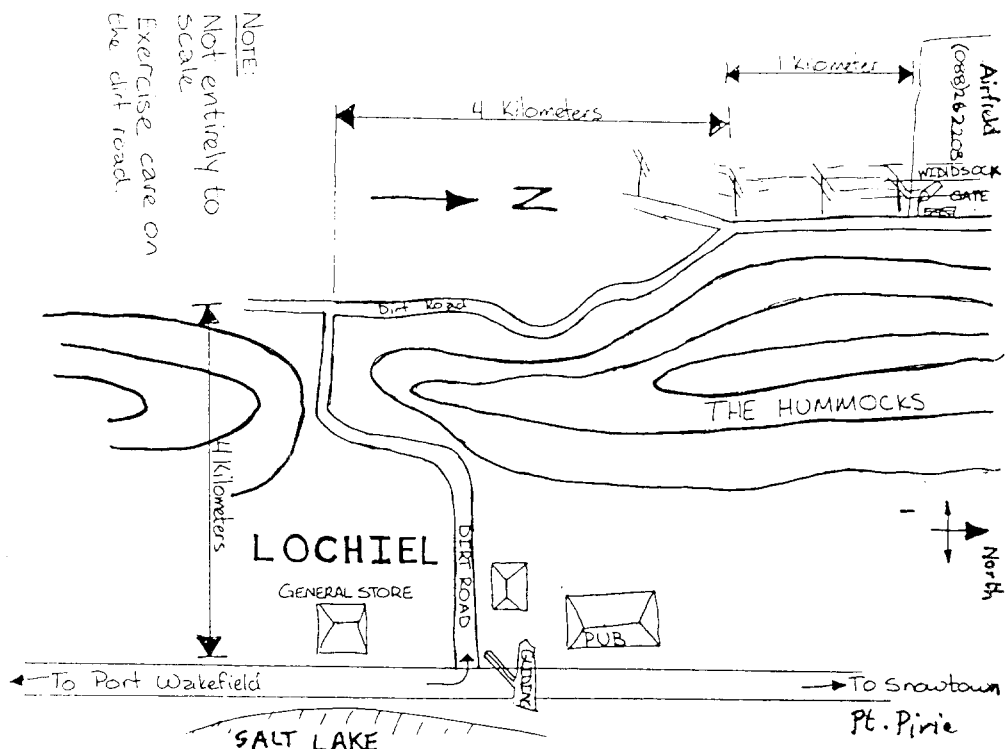
You can expect to spend much of your time out in the middle of our airfield, which is a local farmers paddock. When it’s hot, it’s really hot. When it gets cold, really cold. For hot days - hat, sunglasses, sunscreen. In cold weather - warm clothing. Waterproof clothing may be advantageous.

During your first days on field expect to be a little confused at times but remember we all went through it once and the best way out is to ask one of the regular members who will be glad to help out.

Thursday evenings 8-10 : Bradley Gould : 3812072

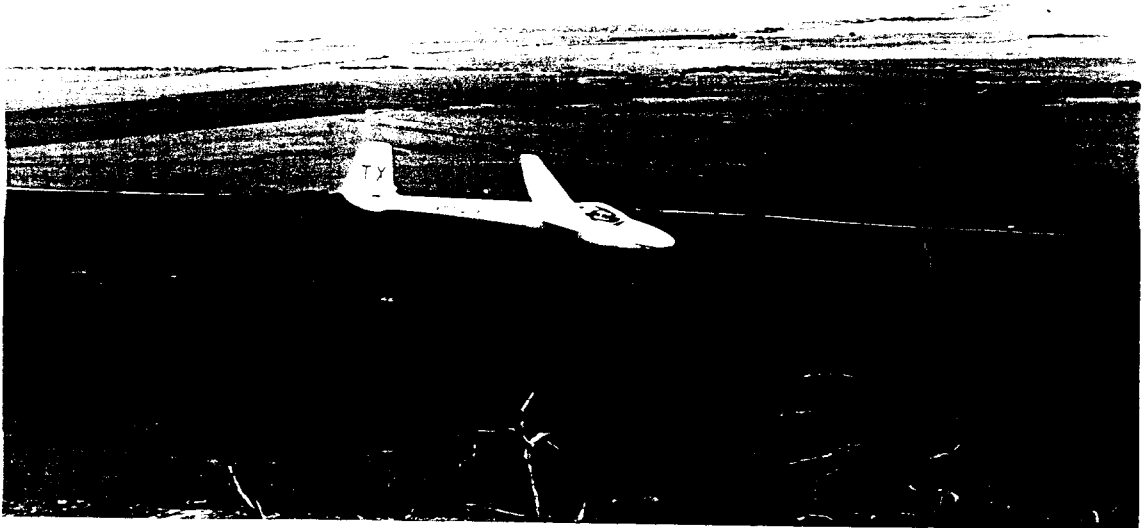
# How to get to Lochiel airfield.

Proceed North along the Port Wakefield Road, and several kilometres out of Port Wakefield, take the turn off to the right to Port Pirie/Port Augusta. About 20 minutes on you will reach Lochiel and then follow the map below.



## WINTER RIDGE SOARING

Flying continues right through winter at Lochiel - we go ridge soaring. Look at the picture on the next page - in the background you can see our ridge - 700 feet high running north-south for many kilometres to the east of the airfield. During winter we get a lot of N-Westerly, Westerly and S-Westerly winds. These masses of moving air must go UP and over the ridge as they head east - we fly up and back along the ridge in this rising air at heights up to 2000 feet, for as long as the wind prevails (usually all day). Or we can trade height for speed and fly very fast down close to the ridge top - as Peter Cassidy is doing in the picture below. The ridge is a great place to learn to fly as you can fly up and back in the lift for as long as you like!



Peter Cassidy ridge soaring at Lochiel. Mark Raftery is standing on top of the ridge looking back over our airfield which is beyond the aircraft in the middle of the picture. Peter is flying low and very fast in the rising air coming from the west and moving up and over the ridge.

### Quotes from the State Comps

*'Climb and glide.'*

- Andrew McGrath when asked what the trick was to cross country flying.

*'And so the student has become the master.'*

- Bradley ribbing Dave Conway during the comps. David had done most of Brad's instructing and had sent him solo.

*'I am doing very badly.'*

- Bernhard Eckey on the radio to the airfield when struggling very low and on the verge of outlanding during one of the days. He did manage to stay up and complete the task and went on to take out Sports Class rather convincingly.

*'< Much cheering and rejoicing.>'*

- Bernhard's opponents listening on the radio.

# My first cross country!

The day is overcast, however Catherine's weather report predicts good thermals to a six thousand foot cloud base. The weather so far during the comps has been similar with tasks set each day and completed by most pilots. The task today for wooden gliders is Lochiel-Gulnare-Brinkworth-return, one hundred and twenty kilometres. Andrew McGrath, sharing "TeX" with David for the week is free today, so I ask him to accompany me in the Bergfalke. He eagerly agrees. Final preparations completed, we are on the launch grid awaiting the start. Andrew offers me choice of seats, so I choose the back, where I have done most of my recent flying. The launches get underway. We are launched by the visiting Balaklava winch, but after release I cannot find any lift. We head over to the ridge and join four other gliders in a thermal which Andrew skilfully works to over three thousand feet. The start gate opens, so I set us up to approach and Andrew radios to the start observers "*Zulu Mike three thousand approaching start gate*".

We cross the imaginary plane in the sky running along one end of the airfield and they acknowledge our start "*Zulu Mike good start*". The race has begun. We chase David in "TeX" over the ridge toward Snowtown, sample his thermal then decide to keep going. My hopes start to sink with the aeroplane as we rapidly lose height in sinking air. "Oh well, at least I'll get my outlanding check out of this, if nothing else". Out of gliding range of the airfield I have a paddock selected out of the patchwork below and Andrew quizzes me on my selection and we discuss the relative merits of several of the paddocks. Down to about a thousand feet, we feel a bump and the vario indicates a gentle climb. I try to work the lift but we seem to be going nowhere so Andrew has a go. We stay put for what seems like a very long time until finally the vario starts beeping more consistently and indicates a positive climb. The thermal gets stronger; our spirits are restored as we see the ground once again thousands of feet below. I have another go at thermalling and this time get it right and achieve a good climb rate.

We ride the thermal till it dies out and then make a beeline for Gulnare, which we can see off to the north-east. Losing height again we repeat our low level struggle of before but then conditions seem to improve. With lots of height we race toward Gulnare. The terrain gets higher and this effectively increases our sink rate. I stop to circle in some suspected lift, but I am wrong and we lose more height and valuable seconds for my mistake. Closer to Gulnare Andrew takes over and I ready the camera for the turn point photo, our proof that we have actually been where we claim. Andrew pulls up into a big wingover and points the wingtip at the silo, which sweeps out of my field of view before I push the button. "*Missed it*", I yell. A steep turn to the left followed by a second wingover and our position is recorded on film. We are about one third of the way round, next stop Brinkworth off to the south. But our silo below has triggered a magic thermal so we climb rapidly back to many thousand feet before setting off.



Gliders await launch at the comps. From left to right: Boomerang(QZ), BergfalkeIV(ZM) (obscured), Libelle(TX), Boomerang(PN), Cirrus(GC) and Libelle(CY). Note the soar-

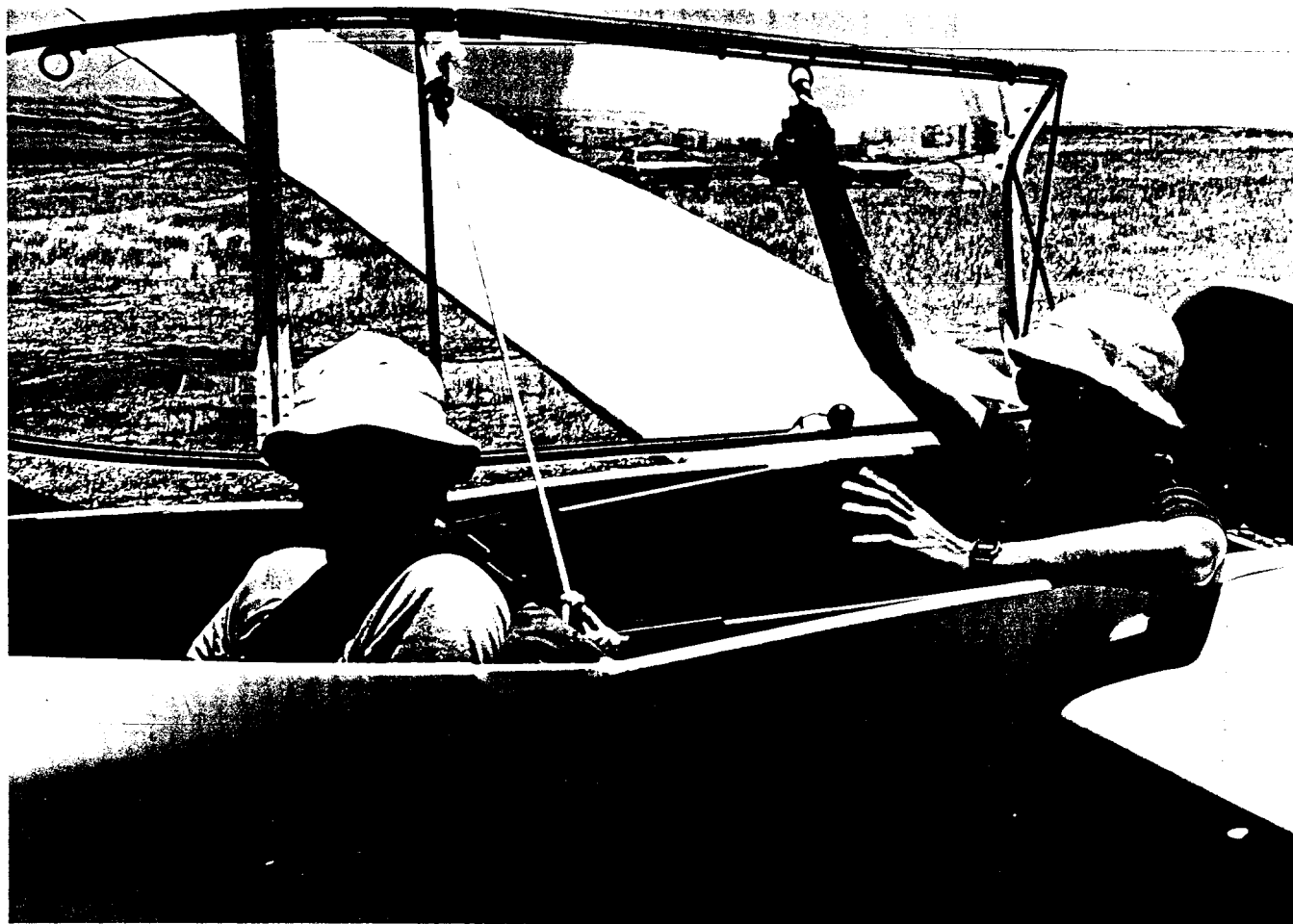
The lift gets better along the second leg of our journey, so I follow a straight course, flying fast and only stopping to circle in the very best lift. We make good time. Nearly to Brinkworth I have climbed to six thousand feet where the clouds have formed, so we can go no higher. Nearer to the turn I ready the camera and this time I get the shot first time. We can see the salt lake and ridge in the distance and feel confident about getting home. Some rough calculations in our heads tell us that we need to climb in the next thermal to about five thousand feet in order to have enough height to make it home in a straight glide. I fly through a couple of weak thermals, my earlier experience is remembered and I decide not to waste time trying them. A strong thermal is met, I circle and we climb quickly from four to five thousand feet.

We are near Snowtown and can see Barunga Gap getting closer as I stop circling and increase speed to seventy knots. We have plenty of height to play with so can afford to fly faster and accept a higher sink rate. Andrew yells for eighty knots and I respond by lowering the nose further. The airflow over the glider makes a loud noise and gives a good perception of speed adding to the excitement of the run home. Once through the gap it's only a few kilometres to home. I see Andrew pick up the microphone to alert the finish line of our impending arrival but don't hear his voice, just too much wind noise. Some bad air near the gap but we round to the left in front of the west side of the ridge with a thousand feet of height left.

Andrew sets us up for a straight in approach over the finish line and plans a spectacular finish. "*Gary, as we cross the fence there's something I need you to do.*" I struggle to imagine what it could be. He continues. "*Here, take your water bottle and pour it out as we go over the line.*" A manical laugh from the front seat. As usual, Andrew always the practical joker. So I cover Mark's camera and prepare to dump our "water ballast". The water turns into a fine mist as it meets the outside air and makes a spectacular stream behind the glider. It provides quite a sight for the people on the ground and prompts some joking remarks about us cheating by carrying water ballast in a "dry" competition. As we finally roll to a halt the line calls back "*Good finish Zulu-Mike.*" A great end to a fantastically exciting flight.

Our flight lasted a total of two hours, thirty five minutes. The time from start line to finish line was two hours, ten minutes, an average speed of about fifty-five kilometres per hour. We scored over seven hundred points, compared to the winner's thousand and actually beat one of the Libelle pilots after aircraft handicaps were applied.

I made this flight just over a year after going solo. So the moral of the story is - get out and start learning to fly. It's not hard and fun like that described above doesn't take forever to achieve!



Peter Temple briefs Ian Linke before the start of day 1 of the state comps. They are flying the club's Bergfalke IV, which Andrew McGrath and Gary Hill flew four days



“ Our past and future team up at the State Comps.”



Emilis Prelgauskas and Jaeson Hollands

Emilis founded the Adelaide University Gliding Club in the mid 1970s and for many years was the predominant instructor, airworthiness officer and general organiser. He trained our first solo pilot, Guy Harley and on one occasion conducted fifty-three training flights in a single day! Emilis nowadays runs the Adelaide Hills Soaring Group at Monarto and has accumulated several thousand hours of instructing, competition and general flying. He is often seen at Lochiel where he took Jaeson Hollands for a fly on one of the competition tasks during the state comps.

Jaeson is our youngest regular pilot, at sixteen years of age. He joined in 1989 with his Dad, Gary, and has logged about seventy hours of flying and has flown every aircraft in our fleet.

## Instructor Profiles

**Redmond Quinn.** Age: Doesn't matter. Flying hours: 300.

Redmond joined the club in 1980 and went solo on the 22nd November that year. He has been an instructor since 1983 and Chief Flying Instructor for a very long time. Earlier this year was made the inaugural life member of our club in recognition of his outstanding service over the last decade. He is an Engineer with SANTOS Ltd, is married to Sharon, they have four lovely children. His hobbies include using LPG cylinders to try to create a second Wilpena Pound, sideslipping and dodging winches driven by Martin White.

**Dennis Medlow.** Age: Older than the Arrow. Flying hours: 500.

Dennis, a former editor of Bread and Circuses, joined the club in 1982 and went solo that year and has been instructing since 1984. He works for TELECOM where he oversees Cathy Conway. His hobbies include flying powered aircraft, which he finds much easier to thermal, objecting to people calling him 'Dippy' and sitting naked in the clubhouse playing with his portable computer. (we have photos to prove it!) The silliest thing he ever did was send Peter Cassidy solo.

**Peter Cassidy.** Age: Cuban Missile Crisis. Flying hours: 382.

Peter joined in January 1987, soloed in April 1987 and has instructed since early 1991. His favourite aircraft is the LS3, his least favourite the Twin Astir. Employment: "I could tell you but then I'd have to kill you." The silliest thing he ever did was fly solo, followed closely by lifting a Twin Astir and doing in his back, requiring an operation and weeks in bed being nursed by Agata.

**Mark Raftery.** Age: 29. Flying hours: 345.

"Mark of the famous green Falcon" joined in 1983, went solo in 1984 and has been an instructor since 1986. He holds a PhD in Organic Chemistry from the University of Adelaide, where he presently works as a postdoctoral researcher on the project to extract antibiotics from frog skin secretions. His favourite aircraft : The Boeing 747!?

**David Conway.** Age: 28. Flying hours: 650.

David started flying in January 1984 and soloed in June 1984. He has been an instructor since April 1986 and recently became an NGS Instructor, an honour bestowed upon only a chosen few. He owns the sacrificial burning Commodore and enjoys flying the LS3 and CAP-10. His favourite saying is "...it really was the wind." The silliest thing he has done was throw Andrew McGrath in the sheep trough.

**Andrew McGrath.** Age: "37". Flying hours: "Weeks and weeks."

Andrew started flying in "1902" and went solo "just after the dinosaurs". He has been an instructor "since man came down from the trees". He works on electronic warfare gadgets for DSTO. The silliest thing he ever did was get drunk enough to be thrown in the sheep trough. (see David Conway)

**Stephen Were.** Age: 34. Flying hours: 800.

What two things do Stephen Were and Australian World Gliding Champion Ingo Renner have in common? Answer: They have both owned (Stephen currently) the PIK 20B Oscar Kilo and both regard OK as their favourite PIK. Indeed, Stephen enjoys "PIK ing" so much that he recently made a flight of 7 hours 16 minutes! Stephen joined the club in 1985 and made rapid progress, becoming an instructor in June 1986. He holds a PhD in Organic Chemistry from the University of Adelaide and works at the Australian Government Analytical Laboratories where he funnily enough describes his position as "analytical chemist".

**Peter Temple.** Age: 24. Flying hours: 400.

Peter joined the club in 1982 and went solo on 30th December that year. He was our first solo pilot to fly the Phoebus as a first single seater, but for quite a few years after he flew infrequently. However over the last few years has logged most of his 400 hours and earned the title of "master of no lift" for his ability to thermal in seemingly impossible conditions. Peter is an Engineer with the Aeronautical Research Laboratories, DSTO. An instructor since 1989, his favourite aircraft is the Boomerang, in which he has completed a flight of nearly 7 hours!

**Cathy Conway.** Age: 26. Flying hours: 350.

Catherine started flying in December 1986, soloed in March 1987 and has instructed since 1989. Her work involves flying to Melbourne and back, and then occasionally staring at a doorstep. (a Macintosh) Her favourite aircraft was the Boomerang, but after the Nimbus II she isn't so sure.

**David Teagle.**

David is the most elusive of the instructors as he is currently learning to fly the Pilatus PC-9 in Perth with the Royal Australian Air Force.

**Bradley Gould.** Age: 20. Flying hours: 180.

Bradley is the current state standard class champion following the comps at Lochiel last December. He joined the club in 1988, went solo on Jan 8th 1989 and hasn't looked back since. ( Well he did develop a reputation for not being able to thermal, but the comps result has well and truly put that one to rest! ) His favourite aircraft are the LS3 and Libelle. He has been instructing since early 1991.

# Aircraft of the AUGC

We own 5 aircraft and 4 private aircraft operate at our airfield.

## **Bocian 1E (Kilo-Yankee-Whisky)**

*Polish glider, wooden throughout. Two seater, full dual controls; front instruments only, easily seen from backseat. Excellent passenger aircraft as nose down flying attitude and large canopy provide a fantastic view. Aerobatic, rated for loops.*

## **Bergfalke IV (Zulu-Mike)**

*German, metal tube fuselage, wooden wings. Our major training aircraft due to it being stored at the front of the hangar. Full dual controls, dual instruments. Better performance than Bocian. Non aerobatic. The Bergfalke was out of service from April to September 1991 due to its £0 yearly airworthiness inspection, where it was disassembled to basic bits, thoroughly inspected and reassembled. The wings were stripped back to bare wood and re-fabricated. Won the 1991 Brewster trophy for "Excellence in Sailplane Maintenance and Care" at the Brewster regatta at Ferries-MacDonald.*

## **ES59 Arrow (November-Foxtrot)**

*Built by Schneiders of Gawler in 1963. Wooden single seater, very easy to fly. First single seater pilots convert to after solo. Used as a first cross country aircraft due to its good climb performance in thermals and ease of landing in tight spots.*

## **ES60B Super Arrow (Tango-Juliet)**

*Acquired on the cheap at the end of last year. Basically an advance on the Arrow. Undergoing a 20 yearly inspection. Stay posted.*

## **H201B Libelle (Charlie-Yankee)**

*Manufacturer Glasflugel, Germany. Fibreglass construction. Single seater. Our most advanced club aircraft. Designed for cross country performance ie getting places quickly. Beautiful to fly. "Charlie" was flown to victory by Bradley Gould in the state comps.*

## **PIK20B (Oscar-Kilo) Martyn Roberts and Stephen Were**

*Previously owned by gliding legend Ingo Renner, Australian World Gliding Champion. "Oscar" reminds me somewhat of a tadpole as it rolls down runway on launch. See what you think. Fitted with flaps for approach control and for optimizing performance over the whole flight envelope.*

## **H201B Libelle (Tango-X-Ray) Peter Cassidy, David and Cathy Conway**

*See Charlie-Yankee. "TeX" looks much nicer but further tests will be needed to determine which part of the man/machine interface was responsible for its performance at the state comps. ( Oh well David, second wasn't too bad, was it? )*

## **ES60 Boomerang (Papa-November) Peter Temple, Terry Gould and Gary Hollands.**

*Wooden. Another descendent of the Arrow, with much better performance. "Papa" was completely refurbished by the syndicate and won the 1990 Brewster trophy.*

## **ES60 Boomerang (Quebec-Zulu) David and Cathy Conway, Dennis Medlow and David Teagle.**

*See Papa-November. An interesting feature of "QueaZy" are the wings, one has been completely stripped and re-finished and positively glows with beauty, the other still looks crumby. So be careful which wing you touch (especially if Catherine is watching).*

## CLUB CONTACT NUMBERS

President:	Bradley Gould	(08) 381 2072
Secretary:	Andrew Huggins	(08) 340 2775
Treasurer:	Catherine Conway	(08) 294 4828
Social Convenor:	Andrew McGrath	(08) 356 2466
Fifth Member:	Paul Stead	(08) 271 5124
<b>Club Contact:</b>	<b>BRADLEY GOULD</b>	<b>(08) 381 2072</b>
Newsletter Editor:	Gary Hill	(08) 267 5751
Chief Flying Instructor:	Redmond Quinn	(08) 344 5331
Lochiel Airfield:		(088) 262 203

### SO YOU WANT TO FLY THIS WEEKEND ?

First you must ring the contact person on Thursdays between 8:00 and 10:00 pm. You must do this so he can organise instructors, transport if you need it and other such things. If you do need transport to Lochiel it can be organised with a lift from the University footbridge at 7:00 am or from the Caltex service station on Port Wakefield Road, Bolivar (just past the White Horse Inn) at 7:30 am. Remember to ring the contact person or you could find yourself forgotten.

### Notice of Adelaide University Gliding Club

# 1992 ANNUAL GENERAL MEETING

**Thursday April 2nd at 7.30pm**  
**Union Cinema, 5th Floor**  
**Union Building**