



**FROM THE INSTRUCTORS PANEL**

**CROP**

After the next decent rains the farmer will be ploughing and putting a crop in the paddock. This means our operating area will be limited to just the two runways.

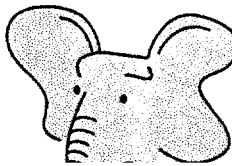
This presents challenges operating with multiple aircraft.

**Beware getting your wing caught in the crop.** Pull the winch cable over so the tendency for the cable to pull the glider towards the crop is reduced. Launch from the centre of the strip always. (Stack the aircraft behind each other rather than side by side as we do now.)

If you are first to land and there are aircraft on circuit behind, land as short as possible. The following aircraft will land over you, also as short as possible. Get out and push the glider off the strip ASAP.

Ground crew must promptly chase gliders and get them out of the way of landing aircraft.

If you find the only option is to land in the crop, do so. This is much better than landing on another aircraft. If the active runway is crowded, use the other runway if possible. If it is all too



**ANNUAL GENERAL MEETING**

**7.30 PM**

**WEDNESDAY 27TH APRIL**

If it is not obviously clear, the winch must have verbal confirmation (CB) that it is OK to reel in the cable. If the glider has landed ahead and may be near the wire, again the winch must NOT reel the cable in without either confirmation from the launch point, or a signal from the crew towing the glider back, that the glider is clear of the cable.

Ground crew should not pick up cables unless they know what the winch's intentions are.

Sometimes a car will pull back a cable to the launch point. It must NOT commence this until the winch has confirmed it is OK to do so. Someone may have their arms in the drum trying to unwrap some cable. The last thing they need is for the cable to suddenly take off.

*The winch and cables are potentially very dangerous. Don't do anything unless you are absolutely sure it is safe to do so.*

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## PRESIDENT'S LAST MESSAGE

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Hi Everyone.

The Annual General Meeting (AGM) is looming on the horizon once again. As I finish my second year as President, I would like to thank everyone who has helped out during the last 12 months. Special thanks go to **Dennis Medlow** for his tireless efforts as Treasurer, **Scott Lewis** for his enthusiasm as Secretary, **Matt Fenn** for being Contact Person and coordinating O'Week efforts, **David Hichens** for buying the clubhouse stocks and dragging the Blue House around, and finally **David Conway** and **Redmond Quinn** for their continuing efforts in keeping the aircraft airworthy and building the new hangar. There have been lots of others who have helped along the way, who I haven't got room to thank individually here.

DINER: "WAITER!! What's this fly doing in my soup?"  
WAITER: "It looks like the breaststroke, Sir!"

So what happens next? The AGM is where we elect a new Executive Committee and a number of other non-executive positions. There is a brief article elsewhere in the Newsletter that explains what all the positions are. Come along to the meeting, after all it is your club and this is where you get to have your say in how it is run and by whom.

We have been off to a reasonable start this year. The most annoying feature so far has been the great soaring weather during the week and the crappy weather on the weekends. Despite this a lot of people have still made notable achievements. **Matt Fenn** achieved his C-certificate and **Scott Lewis** received his passenger-friend rating (his first step to becoming an instructor). Meanwhile, **Peter Temple** performed very well in the National Gliding Championships held at Gawler in late January. Despite the less than good conditions, Peter came third overall in his class and is now in the running to be selected to represent Australia at the World Championships to be held at Gawler next year. Congratulations Peter!!

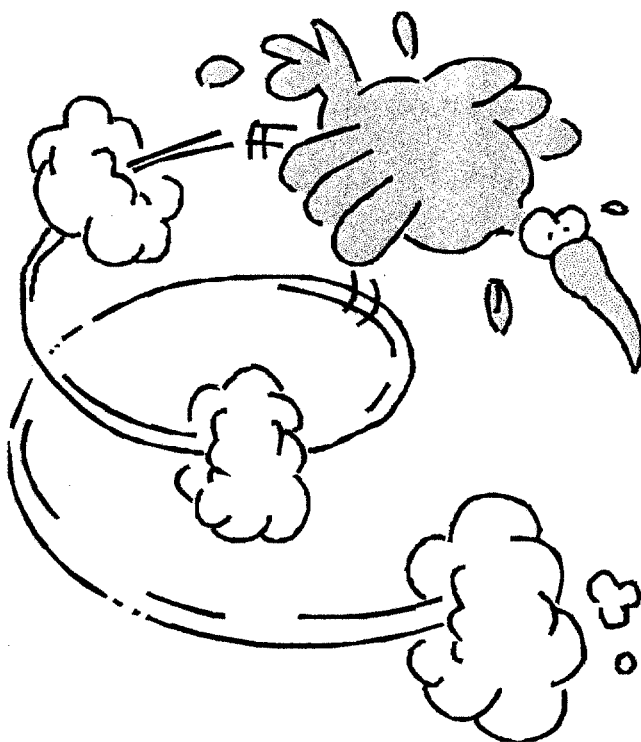
Hope to see you all at the AGM,

*Anthony Smith*  
Cathy Conway's Husband

## HOW DO I LEARN TO FLY ?

*How do I learn to Fly? What do I have to do? How long will it take?*

Learning to fly a glider is much the same as learning to fly a light aircraft. Both happen under the auspices of CASA, except that for gliding those responsibilities are delegated to the Gliding Federation of Australia (GFA). You must be a member of the GFA before you go solo.



When you first get to Lochiel, you will get a flying training book. This covers the training syllabus and includes a logbook. You will need a proper logbook eventually. The logbook allows you to record your flights, and also provides for aircraft endorsements, different ratings, check flight, etc.

You will fly with one of the club's instructors in one of the club's two seat training aircraft - the *Puchatek*, VH-KRO or the *Bergfalke*, VH-GZM. (Have a look at

<http://www.augc.aus-soaring.on.net/photo.htm> for pictures of the club's fleet). Gliders are registered as Australian Aircraft ( "VH-" ) just like all the Qantas fleet and all other Australian aircraft and are subject to stringent airworthiness standards.

You will sit in the front seat, the instructor in the back seat. The two seat trainers have dual controls.

Your first few flights will be familiarisation with the aircraft, terminology, etc. Having a look around the area, and getting used to the sensation of motorless flight.

As the glider has no engine it must be launched, generally by a light aircraft ("Aero tow") or by winch. Our club uses winch as it is much cheaper. It is also much more exciting! A winch with a V8 and about 1500m of steel cable launches the gliders like a kite, up to about 1200' in about 45 seconds.

Then you begin your training. Your training will generally consist of ground briefings, flight exercises and post-flight briefings. These can be greatly assisted if you take the time to read such publications as "Basic Gliding Knowledge" which covers all aspects of gliding training. The club will also organise monthly meetings where various gliding issues are discussed.

ANNUAL GENERAL MEETING 7.30 PM WED 5TH APRIL

DINER: "Excuse me Waiter, do you have frog's legs?"  
WAITER: "No Sir, I always walk like this!"

During the training process you will need to learn the following skills:

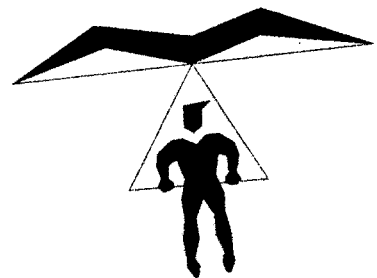
- \*\* checks – pre-flight and pre-landing checks – done properly, every time!
- \*\* LOOKOUT for other aircraft – not to be underemphasized!
- Basic stability of the glider (the glider is designed to fly stably without input from the pilot)
- Effect of the controls (elevator and ailerons controlled by the stick, rudder controlled by the rudder pedals) – straight and level flight
- Further effect of the controls, straight and level flying, turns
- Launching
- Circuit planning and landing
- Cable break procedures (the wire does break sometimes, it is of no issue and you will be well trained to recover and land from any cable break situation)
- Stalls and spins (a glider can only fly so slowly before the wings can not generate sufficient lift for it to fly; you will be thoroughly trained in all aspects of stall and spin recovery)

When you have all these skills in hand, and you can demonstrate them consistently, you are ready to go solo! Depending on a number of factors, this can take about 10 hours or so.

Going solo is a fantastic achievement, after all the talk from the instructor it is great to take off, fly around a bit and land, all under your own command.

Going solo is just the beginning, however. After solo more advanced training continues as far as you want it to:

- Check flights each flying day until you are familiar with most weather conditions
- Cross-wind takeoff's and landings
- Conversion to the club's single seat aircraft
- A series of achievement badges
- Passenger / Friend flying
- Soaring and ridge flying
- Aerobatics
- Cross country flying
- Competition flying

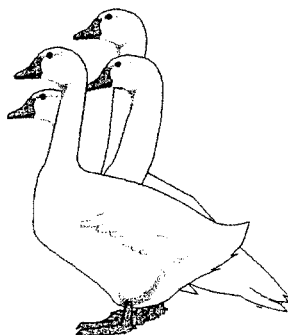


If you wish there is also the opportunity to become an instructor yourself.

I hope this has given you an insight into what is involved in learning to fly with the Adelaide University Gliding Club, and hopefully encouraged you to get up to Lochiel and try it out.

Hope to see you up there!

On behalf of all the  
AUGC Instructors,



*David Conway*  
Treasurer

QUN: "How do you know if an elephant's been in your refrigerator?" ANS: "A great big steaming pile of shit in the salad bowl."

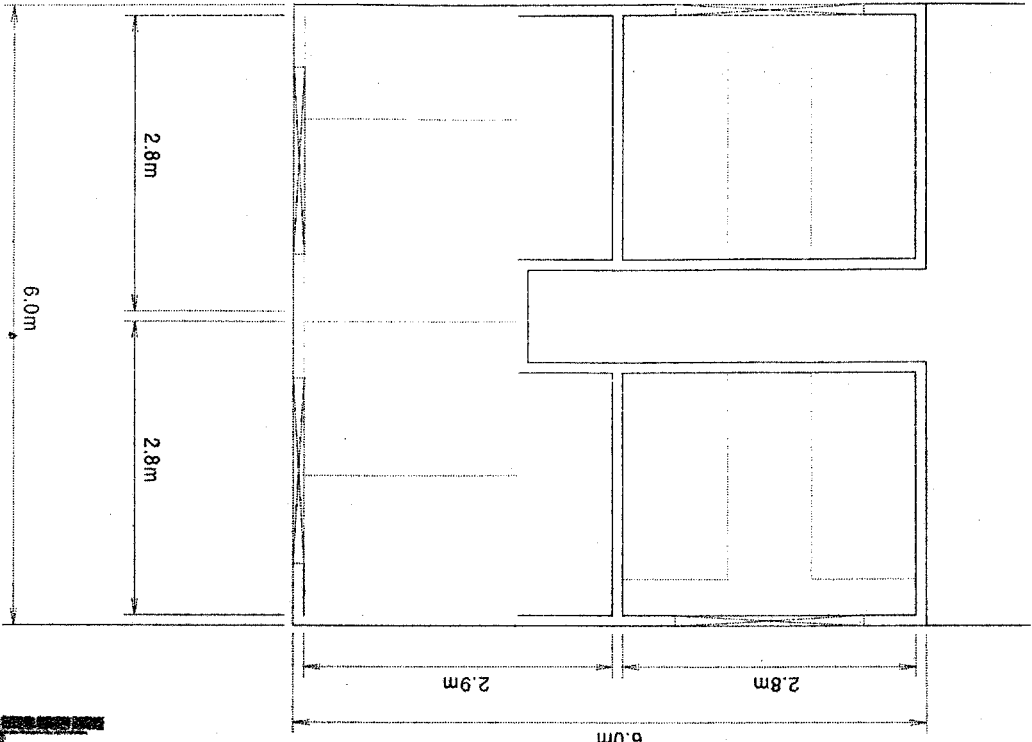
The electrical materials haven't been priced. They are not extensive and will take the total out to around \$10,500. The takeoff assumes the earthworks and concrete slab are contracted out with AUGC At this stage I have not incorporated any allowance for floor coverings or air conditioning. The \$1,000 I have thrown in at the bottom will be needed - I have not directly included any of the minor stuff needed to complete the structure, e.g. hire of a nail gun.

Redmond Quinn  
Trainee Newsletter Editor

Description	Spec	No. off	Dimension	UOM	\$/unit	Total \$	Comment
External Wall Cladding	230 x 7.5	1	40	m <sup>2</sup>	20.00	800.00	
Windows 1800 x 900 sliding		4		ea	210.00	840.00	
Internal Linings							
Gypsum	10mm	1	150	m <sup>2</sup>	5.10	765.00	
Insulation	75mm	1	80	m <sup>2</sup>	4.28	342.40	
Concrete	55mm	1	60	m	1.40	84.00	
2nd Fix Carpentry							
Door Frames	110 x 25	5	5	m	6.00	125.00	
Doors - Hollow core	2040 x 770	4	1	ea	33.00	132.00	
Skirting - Meranti	75 x 19	1	60	m	1.90	114.00	
Architrave	75 x 19	5	10.2	m	1.90	96.90	
Electrics							
Lights - bi-resonant fitting c/w switch		5	1	ea			
GPO - Double		8	1	ea			
1.5mm <sup>2</sup> TC + E		30	1	m			
2.5mm <sup>2</sup> TC + E		42	1	m			
Paint							
Exterior Cladding		1	40	m <sup>2</sup>	1.50	60.00	
Interior Cladding		1	150	m <sup>2</sup>	1.80	270.00	
Interior Woodwork						20.00	
Exterior Woodwork						30.00	
Undefined Items						1,000.00	
<b>Total</b>						<b>10,324.14</b>	

Description	Spec	No. off	Dimension	UOM	\$/unit	Total \$	Comment
Civil Work							
Concrete Slab c/w 300 deep thickened edge	100mm	1	36	m <sup>2</sup>	62.75	2,259.00	Assumed Contracted
Excavation		1	24	m <sup>3</sup>	30.00	720.00	Assumed Contracted
Building Permit						150.00	
Wall Framework - Exterior (N/W/E)	90 x 35 F5	32	2.4	m	2.20	168.96	
Studs @ 600 c/s x 2.4m high	90 x 35 F5	15	1.5	m	2.20	52.80	
Top / Bottom Plates	90 x 45 F5	6	6	m	2.92	105.12	
Noggin	90 x 35 F5	3	6	m	2.20	39.60	
Top / Bottom of Windows	90 x 45 F5	8	1.8	m	2.92	42.05	
Wall Framework - South end	70 x 35 F5	14	2.4	m	1.65	55.44	
Studs @ 600 c/s x 2.4 high	70 x 45 F5	4	2.7	m	2.20	23.76	
Top / Bottom Plates	70 x 35 F5	2	2.7	m	1.65	8.91	
Noggin	70 x 35 F5	2	2.7	m	1.65	8.91	
Wall Framework - Internal Walls	90 x 35 F5	27	2.4	m	2.20	142.56	
Studs @ 600 c/s x 2.4 high	90 x 45 F5	4	3	m	2.92	35.04	
Top / Bottom Plates (1)	90 x 45 F5	2	2.4	m	2.92	28.03	
Top / Bottom Plates (2)	90 x 45 F5	4	2.4	m	2.92	28.03	
Top / Bottom Plates (3)	90 x 45 F5	2	1.2	m	2.92	7.01	
Noggin	90 x 35 F5	20	0.6	m	2.20	26.40	
Floor Timber							
Roof Trusses 6m + eaves @ 600c/s	90 x 45 F5	10	6	ea	80.00	800.00	
Purlins 2.4m c/s	90 x 45 F5	8	6	m	140.16	1,121.28	
Barge East & West side	200 x 25	2	6	m	9.65	115.80	
Eaves Lining Timber	75 x 19	12	6	m	1.20	86.40	Quote
Roof Cladding - Colourbond	Sq. Fth	1	24	m <sup>2</sup>	18.08	433.92	24 m <sup>2</sup> exists (48 required)
Gutters - Colourbond		2	6	m	8.59	103.08	
Downpipes - Colourbond		2	3	m	16.80	100.80	

AUGC Clubhouse Extension  
February 2000



Hopefully this project will get underway later in the year; it would be great to have as many people as possible to help out ...



## PROPOSED CLUBHOUSE EXTENSION

*Steve Gray*  
 Definite President Material

Hope this helps

1. Stop winch.
  2. Cut cable in at least six places in order to remove from winch (8 - 10 if you're bored). Make sure you make at least one cut about half way down the drum. Try to avoid marking the cut ends so you know which goes with which.
  3. Remove cable sections from winch, place on ground.
  4. Connect end of sections at random.
  5. Reconnect end of cable to tyres.
  6. Drive winch to end of runway.
  7. Drive winch back to remaining cable sections, which should be lying where you left them.
  8. Cut and reconnect.
  9. Repeat steps 6 - 8 until you have a working cable (mathematicians can work out how long this will take).
- Or alternatively,
1. Reduce winch to component parts.
  2. Untangle cable and extend.
  3. Reassemble winch.
  4. Reattach cable.

**GRATUITOUS  
TIT PIC**



GIRLS,  
Put a STOP to this  
BLATANT SEXISM  
by attending the  
ANNUAL GENERAL  
MEETING  
and help vote for a  
new Newsletter  
Editor.




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## WHICH POSITION WOULD YOU LIKE ?

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As we have the Annual General Meeting imminent, this article explains what positions the club has. There are five Executive Committee positions and several Non-Executive positions. These positions are intended to be managerial for the most part, rather than the selected few to do all of the work within the club. As such it is for the remainder of the club members to assist the Executive and other positions whenever possible.

### EXECUTIVE POSITIONS

*The Executive Committee meets once a month and everyone is welcome to attend and have a say in the running of the club.*

#### **PRESIDENT**

This is the person nominally in charge of the running of the club and has the second busiest Executive position. Ideally, the person should be planning the future of the club as well as the day to day problems. A candidate for this position should have been on the Executive Committee before and be prepared to spend a number of hours each week organising the club.



**TREASURER**

This person is in charge of the club finances and is the busiest position of the club. The Treasurer is responsible for the collection of revenue, payment of bills, keeping track of grant money and reporting the financial status of the club to the Committee and the Sports Association. A candidate for this position should have been on the Executive Committee before and be prepared to spend a number of hours each week recording the club's finances as well as a number of additional hours each month liaising with the Sports Association and preparing reports.

**SECRETARY**

The Secretary records the Executive meetings, collects the mail from the club pigeon hole at the Sports Association and assists the President in organising the club. A candidate for this position should check the pigeon hole regularly and spend a few hours each month typing up meeting minutes and arranging the next meeting.

**SOCIAL CONVENOR**

This person arranges the club's social calendar. Ideally the Social Convenor will think of and arrange new and wonderful things for us to do when we are not flying.

**FIFTH MEMBER**

Typically the Fifth Member is the baby of the committee and is an ideal learning position for future Secretaries, Treasurers and Presidents. Normally the Fifth Member will co-ordinate small projects for the club.

**NON-EXECUTIVE POSITIONS****NEWSLETTER EDITOR**

Organise the club's periodical news-sheet. This job takes several hours each month to arrange each newsletter and get them printed and mailed. It takes the rest of the month to harass people to write articles, tell you any news that has happened and tell you what is planned to happen.

**WEB PAGE MASTER**

Organise the club's web page. This job takes several hours each month to update the web page. Like the Newsletter Editor, it takes the rest of the month to harass people to take pictures for the pages, tell you any news that has happened and tell you what is planned to happen.

**CLUB HOUSE OFFICER**

Arrange for the club house to be kept stocked full of food, drink and other consumables.

**CONTACT PERSON**

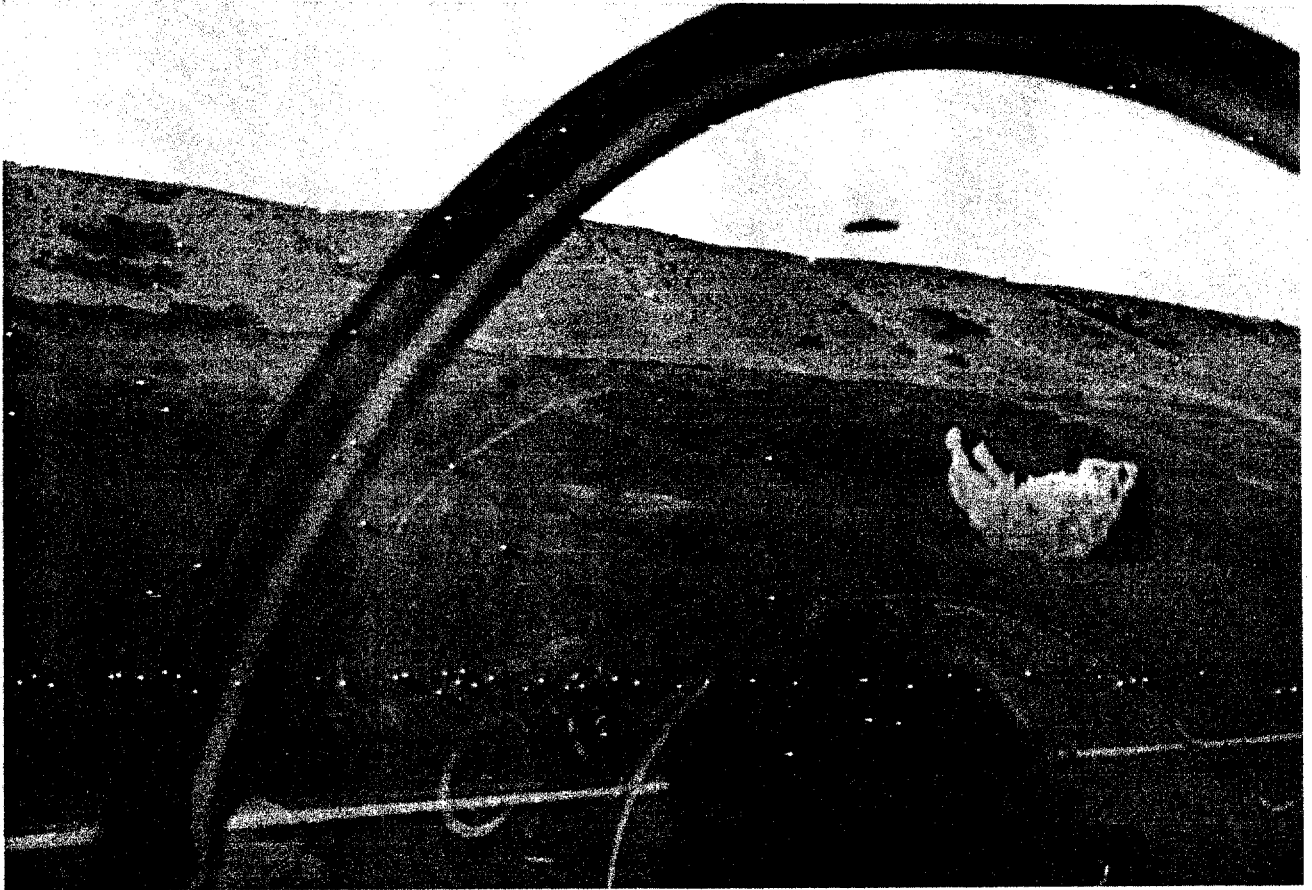
Collects calls every Thursday night and arranges the weekends' car pooling and flying arrangements. Also acts as the first person that people talk to when they want to find out about the club. This position comes with its own mobile phone so that the Contact Person is not restricted in their movements on a Thursday night.

JACK: "My dog's got no nose."  
JIM: "How does he smell?"  
JACK: "Bloody awful!"

SHOPPER: "Excuse me young man, do you have moth balls?"  
ASSISTANT: "No Ma'm, I always walk like this!"

In addition to all these positions, the club has an Instructors Panel headed by the Chief Flying Instructor, and an Airworthiness Officer. These positions require special qualifications and are not subject to election.

## UFO SPOTTED OVER LOCHIEL



This photograph is being made public for the first time ever. It was obtained (at great personal risk to the Newsletter Editor) from an unknown person during a midnight rendezvous at a secret military establishment near Salisbury. After extensive analysis and investigation using some of the most advanced photometric equipment available the Editor can confidently state that IT IS GENUINE, and clearly shows an energy vortex creating a distortion in the fabric of the space-time continuum and thus acting as a gateway to another dimension.

Either that, or the Editor's gone nuts and should be replaced as soon as possible, for example at the Annual General Meeting...

## WHAT'S COMING UP?

The club has a great social life outside the usual flying activities on the weekend. We hold regular events at Lochiel, at our West Beach maintenance shed, as well as movie nights, parties, etc. Here is what is happening in the next few weeks:

**Video Night at Rob & Ruth's Fri 10th March**

Another movie extravaganza with the best surround sound around.

Don't miss it - held 3 weeks ago.

**Skiing Night at Mt. Thebarton Wed 22nd March**

Details from Claire.

**Contact Night at 'The Austral' Thu 30th March**

Be there at 7.30 pm & save yourself a phone call to Matt.

**\*\* Annual General Meeting Wed 5th April \*\***

Canon Poole Room Adel Uni 7.30 pm.

(Dinner at the Equinox Bistro Adel Uni 6.30 pm.)

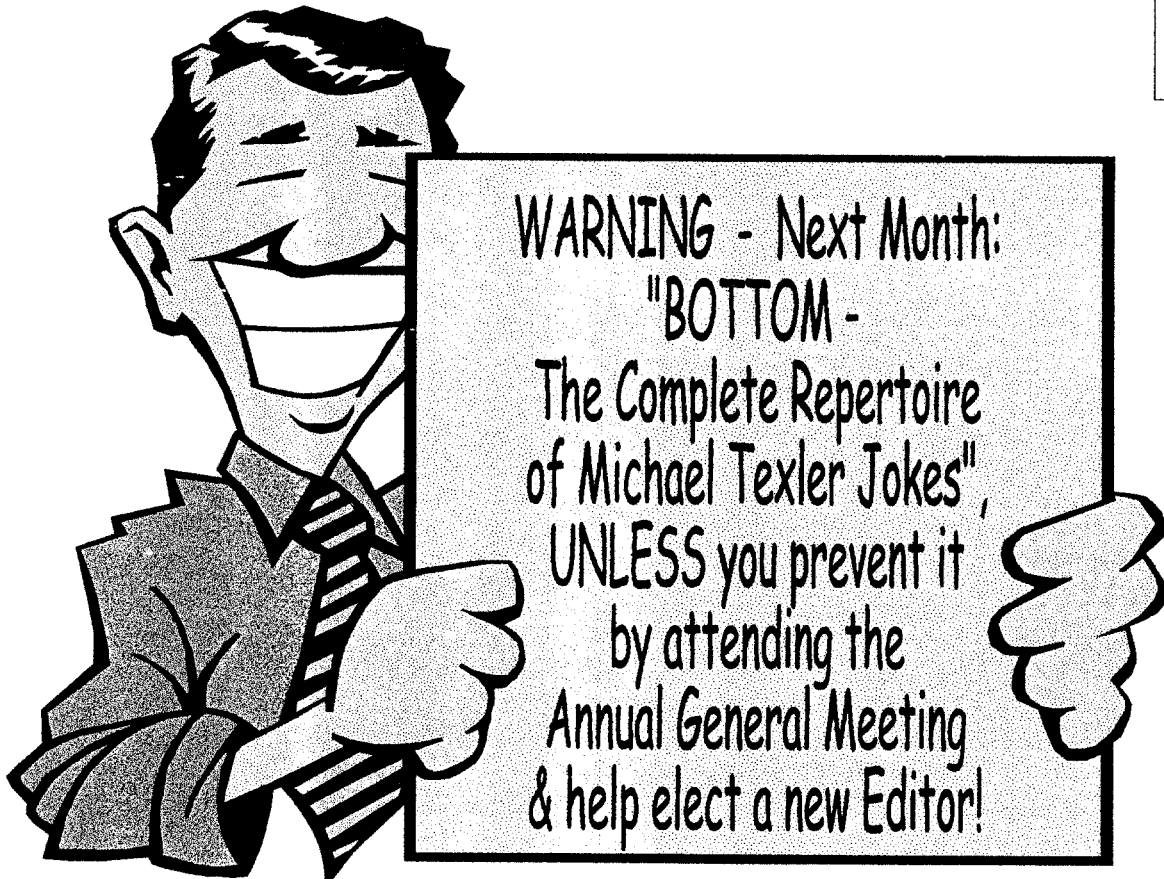
**Nana Miskouri in Concert Thu 12th April**

**General Meeting Wed 3rd May**

"Basic Aerodynamics".

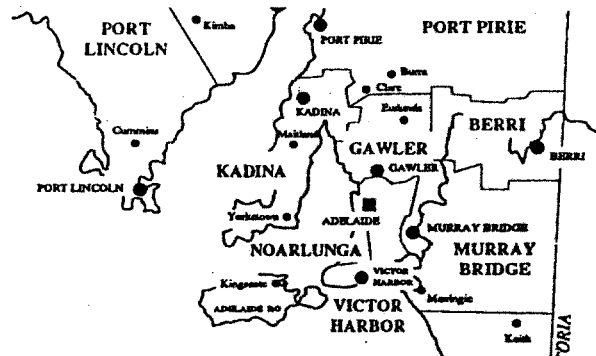
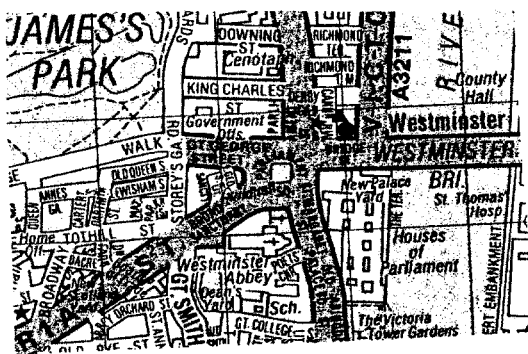
Canon Poole Room Adel Uni 7.30 pm.

PATIENT: "DOCTOR! DOCTOR! Everyone keeps ignoring me!"  
DOCTOR: "NEXT!!"



## SO YOU WANT TO HELP AT WEST BEACH?

- Do you want to help fix the gliders or build the winch at West Beach, but can't get there?
- A lift is available from the Adelaide University footbridge at 7.30 pm Mondays and Tuesdays.
- You can also ring Anthony on (08) 8393 2646, e-mail: [anthony@internode.on.net](mailto:anthony@internode.on.net). He can organize a lift for those who need it.



## SO YOU WANT TO GO FLYING THIS WEEKEND?

- You must ring the club contact person, Malt, on the Thursday before, between 8.30 pm and 10.00 pm, on **0412 870 963** so that he can organize instructors and transport for those intending to fly.
- A lift to Lochiel is available from the Adelaide University footbridge at 7.00 am, from the Caltex Service station on Port Wakefield Rd, Bolivar at 7.30 am, or from elsewhere (by arrangement only) if you have real transport problems.
- **Forget the contact person or you could be remembered .....**

### Uni Gliding

If undelivered please return to:  
AUGC Inc.  
c/o Sports Association  
Adelaide University SA 5005

