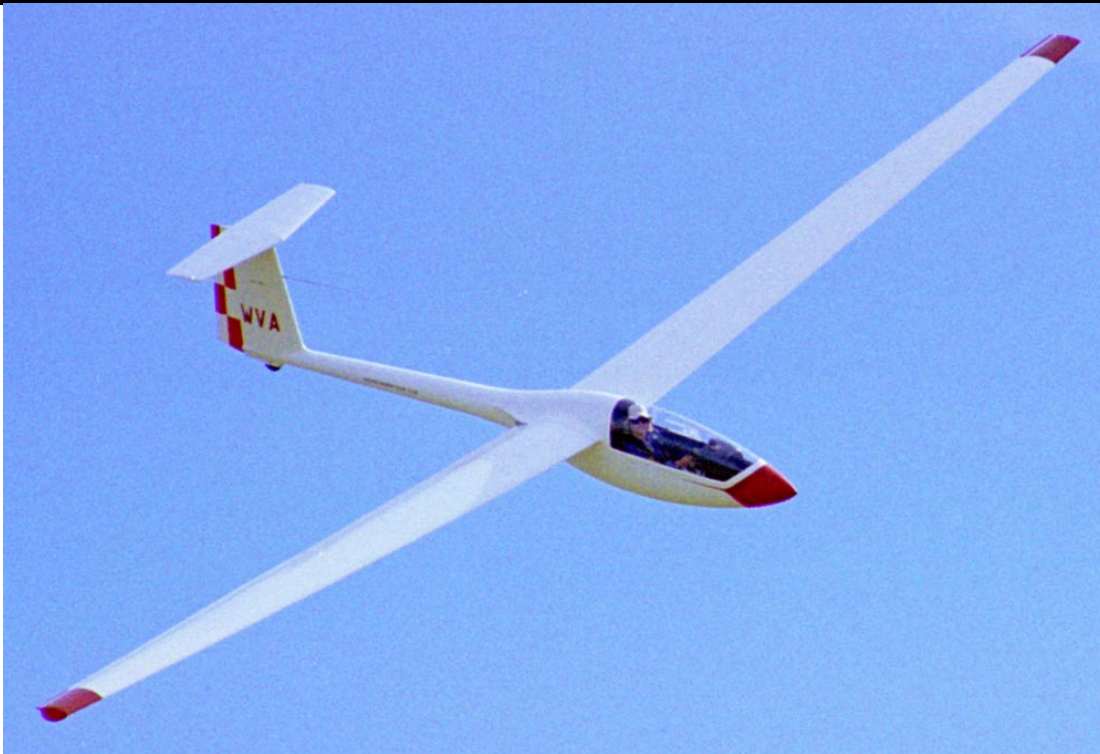


# Uni Gliding



The Official Journal of the Adelaide University Gliding Club



*Steve Were enjoying WVA: Photo by David Conway*

## WHATS INSIDE

- The girlie calendar for July 2001 is on [Page 3](#).
- Read [Page 4](#) for Presidential ravings .
- Want to fly at 100,000? Have a look at [Page 6](#).
- What goes on at the exec meeting? [Page 7](#) has all the minutes.
- Notes from the Instructors Panel are on [Page 10](#). Check them out.
- A ransom note from the Treasurer is on [Page 12](#).
- Want out help at West Beach shed? [Page 13](#) tells you how to get there.
- Lots and lots of things will be happening this year. See [Page 14](#) for what's happening soon.

### STOP PRESS

**Mon 9 – Fri 13 July, Mid-week Flying.** If you are interested in flying during the holidays on any of these days, please give Scott Battersby a call on 0412 870 963.

### QUOTE OF THE MONTH

"The only time an aircraft has too much fuel on board is when it is on fire."  
Sir Charles Kingsford Smith.

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## EDITORIAL

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*"Like many people I started my career in aviation believing that accidents only happen to stupid people and that I wasn't stupid. Perhaps accidents do only happen to stupid people. The problem is, from time to time, we all get stupid, don't we?"* . Gerry Binnema, 'Flight Safety' March-April 01

One of the problems that people get over time are 'bad habits'. These bad habits are very insidious as they start off as minor things, then slowly grow until they become major and potentially life threatening things, especially in aviation. Using Gerry's quote above, bad habits are like a slowly acquired form of stupidity. Why are bad habits so dangerous? The main reason is that you are not aware that you have a bad habit and that you are doing something that may endanger yourself. Because a bad habit develops gradually over time, you don't notice it and it becomes your normal practice. Everything will seem perfectly normal right up to the point where it bites you. After it has bitten you, you look back and wonder just how you could have been so stupid as to do that.

There are two ways to identify bad habits, the first is to analyse everything you do to see if it is OK. The other is to get people to see if what you are doing is OK. The first is really difficult to do because the '*accidents only happen to stupid people and I'm not stupid*' type of thinking kicks in. The second is also really difficult to do because it means accepting criticism from other people. So my words of wisdom for this month are: if you see someone doing something that you think is incorrect, let them know (do it nicely). If someone tells you that you are doing something that they think is incorrect, say 'thank you' and go away and think about it for a while.

Anyway, it seems we are having a mass exodus from the club this month. **Matt Fenn** has recently gone to sunny Cairns, **Steve Gray** has just headed off to cloudy Canberra, **Shiela** is planning on returning home to the good ol' USA and **Peter Temple** and **Mandy Wilson** are heading off to the USA as well for work for a couple of years (or more). **Dave Hichens** is also heading off to the USA albeit very briefly. It is only for a couple of months, starting at. So we have a couple of farewell bashes on this month, see [Page 14](#) for details.

I have made further progress with the scanning all of the old issues of the newsletter and converting them into Adobe PDF format. I have now completed all the 'archived' newsletters (ie there are a few missing) from 1976 through to 1990 and I am halfway through 1991. These are being put onto a R/W CD-ROM at present and they will appear on the web page in the near future.

Thanks to the Conway's for contributing the photos (as always).

*Anthony*

Editor

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## DO YOU WANT TO IMPROVE THE NEWSLETTER?

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Got a good idea on how to improve the newsletter? Well, let me know on what you want to see in here and I will try to make it happen.

Improvements so far: If you are looking at the PDF version of the newsletter, you will find that the page numbers on the index on the cover should link to the relevant page. You will also notice that the calendar is now on [Page 3](#) so that we can now have a 'Page 3 Girl' if one actually volunteers (or the club raises the exorbitant amount of cash requested by **Sonya Fennel**).

# JULY



<http://www.augc.aus-soaring.on.net>

*Claire didn't make the newsletter anywhere else this month, so this will have to do. Photo by David Conway*

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
2	3	4 <b>General Meeting:</b> Strategic Plan and Aerobatics: 7:30 pm Canon Poole Room	5	6	7 <i>Go gliding</i>	8 <i>Go gliding</i>
9 'Mid week flying?' Call Scott B 0412 870 963	10 'Mid week flying?' Call Scott B 0412 870 963	11 'Mid week flying?' Call Scott B 0412 870 963	12 'Mid week flying?' Call Scott B 0412 870 963	13 'Mid week flying?' Call Scott B 0412 870 963	14 <i>Go gliding</i>	15 <i>Go gliding</i>
16	17	18 <b>Pistol Shooting</b> Call David H 0421 080 316 <b>Bookings Essential</b>	19	20 <b>Sonya's House- warming / Dave's Farewell.</b> From 6:30pm @ 21 Orontes Ave, Bridgewater.	21 <i>Go gliding</i>	22 <i>Go gliding</i>
23	24	25 <b>Exec Meeting:</b> 7:30 pm. 1 Cuming St, Mile End	26	27	28 <i>Go gliding</i>	29 <i>Go gliding</i>
30	31					

## PRESIDENT'S RAVINGS

I'm glad that the Flinders camp actually happened, even if it did rain most of the time ☺. We at least had one good day's flying. I enjoyed renewing my acquaintance with the ridge. Thanks again to the Renmark Gliding Club and in particular to Peter Siddell. We managed 27 flights on Sunday, all long and interesting. I'd like to see some articles appear in the next couple of newsletters, in particular from our newer members who may not have flown in the Flinders Ranges before.

It's great to see lots of enthusiastic people on field lately. We'd had some good ridge days and some pleasant sunny circuit days. The shortest day of the year is now behind us and it can only get better from here.

The club has made a decision to by a datalogger for badge claims, so aspiring cross country pilots will need to familiarize themselves with its operation.

Congratulations to **Scott Lewis** for converting to the Standard Libelle GTX than he and David Hichens are hiring from Peter Cassidy. Congratulations are also in order to **Simon** and **Hilary** for their conversion to parenthood. Here is a picture of **Alexandra Jane Hackett** with proud parents.



*The lengths some people will go to in order to get some extra ground crew! Congratulations to Simon and Hilary from everyone at AUGC: Pic by Cathy Conway*

Almost 12 years ago, AUGC successfully bid to hold the annual Vintage Gliding Association Regatta to celebrate 60 years of gliding in South Australia. We had a great time. Highlights of the event included:

- Landing the Bocian at Adelaide Airport then aerotowing it back to Lochiel with the News helicopter following all the way.
- Lots of gliders from all over the country.
- A visit by the Governor of SA, Sir Don Dunstan (no the other one). (The Governor of SA Sir Alexander Hore-Ruthven visited the Adelaide Uni Engineers Gliding Club in 1929).
- >500 people through the gates at a "Come and Try Gliding" day promoted by Life! Be in It.

Here are some photos from the event, on the next page:



*Bocian landing at Adelaide Airport 26 December 1989 with Rob Moore (ASC) and Catherine Conway flying. The Conway Collection*

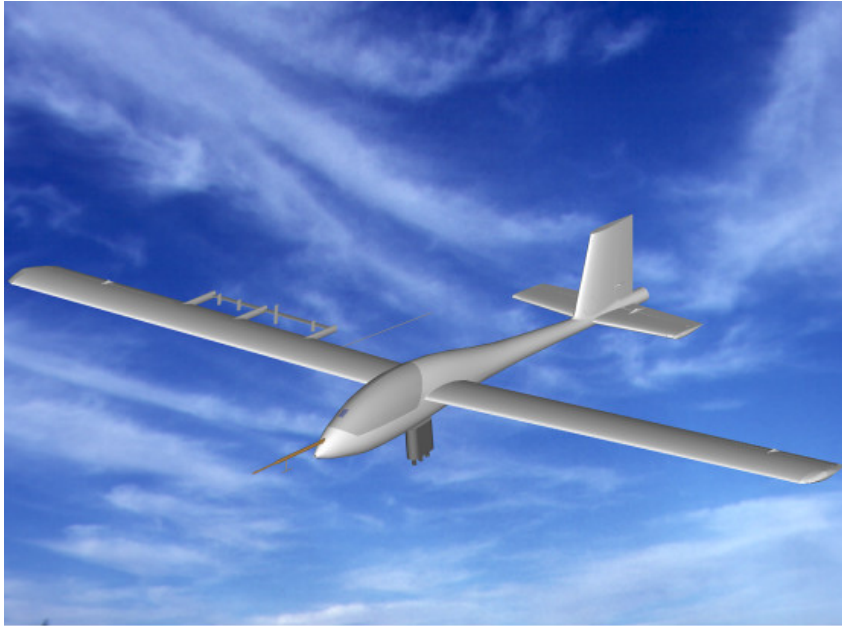


*The vintage line-up at Lochiel. We also had power planes, parachutists, hang gliders and ultralights. The Conway Collection*

## GLIDING AT 100,000 FEET?

NASA is working on the Apex High-Altitude Flight Experiment. This experiment is expected to explore the aerodynamics of controlled flight at very high altitudes near 100,000 feet. The Apex will be hoisted aloft tail-first from Dryden by a large high-altitude balloon and released at about 110,000-foot altitude. As it gradually descends, its instrumentation will collect aerodynamic data.

The remotely-piloted, semi-autonomous Apex will combine a modified ASC sailplane fuselage design with a new wing designed at the Massachusetts Institute of Technology. The wing will have a special airfoil designed for high subsonic speeds at extreme altitudes.



Dryden Flight Research Center ED97-44119-2 Generated SEP1997  
This computer-generated image depicts the current design concept of the Apex high-altitude research sailplane being developed by Advanced Soaring Concepts for NASA-Dryden's ERAST program. (NASA/ASC graphic image)

The device extending behind the right wing is a "wake rake," which will measure aerodynamic drag behind a test section of the wing, while a rocket pack mounted beneath the fuselage will assist the Apex in transitioning to horizontal flight. Research flights were expected to begin in mid-1998, but a series of technical problems delayed them. In the spring of 1999, Apex entered mothball status. This continued for a year, and in the spring of 2000 NASA selected Apex as part of phase 1 of the Revolutionary Concepts effort.

A test section of a wing being developed for the Apex high-altitude research project is being subjected to simulated air loads similar to what it will encounter in flight during tests at Dryden's Flight Loads Laboratory. The current tests on a fiberglass test wing are developing test methods to be used during future ultimate loads tests that will apply loads of 150 percent or greater on another test section until it fails. That section is being built from the actual materials to be used in the Apex flight wing, an all-composite structure which features a stiff, lightweight boron fiber skin covering a foam and graphite cloth core. It is designed for flight loads of 5 Gs (five times the force of gravity) positive and 3 Gs negative.



NASA Dryden Flight Research Center Photo Collection  
<http://www.dfrc.nasa.gov/gallery/photo/index.html>  
NASA Photo: EC98-44487-9 Date: March 1998 Photo by: Jim Ross

Apex wing section undergoing loading test

## EXECUTIVE MEETING MINUTES

Executive Meeting  
of the  
Adelaide University Gliding Club Inc.

### Meeting:

Hosts : Conway's.  
Location : 1 Cuming Street, Mile end.  
Opened : 7:47pm  
Closed : 10:55pm  
Next meeting : 25<sup>th</sup> July 2001

### Present:

Cathy Conway President  
David Conway CFI  
David Hichens Social Convenor  
Dennis Medlow Treasurer  
Greg Newbold Valued Member  
Anthony Smith Newsletter Editor  
Derek Spencer Secretary

### Apologies:

Redmond Quinn  
Scott Lewis

### Previous Meeting Minutes:

Minutes of the previous Executive Meeting were reviewed and a motion was proposed for the minutes to be accepted as a true and correct record. Moved: Cathy Conway. Carried: David Hichens

### Correspondence:

- Optus Bill
- Wakerie Statement for GMI: Balance \$0.00 (Paid).
- GFA Statement

### Treasurer's Report: (Dennis Medlow)

- Matt Fenn has moved and owes the club money.
- \$200 Electricity Bill for Club House.
- Trailer Registration for the fire trailer.
- Waiting on Renmark for the Flinders Tug bill.

Moved: Cathy Conway  
Carried: Derek Spencer

**Operations Report: (David Conway CFI)**

- Safety Meeting was well attended.
- Scott Battersby commence Level 1 Instructor training.
- Scott Lewis converted to GTX (Standard Libelle).
- Derek Spencer converted to WVA (Pik 20 D).
- Tim Malone has gone solo and converted to GNF (ES-59 Arrow).

**Aircraft:**

1. KRO.
  - Dean Hill and Peter Goodall will be looking at KRO sometime over the next 2 – 3 weeks. Will write a report that will be sent to the factory in Poland.
2. GZM.
  - Radio is shorting battery without tripping fuse.
3. MI
  - Turbulator tape re-applied by Scott Lewis and Derek Spencer. Excellent job.
  - Towing gear destroyed after falling off, then being run over by, the pie-cart.
  - Wheel brake is now working (still wearing in).
  - Springs for the release have been obtained now.
4. WVA.
  - Upper port wing fairing on fuselage damaged during de-rig. Fix at Form 2.
  - Altimeter to be swapped from KRO.
5. GNF.
  - Battery box required.
  - More hanger rash on fuselage.

**Trailers:**

1. The Blue House (KRO / GZM).
  - Better fittings required for GZM.
2. GNF.
  - Work progressing. Almost finished.
3. WVA.
  - Electrical wiring needs complete overhaul.
4. GMI.
  - Needs new locking mechanism for rear door.

**Winch Status:**

1. TB2.
  - Scott Lewis done lots of service work. Well Done!
  - Winch Pulley Heads at West Beach. Need finishing touches.



## 2. TB3.

- No work done over the last month.

**Facilities:**

- Frames for Clubhouse extension. Redmond Quinn organising.
- Water pump.
- Ditch digging for water pipes from new hanger done.
- Need to install flood light on old hanger pointing towards clubhouse.
- West Beach Insurance claim.

**Social Events:**

- 30<sup>th</sup> June 2001, Pub event for AU Judo Club fund raiser.
- Currie Street Pistol Shooting \$25.00 being investigated.

**Newsletter:**

- Out at the end of the month.
- Cataloguing of old newsletters progressing.
- E-mailing newsletters is working well.
- CFI's report needed for newsletter.
- President's report needed for newsletter.
- Deadline is one week before publication.
- Quality of the newsletters is excellent.

**Other business:**

- Contact old AUGC members for 25<sup>th</sup> Anniversary.
- State Comp at Wakerie. 24<sup>th</sup> November 2001 to 2<sup>nd</sup> December 2001.
- Strategic Plan to be progressed.
- New internal cross-country competition.
- New cross-country coach.
- Next meeting 20<sup>th</sup> June 7.30 pm and every third Wednesday of the month thereafter.

**Actions Required:**

## 1. Cathy Conway.

- Investigate data-logger to purchase.
- Ask Scott Lewis about security as joint venture with hockey.
- Presidents report for newsletter.
- Talk to clubs about Motorfalke at next SAGA meeting.
- Costing of AVGAS vs petrol (super) [for winch?].
- Sign signatories form and take it to the bank.

## 2. David Conway.

- Collect cable and assorted bits from Bullevants.
- GMI electric wiring? (see also Dave Hichens).
- GZM electrics problem (see also Dave Hichens).
- Pick up wind sock from Redmond Quinn.

- Metal for West Beach shed door.
  - CFI's report to Anthony Smith for newsletter.
  - Directs the move of pump to new hanger.
3. Dave Hichens.
    - GMI electric wiring? (see also David Conway).
    - GZM electrics problem (see also David Conway).
    - Sign signatories form and pass on to next executive member.
  4. Greg Newbold.
    - Strategic Plan.
  5. Redmond Quinn.
    - Frames for the clubhouse extensions.
  6. Anthony Smith.
    - Find the club another two seater.
    - Talk to Air Cadets on Motorfalke running costs.
  7. Derek Spencer.
    - Pie-cart drawings.
    - Sign signatories form and pass on to next executive member.
    - WVA re-wiring (liase with Redmond Quinn).
  8. Dennis Medlow.
    - Re-engineer flights sheets to accommodate signatures.
    - Costing on a Motorfalke.
  9. Unallocated.
    - Microair 760.
    - Altimeter to WVA.

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## FROM THE INSTRUCTORS PANEL

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Those of you who subscribe to *aus-soaring* on the internet will have read quite a discussion about the various checks we do.

The point of the checks is to ensure the glider is correctly configured and ready for whatever aspect of the flight we are about to undertake. The various mnemonics help us remember the checks. The use of a checklist is fine, particularly when learning, and laminated checklists are about to be installed in the two seaters for that purpose.

However the glider checks are so simple that in time you will do them from memory without referring to a checklist. It is worth noting that some of the checks are official GFA checks, which should hopefully be consistent across Australia; others are not official GFA checks and are done at some clubs, not others, and with various variations on the theme.

There are only three official GFA checks; the pre-flight "CHAOTIC"; the pre-aerobatic "HASLL" and the pre-landing "FUST".

As a reminder:-

**Pre-takeoff:**

"C"ontrols checked for correct sense (before climbing in);

"H"arness secure, lap belt low on hips, both pilots;

"A"irbrakes checked, closed and locked. Flaps set.

"O"utside - airspace and takeoff path clear; wind checked; competent ground crew; Options, evaluate emergency plan in case of launch failure.

"T"rim set as required (Usually full forward on winch), ballast if required, tail dolly removed.

"I"nstruments - altimeter set QNH; other instruments reading normally, no apparent damage. Set radio as required.

"C"anopy closed, locked and clean;

Under" C "arriage locked down;

"C"ontrols checked for full and free movement.

**Pre-aerobatic:**

"H"eight, sufficient for recovery above 1000' AGL.

"A"irframe - flaps, airbrakes, undercarriage as required.

"S"ecurity - harness secure, loose objects stowed

"L"ocation - clear of built up areas, cloud, controlled airspace and known busy circuit areas

"L"ookout - ensure clear all around and below, use 90 degree turn followed by 180 degree turn, not a 360 degree turn.

**Pre-landing:**

"F"laps set as required, ensure not negative.

"U"ndercarriage down and locked (as placarded - don't just move it from one position to the other)

"S"peed, safe speed near the ground (add 1/2 wind speed on base)

"T"rim set for selected airspeed.

Other checks you may hear of are the before-you-get-in "ABCD" check, which we do not do at AUGC, and variations of the hook-on "CARD" check, which we do. These are not official GFA checks, and therefore you would think, not required. I tend to agree with this view.

We do however use the CARD check - mainly because we always have: Canopy, Airbrakes [+ flaps], Radio and Dolly; this check is largely redundant as the pilot has already done all these as part of the pre-flight "CHAOTIC".

However, it does serve to catch a pilot who hasn't done his or her checks properly. Nonetheless it does put some doubt on who is ultimately responsible to check these things. To make it quite clear, the pilot in command has the ultimate responsibility. In no way does the hook-on person take on responsibility for these things - just checking that the pilot has checked. So the hook on person should be asking questions and waiting for a positive response - not telling the pilot. Certainly if the canopy blows open during the launch, the pilot will wear the blame - for not having checked it in the first place, and again when prompted by the hook-on person.

The CARD check is done by some clubs, sometimes not at all. At many clubs you will just get an "Open" and "Close" as they hook you on, so if you are waiting for someone else to check that you have done your checks, you will be waiting a while. **AS PILOT IN COMMAND, YOU ARE RESPONSIBLE FOR ENSURING YOUR AIRCRAFT IS READY TO FLY. NO-ONE ELSE IS.**

The other check, ABCD - Airframe, Ballast, Controls and Dolly is used at many clubs, but again all of these things are covered in the pre-flight, except A for Airframe which involves a walk around the

aircraft, checking for damage that may have occurred since the DI.

Personally, I think witnessing a glider land before your flight speaks volumes for its airworthiness - more so than a signature in the DI book. Some people just jump in, others could sign off a Form 2 after their walk around. A look over the aircraft before you get in is certainly worthwhile. Otherwise the BCD is redundant. That is why AUGC doesn't do it, although many other clubs swear by it. (and many others as well including checks for barographs turned on and everything else besides).

The point is that the official GFA checks will ensure the glider is SAFE to fly, not necessarily convenient to fly or ready for that badge flight. These other things you can sort out in your own way. If you forget to turn on the barograph, it's a nuisance, not a hazard. So we should stick exactly to the GFA script in terms of the standard checks, anything else is up to you. Don't forget there are two types of pilot - those who do their checks properly, thoroughly, and consistently, every single time without fail; and there are those who don't. Which type of pilot are you?

Safe flying,

*David Conway*

CFI AUGC

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## TREASURER'S TYPINGS

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**Payments on Flight Sheet:** Thanks to all for writing down their payments on the flight sheet. Please remember it is now Club policy to get these witnessed and countersigned by the Duty Instructor or Duty Pilot. Please do not record BBQ/dinner/drinks payments on the flight sheet. Remember - if you supply us an e-mail address you will get an electronic receipt as well.

**Airfield Services Levy:** If you fly on the airfield (this includes instructors) you need to put an extra \$1 in your account to cover the cost of providing services to the airfield. It costs us about \$160 per month to cover phone, electricity and water charges, let alone make any improvements to the building. Your support is appreciated.

**GFA Forms - Reminder:** You need to collect ALL GFA forms, even those with mistakes, scribbled on and ripped up as the GFA charges us for ALL of them up front and we need to send back EVERY form to get a credit.

**Flinders Ranges Charges:** For those lucky enough to fly on the one day it didn't pour down at the Flinders, you will find we haven't yet added the tug ferry, fuel and tow costs to your accounts. There will be no strip hire charge as the Rawnsley Park people were kind enough to waive that on the basis we didn't fly much! The bills for these things haven't come in yet so it will be a while before they are debited to accounts. I'll email a spreadsheet to augc-people list when the charges are finalised so you'll be able to see how everything is charged out.

**New Assistant Treasurer/s:** Steve Gray had to move to Canberra to get out of the job so we have some new people that volunteered their services to type in flight sheet data. Give a big Lochiel welcome (not to mention any flight sheets and GFA forms) to **Steve & Karen Were**.

*Dennis Medlow*

Treasurer AUGC

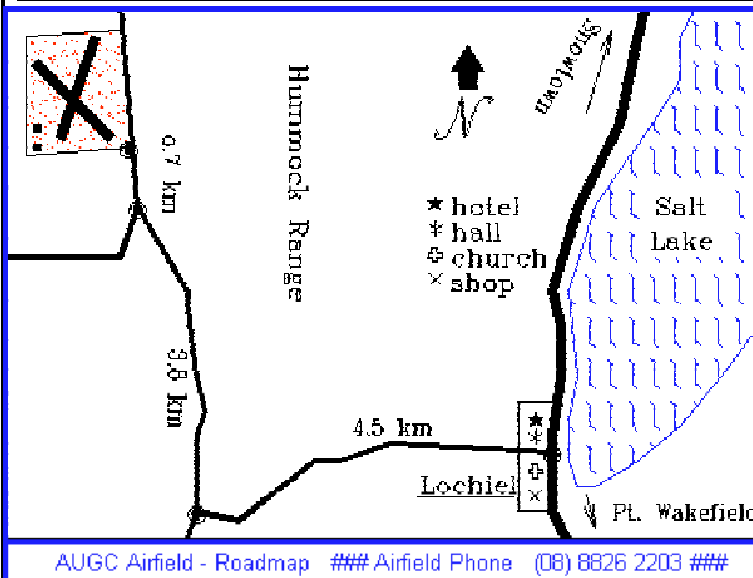
## STAY IN TOUCH

The club has an e-mail group address, [augc-people@lists.internode.on.net](mailto: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, send a blank e-mail to [augc-people-request@lists.internode.on.net](mailto:augc-people-request@lists.internode.on.net) and it will send an automatic reply with instructions on how to join the group list. You can still send an e-mail to the list even if you have not subscribed to it.

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.aus-soaring.on.net/>

If your e-mail address is on the membership database, Dennis the club's highly esteemed Treasurer can send you your account updates over the internet, as well as receipts for payments. Send an e-mail to: [dennis.medlow@saabsystems.com.au](mailto:dennis.medlow@saabsystems.com.au)

## SO YOU WANT TO FLY THIS WEEKEND?



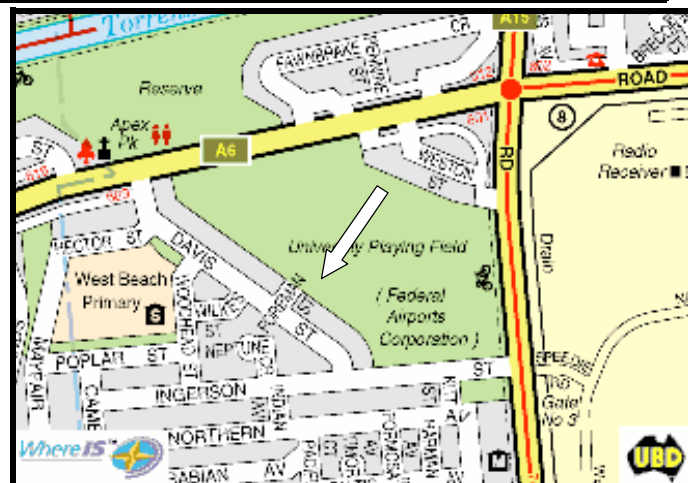
You want to go flying on the weekend? You must ring the club contact person, Scott, on the Thursday before, between 8.00pm and 10:00 pm, on 0412 870 963, (or by e-mail before )so that he can organise instructors and transport for those intending to fly.

You can either drive up yourself by following the map at left, or Scott can arrange a lift to Lochiel either from the Adelaide University footbridge at 7.15am, or from the Caltex Service station on Port Wakefield road, Bolivar at 7.45am.

## SO YOU WANT TO 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, Tuesday and Wednesday 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 available from the Adelaide University footbridge at 7.30pm by arrangement. Ring Anthony on (wk) 8393 3319, (hm) 8269 2687 or E-mail: [Anthony.smith@adelaide.on.net](mailto:Anthony.smith@adelaide.on.net).



## WHAT IS GOING TO HAPPEN SOON

**25th Anniversary of AUGC.** The 25th anniversary celebrations will include a huge dinner for past and present members as well as a flying weekend. Date to be decided. Call David Hichens if you want to help.

**Wed 4 July, General Meeting:** The Strategic Plan and Aerobatics. Want to find out how to do loops or other aerobatics? This is the theory night and deals with aircraft structure, flight envelopes as well as the maneuvers. 7:30 pm in the Canon Poole Room, Union Building. 6:30 pm in the Equinox Bistro if you want dinner.

**Mon 9—Fri 13 July, Mid-week Flying:** Call Scott Battersby on 0412 870 963 if you are interested.

**Wednesday 18 July, Pistol Shooting:** Go for a blat in an indoor pistol firing range. **Bookings essential.** Call David Hichens: 0421 080 316.

**Friday 20 July, Sonya's House-warming and Dave H's Farewell:** From 6:30pm at 21 Orontes Ave, Bridgewater. 8339 2228. Bring a chair / cushions / bean bag, your own drinks and a small plate of food. Sonya is making some soup and bread. Bring a sleeping bag if you want to stay the night

**Wed 25 July, Executive Meeting:** Come along and have a say in the running of the club. 7:30 pm at the Conway's place, 1 Cuming St Mile End.

**Wed 1 August, General Meeting:** Radio Operators License. Want to find out how to talk to air traffic control to get the airspace clearance over the radio? This is the theory and exam night and deals with radio use and procedure. 7:30 pm in the Canon Poole Room, Union Building. 6:30 pm in the Equinox Bistro if you want dinner.

**Fri 3 August, Farewell Party:** Peter and Mandy are off to the USA. They are having a farewell party at Adelaide Soaring Club from 6.30 pm onwards. The bar will be open for drinks, BYO nibbles and stay away from the jelly if you want to drive home (and not get done for DUI).

**Sat 1—Sun 9 September, Canberra Gliding Club Wave Camp.** The CGC wave camp is on again in the first week of September. Talk to Gary Hollands if you are interested in going.

**Wed 5 September, General Meeting:** The weather. A talk presented by Peter Web from the Bureau of Metrology. This will be a very informative night on predicting thermal conditions, sea breezes and lots, lots more.

**Wed 3 October, General Meeting:** Cross country flying. Essential for summer and doing cross countries! We will be doing out-landing check flights on the weekends after this meeting. Attendance at the meeting is a must if you want a check flight.

**Wed 7 November, General Meeting:** Maurie Bradney on advanced cross country flying. How to go further and faster safely.

### Uni Gliding

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