

Uni Gliding

The Official Journal of the Adelaide University Gliding Club



The clubhouse extension frames being 'erected' by Redmond and crew: Photo by D Conway

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STOP PRESS

Annual Check Flights Now Due. All pilots are required to get a check flight by an instructor by the end of October. Get it done as soon as possible .

QUOTE OF THE MONTH

"It looks pretty good in my humble opinion!" Redmond Quinn surveying his erection efforts.
"Redmond has a 'humble' opinion?!?!" was the a somewhat surprised response from Anthony.

EDITORIAL

Hi everyone,

Welcome to a winter bumper edition newsletter. Although it is still the middle of winter, now is the time to prepare for summer. [The next general meeting](#) is on cross country flying and it is mandatory that you attend if you want to get a cross country rating this summer season. We will be getting Simon's Motorfalke up to the airfield in the very near future to start doing out-landing check flights.

Also on the topic of preparation for the future, it is time to re-visit the club's [strategic planning night](#). The strategic plan was published earlier in the year in the [June newsletter](#). The meeting is on Wednesday 26 September from 7:30 pm onwards (6:30 pm for beer and pizzas) at Justine's and my place (4/29 Fuller St, Walkerville). This is a very important night as it sets the direction for the club; aiming it at the future. Please, if you are interested in the future of the club, come along and have a say in what you want the club to be.

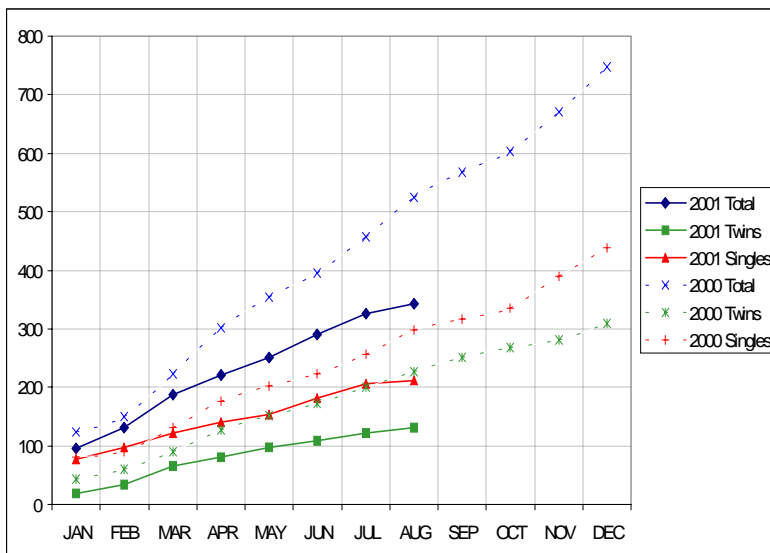
On the same theme of strategic planning, I have reprinted an article at [Page 8](#) written by Emilis that was first published in 'Uni Gliding' in August 1999. It gives ideas as to what fleet structure the club could have, depending on its membership size and its membership needs. I have included it to provoke thoughts on the subject, rather than treat it as rules to follow.

The weather over the last few months has been particularly average as far as soaring goes, especially compared to last years great conditions. Combine this with a difficulty in getting instructors for both days of the weekend, a number of experienced pilots moving interstate or overseas and you can see that it has had a major impact in the amount of flying that the club has done in recent months. With any luck, the summer will be significantly better. (Note: The graph has been absent from recent months as I was unable to update it with the previous months data prior to publishing the newsletter).

Thanks to Mark Newton for the internet snippets, Scott Lewis for his 'gliding is better than sex' piece of humour and David Conway for contributing the photo of 'Gary Hollands' on [Page 7](#).

Anthony

Editor



DO YOU WANT TO IMPROVE THE NEWSLETTER?

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. I have also been working on keeping the content up to date with what is happening within the club as well as being informative and amusing for the club members.

SEPTEMBER



Two photos this month! On the left, Scott B and Jean at the bonfire on the Flinders trip (it is not what it looks like!). Photo by David C. On the right, a young David C thinking that all you need in life are the 3 B's: A Beer, a Blond and a Bonfire. Unknown photographer

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
					1 <i>Go gliding</i>	2 <i>Go gliding</i>
3 Bergy 30 yearly West Beach Shed 7:45 pm	4 Bergy 30 yearly West Beach Shed 7:45 pm	5 General Meeting: X-country flying: 7:30 pm Canon Poole Room	6	7	8 <i>Go gliding</i>	9 <i>Go gliding</i>
10 Bergy 30 yearly West Beach Shed 7:45 pm	11 Movie Night Liam. Trak Cin- ema. 6:45pm	12 Bergy 30 yearly West Beach Shed 7:45 pm	13	14	15 <i>Go gliding</i>	16 <i>Go gliding</i>
17 Bergy 30 yearly West Beach Shed 7:45 pm	18 Bergy 30 yearly West Beach Shed 7:45 pm	19 Exec Meeting: 7:30 pm. 1 Cuming St, Mile End	20	21	22 <i>Go gliding</i>	23 <i>Go gliding</i>
24 Bergy 30 yearly West Beach Shed 7:45 pm	25 Bergy 30 yearly West Beach Shed 7:45 pm	26 Strategic Plan: 7:30pm. 4/29 Fuller St, Walkerville	27	28	29 Balaklava Regatta Balaklava	30 Balaklava Regatta Balaklava

PRESIDENTIAL PROMISES

Hello all, I can't believe another month has passed!

Well we've settled in to operating the Twin Astir, the winch heads have been replaced which, along with Scott Lewis's high performance winch engine modifications, are giving much more reliable winch operations, and the frames for the new clubhouse extension have been erected. On the downside - we don't have much money left for the remainder of the year. So if your account is negative or you want to pay for your flying in advance, I'm sure Dennis would be delighted to receive some money from you.

There was a reasonably good turnout of pilots at Balaklava for the safety seminar a couple of weeks ago. It was a shame to lose such a good flying day, but the seminar was a useful forum where we were informed about GFA Operational updates and attendees were able to provide feedback to GFA through Kevin Olerhead, the CTO/Ops. It's always interesting to catch up with members of other clubs for an exchange of news and ideas.

We also saw Bradley Gould's new Subaru WRX at Balaklava which looks way too small to be a practical retrieve vehicle but certainly makes a lot of noise and speed!

The days are getting longer, so summer is coming soon. Please think about your flying and what you would like to achieve this summer in terms of height or cross country goals and send it to me: conway@agile.com.au - or 0429 803 705; for the "AUGC Summer Goals" awards. This is where you nominate what you would like to achieve for the summer season (from October to Easter) and if you achieve it, you will receive a medal. This is to encourage you to progress with your flying. Your goal could be anything from going solo to a 1,000 km cross country flight (but please set something realistic - 1,000 km in the Arrow is a bit of a stretch).

We have club pilots talking about flying at the [Club Class Nationals at Temora](#), the [State Championships at Waikerie](#), and [Performance Week at Waikerie](#) this summer. I would like to see the club's Bergfalke at Performance Week (2nd week in December), so interested pilots should contact me or write their name on the list I'll put on the notice board at Lochiel.

We have also been issued a challenge by the owner of the one Bergfalke in Australia that is not in our club :-). Ian McPhee will be taking his Bergfalke 3 to Temora. If enough people are interested we should try to get ZM there and encourage Anthony to take ZQ. This means we need help to finish the Bergfalke's 30 yearly to ensure it is available.

We will also try to take some gliders to the [Balaklava Regatta](#). It is unlikely that the club's Bergfalke will be finished for this since its only about 5 weeks away (October long weekend). Perhaps Anthony's Bergfalke will be available for this competition.

Simon's Motorfalke should be available for out-landing checks soon (remember [the next general meeting](#) is on X-country flying). The new propeller is enroute to Australia right now and is expected to be completed early next week. With any luck the 'Falke will be back by the end of September.

Tom Gilbert reports that he has submitted a quote to the insurance company and expects to hear from them soon with an authority to proceed with repairs. He is fairly confident the Puchatek will be completed by Christmas.

In keeping with the photographic tradition of my reports (can I set a tradition with only four reports?) here are some photos to whet your appetites for the coming season. The first photo (next page) was taken while flying out of Benalla at the Club Class 2000 Nationals last year. Despite stuffing around with the camera during the flight, I actually managed to win the day! (Probably more luck than judgement).



The second photo (below) is of our beloved PIK-20D at Gawler in January for the World Club Class Championships where it was flown by Slovenian pilot, Zeljko Roskar.



Moving from our current hot ship to a past one, I found our old Phoebus YB at Benalla in November. You may recall a photo of it in one of my previous reports. This is what it looks like now (next page).

The ridge season is well upon us but does not always line up with weekends. I'd encourage you to think about midweek flying so we can use more days. We can try to chase instructors if people are in-



terested, or those that have an independent operator rating should think about it.

I'd also like to see a school/uni holiday camp in late September. Please contribute to the augc-people e-mail list if you are interested. There should be at least a few days of good ridge flying at this time, and the thermals are starting to work on the warmer days.

OK so now that I've successfully used photos to pad out the length of my report ;-)) I'll close by wishing you all good flying and safe flying.

Cath

President

SLEEPING IN SEATTLE

Well here we are (not Sleepless) in Seattle. The trip over was incredible, keep paying your taxes, I LIKE travelling Business class. The house is a mansion and worth about \$500K US. We have a sink EACH in the ensuite, and you could put a single bed in the WIR. Then there's the triple garage UMR so you can get into the house without going outside, which is useful when it rains. So drive you up to the house, open the garage door with the remote and enter the house thru the laundry. Easy!

The weather has even put on a heat wave for us, over 20 degrees each day,. They're promising rain for the next 3 days, but at the moment it's warm and sunny with fluffy Cu's.

The traffic is as advertised, dreadful, one day last week I drove to pick Pete up from work. It's 13 miles each way, and it took over two hours. We're spending a lot of time in cars stuck in traffic. Today we bought a car; a Subaru. The insurance is not cheap at \$2000 US. It will be a little cheaper once we get a local licence, but will still be over \$1,000 US. We have managed to get a Social Security Number which you need to do anything here, including organize long distance phone calls.

We plan to visit the local gliding club this weekend and hope to fly. Hope all is well in Adelaide.

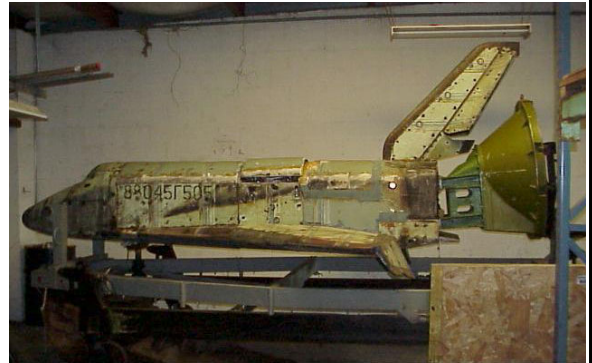
Regards

Mandy and Peter Temple

NEWTON'S 'NET NOTES

Want to buy a really fast glider? Tired of a measly 135knots VNE? Try this... Rescued from Russia when the USSR sold off many historical space items for US cash. Now located in Florida. This is a Bor-5 VKK that was used to test the aerodynamic characteristics of high altitude and extreme speed and heat on a space vehicle. It is an exact 1/8 scale model of the Russian "Buran" space shuttle. The Bor-5 is 16' long with a wing span of 9'. On the frame, it weights about 4000 pounds. This is the only one left, of a fleet of six, and the only one that successfully met its test objectives. It was launched, June 22, 1988 from a two stage SL-8 rocket from the Russian Kapustin Yar test grounds and reached a maximum altitude of 210 km. It descended, hitting Mach 20 and temperatures of 16,000 K. It landed safely, after a flight of 2100 km, by parachute, near Lake Balkhash. It was recently up for auction at Ebay.com for US\$550,000.

Go to: <http://cgi.ebay.com/aw-cgi/eBayISAPI.dll?ViewItem&item=1175459939>



Redmond's Dream Machine: A session in the (West Beach) shed is typically a long affair. Starting very early in the day and going through until late at night a bloke should not leave his shed for anything (Hint: Empty paint cans can be very useful here). All supplies must be taken in at the start of the shed session. And the most essential of these supplies is beer. But how to keep the beer cold?



I knew from some long ago physics lecture that when a liquid expands into a gas it will draw heat from its surroundings. And I happened to have a source of a suitable liquid right in my shed in the form of a LPG cylinder. Obviously it would not do to evaporate vast quantities of a flammable gas into the closed confines of my garage. That would probably be dangerous. What I needed was a way to remove the dangerous gas. The solution was obvious. Why not burn it? Burning the gas with a normal burner would not use up the gas fast enough to give me any serious cooling. What I needed was a way to use up a lot of fuel very, very quickly... what I needed was a jet engine. Go to: <http://www.asciimation.co.nz/beer/>

Mark

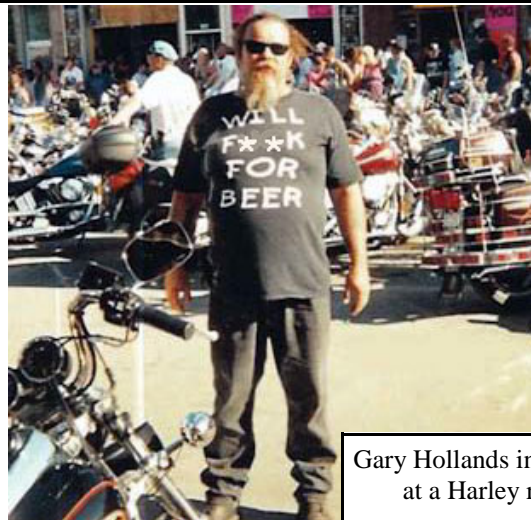
WHAT THEY DO IN THEIR SPARE TIME

BDL Holdings Pty. Ltd.
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I didn't know a BDL was long enough to hold on to!
Note: this company actually exists!

Gary Hollands in disguise
at a Harley rally.

AUGC'S CHANGING SHAPE

(Adapted from an as yet unpublished paper 'GLIDING'S POWERHOUSE' by [Emilis Prelgauskas](#))

OVERVIEW

Over the years, the Adelaide University Gliding Club has maintained its high penetration into its target market in terms of members vs market size, whereas gliding in general and the majority of clubs in particular, have seen declining numbers.

What could be expected to be reasonable levels of participation in gliding was first tested in an AUGC published paper in 1979. This was followed over the years by a number of other papers on similar such postulated aspects of gliding club management, many of which are drawn on in summary in the paper below.

A POSSIBLE AUGC SHAPE

There are discussions within the club to change the fleet composition and other aspects of the club.

This paper traces the forces which might be contributing to those pressures.

AUGC has been a mid sized club for many years, with a structure set by its founders (Tony Kiek and self) to be suited to the particular market the club serves.

AUGC has maintained its member size, and built its asset base. In the same period other clubs in the region in contrast have maintained their asset base but have experienced declining member numbers.

Changes to circumstance are not only responding to internal issues, but to those broader issues as well.

So a club committee might look at AUGC's changing member age and experience profile, and at the apparent large size of the club now compared to its peers in the region, and make decisions on assets.

This paper puts this in more abstract terms, so that AUGC can compare its decisions with quite different decisions by other clubs. The latter may look strange to the outsider, but as will be shown by examples below, in the abstract framework given here; each makes sense in its own way.

GLIDING'S POWERHOUSE

Some people are despondent about the decline of the sport of gliding in the numbers of glider pilots. Meanwhile, the contemplation of gliding and its issues has been going on continuously through a few people in the sport over a number of decades.

Some other people occasionally come up with hopes of a 'magic bullet' that will solve everyone's problems. Yet those who have been looking at the complexity of the sport for a long time, Stead look for contributing issues, causes and reasons which together may also point the way to longer term solutions. In that review, a recurring theme is that the gliding club is the 'engine' or 'powerhouse' which makes gliding possible at all. This is where the coal face between newcomer and the sport exists, where the ground, air and support resources are.

For many years, 'the gliding club' has been considered in its traditional role - as the provider of the support resources that permits the individual to get into the sport.

At the end of the millennium, this is now seen as a simplistic view. It is now possible to also:

- buy gliding from a commercial centre at one end of the spectrum, or
- by personal ownership of a self launch sailplane fly as a lone independent operating private owner at the other.

The spread outward of differing expectations of what 'gliding' is has reached an all time maximum.

Nevertheless, 'the gliding club' is still a valid symbol of gliding's powerhouse. However, it needs to be considered more closely than the simplistic analyses of the past, with its definitions broadened to accept those wider operating categories.

In this paper, here I will draw on the thinking by a number of people within gliding to suggest some of those wider categories and component issues. Those then suggest some of the ways some gliding clubs are and can re-invent themselves to contribute to gliding's future.

This paper takes as its base starting point, that gliding as a whole wishes to be 'successful' into the future. The corollary is taken that where gliding clubs are 'successful' then that is part of achieving that sport-wide goal.

I have deliberately left that definition of success quite vague at this point, because I believe readers will be quite surprised at some of the 'successes' that I will be pointing to later.

Here are some of the criteria that have been used to test success in gliding clubs in the past:

*** GFA Member Numbers.**

Generally the only statistics available have been the annual ones published in the Australian Gliding Yearbook. So for many years the sign of success of a gliding club was taken to be its official member numbers. The bigger the better.

Later below, some other members statistics categories will be suggested which may be more useful at the individual club level in defining success.

*** Club Category.**

Over the years clubs have been found to 'wobble' in membership size, each generally with a stable range of minimum and maximum member numbers. From looking at all clubs Australia wide, 4 categories have been suggested:

CLUB TYPE	GFA MEMBERSHIP
A	More than 120 members
B	More than 70 members
C	More than 20 members
D	Less than 20 members

Each club category has been found to characterise some club operations features which suit that membership size in terms of focus on pilot types; and later this will be compared with fleet shape and other similar criteria

Later below, some additional club categories will also be suggested; and a fair portion of this paper will look at which criteria are consistent and which are not within each category.

*** Club Fleet Shape.**

Many years ago in correspondence between similarly interested people, Tony Hayes contributed his thoughts on fleet shape. He has since moved on to make major contributions to the ultrahght movement. Tony envisaged that a gliding club could be defined by how its fleet was 'shaped'. The shape is in effect a floor plan, with: training 2 seaters at the top, simple to fly single seaters in the middle, and high performance gliders at the bottom.

This permits: hourglass, diamond, inverted triangle, and triangle shapes to form.

Later below, we will attribute preferred fleet shape to club categories as part of measuring success.

*** Other Criteria.**

Other people have contributed criteria such as pilots/glider, \$ spent/pilot/annum and so on as ways of measuring gliding's powerhouse to influence change and achieve success.

New Categories.

In an attempt to be less simplistic, further categories in each of the criteria above have in more recent times been suggested.

Membership.

The 'Global Membership: Henk Meertens has suggested that to appeal to outside observers, the sport should measure its global participation; to include short term and day members. GFA member categories were amended in recent years to make this possible. Beverley Matthews has suggested that a further useful overview of membership include the individual club's social members including inactive pilots, 'friends' of the club, and spouses of active pilots, who should all be taken regard of in setting the 'global member number'. 'This is the approach suggested in this paper; these numbers are therefore known only to clubs themselves.

The 'Powerhouse' Membership: Also, only clubs know their 'powerhouse' number, which is the actual number of committed individuals within their club, those people who seem to almost 'live' at the club, doing all those tasks that underpin the club, its maintenance and initiative projects, fill the holes in the rosters, and so on.

So now we have above 3 member related categories that we can relate to other success issues in gliding clubs.

Club Types.

In addition to the traditional club categories, we can now add the independent operator, the commercial centre, and so on.

We need also to differentiate between: the club type each club actually thinks it is, what it tells the outside world it is, and how others in gliding see the club. These are likely to differ.

For example:

The type 'D' club might promote itself as a type 'C' club in apparent resources to be more attractive to the general public, but might be seen by others within gliding as just a collection of independent operators, and not a 'true' club at all. (My home club for example).

Club Fleet Shape.

The 'A' type club could be expected to have an hourglass shaped fleet Lots of two seaters at the top of the fleet to meet short term member and training needs, a few transition single seaters, and then a senous fleet of performance sailplanes for badge, contest and hire & fly use, and those owned by private owners.

The 'B' type club could be expected to have a diamond shaped fleet; with some two seaters and high performance sailplanes, but primarily single seaters suitable for a wide range of pilots in the club to fly.

The 'C' type club could be expected to have an inverted triangle fleet shape with mainly two seaters being used in both training and early solo flying roles, a number of single seaters suitable for everyone to fly, and perhaps one high performance sailplane available to the most experienced pilots. (This was traditionally the most common club size and fleet shape in the sport prior to the spreading out in types of gliding in the mid 1970's; and led to charges of 'President's aeroplane', etc.)

The D type club could be expected to have a triangle fleet shape; with only one 2 seater for occasional TEE or check flight, perhaps a single transition single seater, but mainly high performance sailplanes for the club's predominantly experienced pilot membership.

The apparent fleet shape can be distorted when private owner sailplanes are included in the measurement mix. The result is that sometimes apparently strange decision making in committees occurs, as the examples below can show.

(An example taken from real life.) An 'A' type club (interstate) had historically had by far the largest membership in its region. It had accumulated a large fleet and assets, had moved to full week flying complete with dedicated training fleet and staff. It had attracted a large following of private owners based on the site. (there is at least one such club in each region of Australia. This one however is recognisable by its committee decision making only a few years ago, which at the time horrified some observers in gliding, and some of the affected club members.)

The committee decided to reinvigorate the club by a series of linked actions - substantially increasing fees, selling off some of the high performance end of the club fleet, buying more middle level sailplanes. The effect was also to alienate some of the club's members and in particular private owners.

While the committee of the day are unlikely to describe it in these terms; below is an outline of the 'success' of that club's move made in terms used in this paper.

Everyone had traditionally external to and within the club seen the club as a classic 'A' type club including its large GFA member numbers, large short term member numbers, and hourglass fleet shape which included a large number of private owners attracted by low fees in comparison to the support site, facilities, and professional staff available.

The incoming club committee saw things differently. That the club had slipped in member numbers, particularly in 'powerhouse' terms, was afflicted by accumulated debts from trying to maintain that 'A' club status, and saw no strength in the hordes of private owners attached to the club.

In effect, they saw themselves as now taking a 'B' club profile, complete with a predominantly diamond fleet shape. Separating the commercial operation aspect of the club allocated that entity with the majority of the 2 seat fleet. The trimming of the fleet at the high performance end, and increasing middle fleet resulted in the change of fleet shape. Private owners leaving because of fee changes for other sites in the region completed the transformation.

The club subsequently saw a diminution of debts, trimming of its overheads; outsiders saw the club as less attractive for the private owner to attach themselves.

So, how does the model presented above define this move down as a 'success'?

The club committee took the 'courageous' step of re-examining its place in gliding; and deciding to move away from comfortable stereotypes. Rather than looking at aggregating the maximum number of GFA members as its measure of success; the committee looked at the relationship between its powerhouse member numbers and its global numbers. Private owners represented very small numbers in both categories.

The move of private owners to other sites has arguably strengthened those clubs elsewhere in the region, some of those clubs being able to attract them into the 'powerhouse' part of their club.

Meanwhile, at our example club, the changes meant that 'powerhouse' numbers hardly changed, nor did the global numbers made up by the active long term club and short term course members.

So while traditional measures of GFA members and fleet shape suggest that the club has declined, in operational terms the club has been improved in efficiency terms by the change. Not that that change was brought about without pain to some members, or in fact parts of the club itself

The point of the story?

That 'success' is sometimes less than obvious, and our understanding of the forces and mechanics of gliding's 'success' is less than perfect

From AUGC's Perspective.

In the framework above it would be argued that traditionally AUGC is 'C' club, complete with inverted triangle shape fleet. Lots of 2 seaters, some mid level single seaters, and a little high performance stuff

There are people who suggest that because AUGC is now the largest club in SA (if not in GFA member numbers, but in global member numbers?), it should take an 'A' position. This leads to the suggestions that the club needs less mid level single seaters, but more high performance single seaters.

Whether this is right or not can only be decided by checking the club's 'powerhouse' and 'global' member numbers. Information only the club committee has access to.

It seems likely that in AUGC's case, it isn't practical to grow from 'C' to 'B' size by the natural means the average club would, because of the continuing annual influx of ab-initios which make up a sizeable part of AUGC's global membership.

On the other hand, a jump from 'C' to 'A' is a big one. If it is done the wrong way (say there are inadequate powerhouse member numbers to underpin it) the club could be expected to come undone in the short term future.

An option is to look once again at the club's diverse roles. Does it have the senior pilot numbers to underpin a high performance fleet. Or should this continue to be the task of the private owner fleet.

Is the training end of the club strong enough to justify the move toward staff In effect separating the commercial end of the club from the solo pilot sporting end.

Perhaps the framework above helps put those divergent demands for change into some kind of perspective.

Emilis Prelgauskas

B.ARCH ARAIA

TREASURER'S RAVINGS

New Glider: We have \$1,089 put aside for a deposit for a new glider (remember the more flying you do, the sooner we get a new plane!). But, we have only \$6,500 in the bank and almost all of this will be spent on bills over the next 3 months, therefore more flying (and paying) would be appreciated!

Debtors: People should be paying for their flying at the end of each day. The club presently has around \$3600 owed to it by various club members. From now onwards: club members who owe \$50 or more will not be allowed to fly unless approved by the executive committee. If you do owe money, you will be asked to pay either up immediately or via an instalment arrangement.

Flying Money: From now on all money for flying is to be paid to the duty pilot at the end of the day. New flight sheets have been produced which requires the duty pilots signature against all payments. The money that is collected is to be kept separate from the clubhouse cash tin.

New Assistant Treasurer Not Needed: It appears that being assistant treasurer does not guarantee the incumbent to move interstate. Fortunately Steve & Karen Were are no longer moving to Brisbane and are now looking for alternative cities to escape to!

Dennis Medlow

Treasurer AUGC

ROYAL AERONAUTICAL SOCIETY

The Royal Aeronautical Society was founded in 1866 and is the oldest aeronautical society in the world. Its purpose is the general advancement of aeronautical art, science and engineering and for promoting that species of knowledge which distinguishes the profession of aeronautics and astronautics.

There is an Adelaide Branch of the Australian Division which holds meetings and lectures at Technology Park on the last Tuesday of every month. The Adelaide Branch also has sub-groups devoted to:

- General aviation
- Gliding
- Aircraft mechanics, and
- A student group

For more information visit: www.raes.org.au/Adelaide/index.html

Or contact Mr. Les Brown

(BH): (08) 8393 2613 (AH): (08) 8396 5829 lesjbrown@hotmail.com



AMERICAN INSTITUTE OF AERONAUTICS AND ASTRONAUTICS

The American Institute of Aeronautics and Astronautics (AIAA) is the principal society and voice serving the American aerospace profession. Its primary purpose is to advance the arts, sciences, and technology of aeronautics and astronautics and to foster and promote the professionalism of those engaged in these pursuits.

There is an Adelaide Uni Student Branch which holds regular seminars presented by engineers and scientists in the aerospace field. It also provides the opportunity to:

- develop an experimental payload for launch on a Zuni rocket
 - go to Woomera to witness rocket launches by the Australian Space Research Institute
 - network with professionals in the aerospace industry
 - attend BBQs, pizza nights and video sessions
 - receive up-to-date information on local aerospace-related activities
- and most of these events are free to members!

For more information visit: www.mecheng.adelaide.edu.au/aiaa/

Or contact the Membership Officer Matthew Tetlow:

Ph. 8303 6385 E-mail: mrtetlow@mecheng.adelaide.edu.au



WHY GLIDING IS (ALMOST) BETTER THAN SEX

10. It's socially acceptable to do go gliding while others watch.
9. The glider doesn't mind you flying other gliders.
8. The phone won't ring while you're in the middle of a flight.
7. You don't have to sit through dinner and a movie beforehand to go gliding.
6. You and the glider always finish at the same time.
5. You always know exactly where to put your hands.
4. You can fly as fast as you want, right from the start.
3. You can go gliding more than once in one afternoon.
2. You don't feel bad (or get into trouble) when you tell everyone else about your best flight.
1. The line "It isn't the size, its how you use it" is ACTUALLY true!

FROM THE INSTRUCTORS PANEL

It's that time of year again - Annual Check Flights. The forms will be on the notice board at Lochiel this weekend, and will shortly be available in the 'manuals' section of www.augc.aus-soaring.on.net

It is the pilot's responsibility to organise his or hers check flight. Near the end of October I will publish a list of pilots who have given me their forms, duly completed. If your name is not on that list after October 1st, you don't fly solo until you have had your check flights. At least a couple of flights will be required, as a decision-height cable break and a spin check are required. It is unlikely you will be able to do these two on the same flight (without failing, that is)!

The GFA Safety Seminar at Balaklava was well attended by AUGC people. Some notes are:

There had been an extended fatality-free period for gliding in Australia until a very unusual accident at Benalla over summer. While it is hard to draw conclusions, it would appear that gliding in Australia has been trending towards fewer fatal accidents.

However, AUGC has had several accidents in the last 18 months, and while -fortunately - no injuries were sustained in any of these, they all had the potential to be fatal. In fact it is remarkable that someone didn't sustain very serious injuries in any of these accidents. So the statistics could easily have been very different.

One of the biggest causes of accidents in the past has been mid-air collisions between gliders and other gliders, tugs and other aircraft. Most of these have occurred within 10 km of the airfield.

It's interesting that the three recent AUGC accidents all involved hitting something, either the ridge or the tree. Fortunately not another glider. I believe that with the extensive amount of ridge flying we do at Lochiel, and with the ridge located right alongside the airfield, we have a much higher risk of a mid-air collision than most other clubs.

Clearly sensible flying and a high standard of lookout is required to ensure that we maintain adequate separation and eliminate the possibility of a collision. Remember that only one pilot has to see the other aircraft to avoid a collision. When neither pilot can see the other - a double blind situation - then the risk of collision is high.

Most of you may have seen the article in the Advertiser recently about the Coroner's inquest into the fatal mid-air collision between a glider and a tug/glider combination at Waikerie, which killed the tug pilot and one of the glider pilots. The coroner found that the glider pilot (the one which wasn't being towed) had failed to maintain an adequate lookout.

This accident was in the circuit area. Tugs are large easy-to-see aircraft, and the tug had made a rolling call, so the glider pilot should have been alerted to his presence, and should have been able to visually acquire the tug / glider. It's hard to understand how this pilot did not see the tug / glider- after all, it was right in front of him. Perhaps he was fishing around for his water bottle, looking at a map, who knows. What we do know is that **HE WAS NOT MAINTAINING AN EFFECTIVE LOOKOUT!**

A more thorough article on developing an effective lookout will be published in the next newsletter.

The article also put into question the instructors responsibility (read liability) in this accident - as the pilot had a known problem with his lookout. Clearly the Coroner was wondering why the instructor had let a pilot with known poor lookout fly solo, however ultimately assumed that the instructor had corrected the problem and that the pilot had subsequently relapsed.

The Coroner also recommended that the use of radio to provide effective traffic alerting be implemented as a matter of priority. We have implemented more formal use of the radios in our club over

the last 18 months or so, mainly so people were comfortable with its use and suitably proficient with it when visiting Gawler, the Flinders and other areas where radio use is mandatory.

Also introduced were downwind calls to alert other traffic in the circuit of a glider entering the circuit area. When the radio can add to safety, it should be used - clearly and concisely. Remember, the radio can only serve as an aid - by alerting you to traffic -it can never replace an effective lookout. Meanwhile, work on developing an effective lookout - keep your eyes outside the cockpit and scan. Be particularly vigilant on the ridge and in the circuit area.

David Conway

Chief Flying Instructor

EXECUTIVE MEETING MINUTES

Meeting: : 15th August 2001.
 Location : Dennis Medlow, 90 River Drive, Athelstone.
 Opened : 7:43pm Closed : 10:09pm
 Next meeting : 19th September 2001.

Present:

Cathy Conway President
 David Conway CFI
 Scott Lewis 5th Member
 Dennis Medlow Treasurer
 Anthony Smith Newsletter Editor
 Derek Spencer Secretary

Apologies: Steve Were, Dave Hichens.

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: Scott Lewis Carried: Cathy Conway

Correspondence:

- Cheque from Sports Association: \$5,446.04
- Fuel Bill.
- Wakerie Newsletter.
- Minutes of SAGA meeting.
- AD for Redmond Quinn concerning Puchatek rear seats.
- Yorke Peninsula Field Day.

Treasurer's Report: (Dennis Medlow)

- To be submitted at a later date.
- Reimbursement Requests:
 1. Dennis Medlow: \$106.65 : Jockey Wheel and Flight Sheets.
 2. Scott Lewis: \$42.30 : Flood light and water-proof switch.
 3. Anthony Smith: \$281.80 : Club House supplies.

Moved: Cathy Conway Carried: Derek Spencer

Operations Report: (David Conway CFI)

- Club has received approval to operate under AN150.
- Scott Lewis and Derek Spencer to start AEI training.

- Annual Check Flights are now due.

Aircraft:

- KRO - On the way to Sydney (Steve Were volunteered to drive).
- GZM - 30 yearly will commence early.
 - No Bergfalke 3 canopies available from Scheibe. Offered a Bergfalke 4 canopy instead.
 - New aircraft wheel from Gary Hollands (\$500 value).
 - Mould of skid will be done at 30 yearly.
- GMI - To be displayed at University Open Day Sunday 19th August 2001.
 - Ian Linke to repair clear vision window and polish the canopy.
 - Tail dolly grounded until latches can be fixed.
- WVA - Undercarriage stiffness problem due to large octopus straps. These have been replaced.
 - Undercarriage alarm to be fitted at next Form 2.
- GNF - Cockpit port side damage to be fixed when at West Beach next.
- IKW - Airbrake hotelier couplings need replacing in 20 to 30 hours (requires derigging).

Sports Report:

- Need replacement Club Coach.
- New 'advanced' pilot training book by Peter and Mandy Temple is coaching orientated.
- New trophy (shortest distance to outlanding on a declared cross-country) has been constructed.

Winch Status:

- TB2 - Launching well with new carby fitted.
 - New pulley heads fitted.
 - Winch arms need balancing.
 - Safety cage needs panel bashing.
- TB3 - No work done over the last month.

Trailers:

- The Blue House (KRO / GZM). - New, extra large, jockey wheel purchased.
 - Modifications required (list being drawn up).
- GNF - Currently at Lochiel requiring final fitting of GNF.
 - Water ballast required for balancing trailer (when towing empty).
 - Tool box required.
- WVA. - New wing root dollies to be made.
 - New wing tip dollies to be made.
 - Axle needs straightening.
 - Wiring to be replaced.
 - All to be done a next Form 2.
- GMI. - Back door needs replacing.
 - 'Do Not Overtake Turning Vehicle' signs to be replaced
 - Wing root dollies need modification.
- IKW - No work required.
- GCY. - Trailer is still being registered by the club. To be forwarded to Waikerie

Club House:

- Frames for Clubhouse extension have been erected.

West Beach:

- Procedures for locking the gate working well now.
- Additional exterior light for security and prevent vandalism?
- Motion to purchase tools for the shed.

Moved: Scott Lewis Carried: Cathy Conway

Social Events:

- Need ideas for future events.

Newsletter:

- Reports by Wednesday 29th August 2001.
- Previous newsletters now on the web as PDF files.
- Collating Don Hein cartoons is the next project.

Motion: Thanks to Anthony Smith for an excellent job on scanning old newsletters.

Moved: Cathy Conway Carried: Derek Spencer

Other Business:

- Strategic Plan meeting. Last Wednesday in September. Anthony Smith's place.
- Scott Lewis to help Balaklava organise Yorke Peninsula Field Day (Paskerville).

Motion: The Duty Pilot will be responsible for the collection of flight money at the end of each day.

Moved: Derek Spencer Carried: Anthony Smith

Actions Required:

Cathy Conway. - Contact Ian McFee about fitting Bergfalke 4 canopy to the Bergfalke 3 fuselage.
- GPS mount for WVA (~\$31.00).

- Lettering of AUGC on GNF fuselage.
- Arrange Mark Newton to link AUGC web page to Peter Temples temp. trace site.
- Contact Mike Morgan concerning GCY trailer registration.
- Posters at Adelaide University promoting Youth Scholarship.

David Conway. - Mould GMI wing dolly.

- Spare regulator for winch.

Scott Lewis. -Purchase steel box for winch tools.

Dennis Medlow. - Hangar Insurance.

- Fly WVA.

Redmond Quinn. -Organise training (maintenance).

Anthony Smith. - Deliver GMI canopy to Ian Linke Monday 20th August 2001.

- Do Not Overtake Stickers for GMI.
- On Dit for Youth Scholarships.

Derek Spencer. - Continue with Pie-cart drawings.

- More investigation into WVA re-wiring (liase with Redmond Quinn).
- Water Ballast for GNF trailer.
- Move meeting from 7th November to 14th November 2001.

CONTACT LIST

President:	Cathy Conway	8443 7535	conway@agile.com.au
Treasurer:	Dennis Medlow	8337 3265	dmedlow@adelaide.on.net
Secretary:	Derek Spencer	8322 6626	derek.spencer.geac.com.au
Social Convener:	David Hichens	8342 2956	dhichens@baea.com.au
Fifth Member:	Scott Lewis	8377 0893	lewistraining@ozemail.com.au
Chief Flying Instructor:	David Conway	8443 7535	dconway@adelaide.on.net
Airworthiness Officer:	Redmond Quinn	8344 5331	redmond.quinn@santos.com.au
Contact Person:	Scott Battersby	0412 870 963	scoota@senet.com.au
Newsletter Editor:	Anthony Smith	8269 2687	anthony.smith@adelaide.on.net

FOR SALE

ES60 Boomerang VH-GQZ (known affectionately as QueeZy) Serial Number 85 Mk1

Built in June 1966

30 yearly completed. Completely refurbished by current owners and covered with Stits fabric. Nice paint scheme. Tinted Canopy and spare clear canopy (never fitted). Lined cockpit. Set up for competition - same performance as a PW5.

Instruments: Borgelt B21,24,25 (the last 25 ever made). Microair 760 radio. Very good ASI, altimeter and mechanical vario

Tow out gear, tie down kit, parachute, enclosed trailer (the trailer does need some minor work which I'll try get to soon). Two people can rig the aircraft in about 15 mins.

Photos available at the following:

www.auscom.com.au/Cath/QZ.jpg - taken a few years ago at AUGC before tinted canopy was fitted.

www.auscom.com.au/Cath/Benalla2000/QZpanel.jpg - instrument panel and interior

www.auscom.com.au/Cath/Benalla2000/QZflying.jpg - instrument panel while flying

We've owned this glider for 13 years. In that time we've covered heaps of XC kms including several 500 km flights, taken it to camps and competitions across the country and had a lot of fun.

It won the Vintage Gliding Association Schneider trophy in 1996 for best restored Schneider glider.

It's for sale because all syndicate members have families and therefore less time than they had, and most have another glider too. So there is not enough time to look after QueeZy and give it the love and attention it deserves. It's given us cheap flying and would be a great first glider for someone while still offering them the chance to do everything from local flying to Vintage meets to National Sports class.

Enquires to Cathy Conway.

Mobile: 0429 803 705,

E-mail: conway@agile.com.au

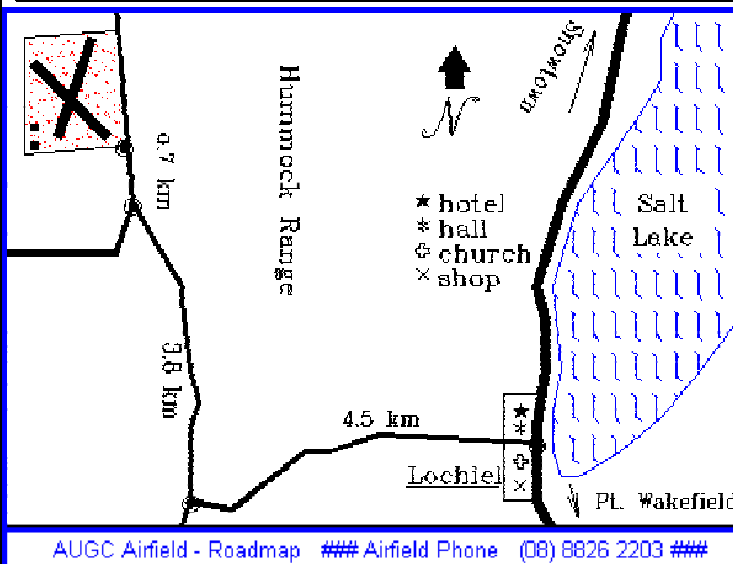
STAY IN TOUCH

The club has an e-mail 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, send a blank e-mail to 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

SO YOU WANT TO FLY THIS WEEKEND?



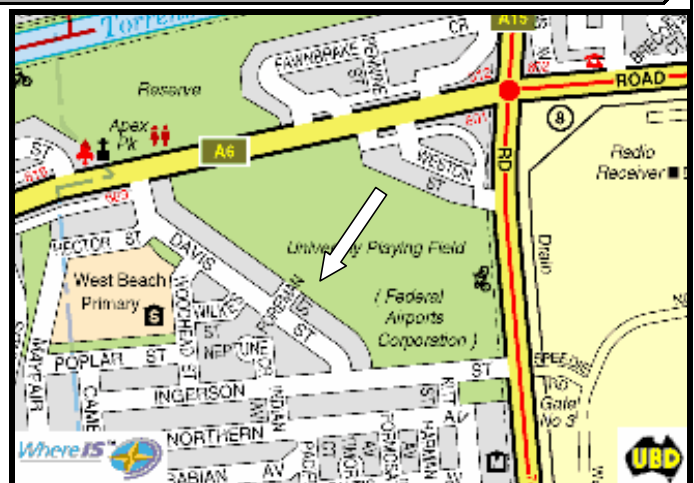
You want to go flying on the weekend? You must ring the club contact person, Scott, on the Thursday before, between 8.00pm and 10:00 pm, on 0412 870 963, (or by e-mail before) so that he can organise instructors and transport for those intending to fly.

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 (meet at 7.15am to leave at 7:30 am), or from the Caltex Service station on Port Wakefield road, Bolivar (meet at 7.45am to leave at 8:00 am)

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.



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 Cathy Conway if you want to help.

Bergfalke 30 Yearly Inspection: Come on down to [West Beach Shed](#) from 7:45 pm onwards and help get the Bergy back into the air.

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 along.

Wed 5 September, General Meeting: Cross country flying. Essential for summer and doing cross countries! We will be doing out-landing check flights on a weekends after this meeting with Simon's Motorfalke. Attendance at the meeting is a must if you want a check flight. 7:30 pm in the Canon Poole Room, Union Building. 6:30 pm in the Equinox Bistro if you want dinner.

Tue 11 September, Movie Night: 'Liam'. A passionate Irish drama, bursting with humour and affection. 6:45 pm, Trak Cinema, 375 Greenhill Rd, Toorak Gardens.

Wed 19 September, 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 26 September, Strategic Plan Night: Come along to the first major revision of the club's strategic plan and help set the direction of the club for the next 10 years. 6:30 pm for beer and pizzas and 7:30 pm onwards for the discussion at Anthony and Justine's place: 4/29 Fuller St, Walkerville.

Sat 29 Sept - Mon 1 Oct, Balaklava Regatta: Balaklava Airfield. Contact Cathy for details

Wed 3 October, 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. 7:30 pm in the Canon Poole Room, Union Building. 6:30 pm in the Equinox Bistro if you want dinner.

Wed 14 November, General Meeting: Maurie Bradney on advanced cross country flying. How to go further and faster safely. 7:30 pm in the Canon Poole Room, Union Building. 6:30 pm in the Equinox Bistro if you want dinner.

1-7 December, State Comps: Waikerie. All classes: Fixed, POST and AAP taskings. Contact Cathy for more details.

9-16 December, Performance Week: Waikerie. Improve your cross country flying. Must have x-country rating, Silver C preferred.

30 Dec - 11 Jan 02, Club Class National Comps: Temora. Handicapped POST tasking. Should have Gold Distance to enter.

Uni Gliding

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