



www.augc.on.net

Uni Gliding

December 2003

The Official Journal of the Adelaide University Gliding Club



Igor and Redmond get serious with the piecart chassis. (Photo: Trent O'Connor)

What's Inside

- | | | | |
|--|--------------------------|-----------------------------|---------------------------|
| → Club News | - Page 2 | → Wave at Khancoban, 2003 | - Page 8 |
| → Calendar | - Page 3 | → Want to fly this weekend? | - Page 10 |
| → President's Report | - Page 4 | → Where is West Beach shed? | - Page 10 |
| → Treasurer's Report | - Page 5 | → Contact List | - Page 10 |
| → Fees Revision | - Page 5 | → Upcoming events | - Page 11 |
| → New Airspace | - Page 6 | | |
| → Converting to a Libelle | - Page 7 | | |
| → Mountain Boy - A.K.A. Michael Conway | - Page 8 | | |

QUOTE OF THE MONTH

"A three-wheeled trailer? How does that work?"

David Conway, at a recent Exec meeting.

Club News

Greetings all,

This edition is already woefully late so I'll be brief:

- Summer is here, exams are over, so now is the time to do some serious flying.

- Now is also the time to help out at West Beach with the Bergfalke Form-2 and projects such as the new piecart and T3.

- We had a great Annual Dinner on Oct 29. Congratulations to all the prize-winners - see the President's Report for the full list and photos (all photos courtesy of David Conway).

- A number of people went on the Khancoban trip last month. **Derek Spencer** has a couple of stories from the trip in this issue.

- Congratulations are in order to **Paul Schaper, Derek Eilers and Don Hein** for all recently converting to the Club Libelle GMI. Congrats also to **Derek Spencer** for flying the Motorfalke solo.

- The **AUGC Christmas Party** will be held at the Conway's new Mt. Barker property on Friday Dec 19. See the back page for more info.

See you at Lochiel,

David
Editor



Dave Hichens prepares for a check flight in the Duo Discus at Khancoban after apparently sharing a lemon with the instructor (Photo: David Conway)



PARACHUTES

Parachutes Australia have issued a directive limiting the life of our Slim-pack parachute containers to 20 years.

(See www.parachutesaustralia.com/s2/srv.php, PA SB9502)

This means most of our parachutes are no longer serviceable and will be clearly marked as such.

The club will replace them with serviceable parachutes as soon as possible.

December 2003



KRO chasing GZM over the ridge. (Photo: Dennis Medlow)

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
1	2	3	4	5	6 Go Gliding!	7 Go Gliding!
8	9	10 Executive Committee Meeting 7.30 pm Dirk Seret's place (see back page)	11	12	13 Go Gliding!	14 Go Gliding!
15	16	17	18	19 Christmas Party Conway residence (see back page)	20 Go Gliding!	21 Go Gliding!
22	23	24	25 Christmas Day	26 Boxing Day Go Gliding!	27 Go Gliding!	28 Go Gliding!
29 Go Gliding!	30 Go Gliding!	31 Last chance to glide in 2003!				

President's Report

Trent O'Connor

I trust everyone has survived their exams, assignments etc. and now has plenty of time to go flying! The weather has been suitable for soaring on many days in the past few weeks. The club single seaters are all available for use so everyone with a cross-country rating is encouraged to get out there and use it. At the moment, the Conways are generously loaning us their hangar at Gawler so there is an AUGC plane based there for those want to indulge in mid-week flying without paying ASC hire rates.

Certainly AUGC needs some more flying income because we have had some unanticipated expenses. The most spectacular was triggered by a service bulletin from Parachutes Australia which requires us to retire most of the club parachutes immediately. New ones are on order for the single-seaters but they are not cheap. There will be several old parachutes around marked as not for flight. These should not be used but should still be stored safely as the canopies may still be usable later with new containers.

The club has also had some setbacks on the airworthiness front with the Puchatek still laid up pending supply of parts and information from the US, and the Falke exhaust and prop feathering mechanism causing trouble. The resolution date for the Puchatek is unknown but the Falke will be fully operational again on the weekend of 5/6 December.

Masses of people are required at West Beach to help clean up the new piecart chassis and work on the Puchatek Form-2. By the time you read this, the Bergfalke may also be there for Form-2. With the Puchatek out of action there should be a lot of people motivated to get the Bergy back to Lochiel as soon as possible.

The Annual Dinner was held at the Buckingham Arms and was well attended. The Annual Awards were distributed as follows:

- The Duncan Award for Most Improved Pilot – Derek Eilers
- The Harley Award for The Most Meritorious Cross Country Flight – Mark Newton for scratching around a 300km task on a marginal day.
- The Viagra "Can't Keep It Up" Award for cross-country disappointments went to Adam Stott for flying a 300km triangle but turning less than 1km short of one of his turn-points.
- The Winch Engineers Award – David Hichens, who is often to be seen crawling around under T2 trying to keep it going.
- The Wildlife Award - Hilary Schultz-Byard. Something to do with sheep.
- The Wheels-Up Award was given jointly to Redmond Quinn for raising the undercarriage of the PIK during launch and causing a minor hookup, and to Tom Wilksch for becoming airborne and suffering a hard landing... using a kite. It is particularly easy to give this award jointly as the trophy itself is missing. Perhaps whoever has hidden it could consider returning it surreptitiously to the clubhouse.

A new trophy, the "Creative Rim Award" was inaugurated by Redmond Quinn and the first recipient is David Conway for his destruction of the wheel of the Ventus trailer.

Congratulations to Derek Spencer for solo flight of the Falke and Paul Schaper for conversion to the Club Libelle.

Happy soaring,

.Trent.

5 Dec 2003



Treasurer's Report

Mark Tyler

Greetings from the Treasurer!

It has been a few issues of the newsletter since I last wrote a piece on the financial aspects of the club. In that time we have purchased an aircraft, received a grant from the Sports Association and now need to buy some other major cost items in the near future. These include two new parachutes to replace the ones that have just been ruled as beyond their service life. Costing more than \$2000 each these are not inexpensive items. Our annual insurance bill is also around \$12k - just to cover the aircraft.

Although we have the cash in the bank to cover our outgoings over the next month or so we will have to be careful on the expenditure side of the ledger sheet. I suspect that we may have a more difficult time over the next year extracting financial support from the Sports Association.

In order to allow the accounts for the year to be finalised as soon as possible after the 31st December can all invoices and receipts please be passed to the treasury staff (Mark T or Trent). This will help me get it all into shape as soon as possible.

You can all help by flying more (it is good fun too!) and by keeping your flying account in credit.

Cheers,

Mark T



*Some photos taken by Derek Eilers on Oct 19.
Top - hang-glider over the Hummocks; bottom - Derek and Dirk in ZM.*

FOR SALE



Club hats – ideal for summer. Made from light-weight, breathable Micro-Tex fabric that is UPF 50+. Almost guaranteed to improve your thermalling ability, help you find wave, make the ridge work, make you more attractive to the opposite sex and keep the flies away. Royal Blue with the club logo embroidered on the front. One size fits all for only \$25. See Anthony.

Fees Revision

Trent O'Connor

No need to panic – club flying rates have not gone up yet, but there are a few changes.

Motorfalke AEFs – The base charge is \$50 (\$35 concession) and includes Introductory GFA, levy and 20 minutes of Falke flight time. If the flight(s) extend beyond 25 minutes total at the request of the customer, any extra time is charged at a flat rate of \$1/minute. The pilot will have to make this clear and keep flights in the range 20-25 minutes if possible unless the customer agrees otherwise. Engine time is not charged separately for AEFs.

Winch launch AEFs – As before except that there is no extra charge for a second launch if the first flight is less than 15 minutes. This should result in AEF customers getting two full circuits at no extra charge on a circuit day.

There is an updated version of the fees description available for perusal in the flight sheet folder and on the web site.

.Trent.

5 Dec 2003

New Airspace

Trent O'Connor

The National Airspace System (NAS) has brought some changes, effective 27 Nov, which should be studied by those flying cross country. The only effect on local flying at Lochiel is that we no longer need a clearance to fly above 8500ft near the airfield, though there is still restricted airspace above 8500ft to the East of the main road (approximately). The text below is extracted from notes issued by the SAGA Airfields and Airspace Officer, John Hudson. Pilots should read the whole document – see the clubhouse noticeboard or http://www.augc.on.net/docs/Airspace_031128.pdf. You can see the new map in part on the web at http://www.augc.on.net/docs/Airspace_Map.pdf, on the noticeboard and/or by buying yourself a new copy of VNC-8.

.Trent.

“

Recommendations

1. All clubs should prominently display a copy of the current version of Visual Navigation Chart VNC-8, which becomes effective on 27.11.03. It is suggested members purchase their own copies.
2. Use the radio on the appropriate frequency not only to communicate with other airspace users but to build situational awareness.
3. Practice good airmanship,
 - maintain a good lookout, scan the airspace you are entering.
 - use the radio to build situational awareness.
4. Be cognizant of the hemispherical levels being used by IFR and VFR pilots.
5. Avoid areas of high IFR, RPT operations and Instrument approaches. Some of these can be found on the (E)n (R)oute (C)hart Low ERC 2 or 7, which cover SA. They can be purchased from the Pilot-shop at Parafield of from AirServices Publications Centre.
6. Become familiar with the “appropriate” radio frequencies to be monitored and used.
7. The Regional Ops Panel, which consists of your CFI and the regions Level 3 Instructors, have recommended that if you use a gliding frequency while flying cross country, 122.9 should be used, as this will reduce frequency congestion on 122.7, the frequency used in the circuit by most Clubs.

...

University Gliding Club – Lochiel

The airspace above the University Gliding Club at Lochiel becomes **Class E** airspace between 8500 Ft and FL 180, south to **Long Plains**. This change enables gliders to fly up to FL180 in the area north of **Long Plains while remaining west of a line from Long Plains to Lower Broughton. Any flying east of a line from Long Plains to Lower Broughton** must recognize the lateral and vertical limits of the “**Restricted Airspace**” associated with Edinburgh.

Flight in Class E airspace is subject to the requirements and recommendations above. It should be noted that the various **Restricted and Danger Areas** remain valid, as in the past.

The previous Control Area steps down to 4500 Ft south of the Lochiel airfield have been removed.

“

Converting to a Libelle

Derek Eilers

On the 6/12/03 I was lucky to be considered competent enough to be given a "new shiny toy" to play with, that being the Club Libelle. ☺

The weekend before (29-30/11/03) was mainly a re-acquaintance period with the art of flying and all the skills required to do so. I found myself very rusty as I had not flown in five weeks thanks to exams. I reckon the quote of the weekend was from Anthony with; "Well right now your speed control sucks!" That was a very rough air day and admittedly I was more worried about the thermals and bank angle than the pitch of the nose resulting in poor speed control. Once this was pointed out I spent more time looking out the front and controlling the aircraft, which corrected the problem. The next day Raj told me I was not concentrating on my look out enough, this was because I was concentrating too much on speed control! So I've rectified that by settling on a happy median and everyone is happy, I get to look around and keep my speed within 5 kts. All up that weekend I spent 78 minutes in the air doing extended check flights and 70 minutes going solo in the Bergy practising.

So with the following weekend I was primed, I felt comfortable and confident in my flying skills and Mark Newton must have sensed this. He asked if I'd like to convert to MI and I was not going to say no! After D'ing the aircraft and the winch Dennis landed with Don in ETT allowing us to begin the games. Mark suggested that I take the back seat in the Bergy for the check flight. OK, something new. Flying the Bergy from the back was really weird, as the forward visibility is very much compromised by (a) Marks Head and (b) the distortion from the canopy (my hat's off to all the instructors!). This short flight went well and we landed without scaring Mark too much. Of course it would take a lot more practice to be comfortable with the extra six-foot and a passenger hanging out the front.

So everyone was still smiling and after we launched Don for his flight of the day Mark and I went to get MI out of the hangar. Important notes were made during the brief on the flight control set up, stick and pedal forces, cockpit layout, speeds and air brakes. Mark filled me in on everything that I needed to know in regards to take off, flight characteristics and landing and answered any extra questions I could think of. So with all that done and a parachute for luck we towed out the Libelle.

After the pre-climbing-in checks, I spent some time in the cockpit going over the controls, adjusting the foot pedals and getting use to the instrument panel. Especially where the ASI was and where the critical speeds were on the dial, the last thing you want in a high stress period is to be searching for the right instruments! (This has happened to me after quickly switching twins). After carefully carrying out my CHAOTIC checks it was time to have some fun.

"Pilot ready", gulp and thumbs up, cable takes up slack and nothing else matters any more. With full power the Libelle quickly accelerated and become airborne even with a lot of forward stick. I watched the ASI quickly climb to 48 kts and with the reassurance of continuous acceleration I gently eased back on the stick. MI knew exactly what to do, as she (sorry about the gender thing) rotated to 45° and streaked into the sky with me grinning like an idiot. The whole launch was a pleasure and I don't know who was on the winch but they did a perfect job as the speed steadied to exactly 55 kts, niiiice.

On top of launch the first thing I noticed is the lack of wind buffet noise, this plane is much sleeker than anything else I've flown in. The controls are very light, even lighter than the Arrow, yet not twitchy and the aircraft flies very nicely with coordination being a breeze. Speed picks up quite fast but is easy to control with pitch attitude (remember the speed control stuff) and there is a pronounced mushiness just before stall with the tendency to drop a wing (good fun up high). It does become obvious that this bird stays up longer with a very flat glide (☺), something that no doubt I will thank in times to come. Well after all that stuff it of course became apparent that I would indeed have to land. So I made my call and set up on a Right hand circuit landing at the Bute end. This was interesting because I knew that Don was right behind me also landing, but we had plenty of separation in the circuit.

My circuit was good and as I straightened on final I gradually pulled out the infamous airbrakes. I had plenty of height, clearing the fence by 300 ft but as I pulled the brakes on I really had to put the nose down to compensate for the high drag created. This first time it was a bit too steep for me and I chickened out landing with only about ¾ of the travel engaged. MI planed out beautifully and after one small balloon it settled softly and rolled to a stop. YAHOO! One of the most fun flights I've done and all in 6 minutes!

I did another three flights that day and followed it with an 85 minute one on the Sunday. I like my new toy ☺

Thanks Mark, Dennis, Anthony and Derek S.



See me grinning from here

Derek Eilers

Mountain Boy - A.K.A. Michael Conway

Derek Spencer

In the first week of November 2003, a number of AUGC members went to Khancoban, a small town nestled in the foothills of the high country, for some 'relaxing' mountain flying.

After the days flying, it is an AUGC Khancoban tradition to have 'Drinks and Nibbles'. This usually involves finding a nice quiet spot somewhere in the mountains, usually next to water and preferably requiring a 4WD to access. In the past, this has involved several creek-crossings just to enhance the experience.

On this particular day, I'm sure young Michael never thought he would do what he did. We had set-up 'camp' and enjoyed a few drinks and some nibbles when David Conway's father declared that Peter Conway's toy rocket was stuck on a small island in the middle of the river.

Always keen for some adventure, Anthony Smith and I jumped to the rescue and proceeded to determine a way to cross the river to the island. Upstream from the camp we found a fallen tree 'mostly' across the water. After some tricky tree climbing, we had crossed to the island and began searching for the rocket.

Having determined the rocket wasn't on the island, we walked up the far bank. The river was deeper on that side and there were some impressive looking rapids too. Above the rapids was a deeper section that provided an easy access point and below the rapids, the river widened and was shallow providing an easy exit, so I decided I was going to go for a swim.

As I was asking Anthony if he could carry my clothes downstream back to the camp, young Michael joined us. I was amazed that he had actually managed to climb across the fallen tree and not dunk himself in the process. When he asked what we were doing and I told him that I was going for a swim down the river, he obviously wanted to go, but was very hesitant. Probably because the water was likely to be cold, it was fast flowing and he wanted to ask his Dad for permission. Anthony declared it was either yes or no! Michael said yes.

So, the two of us stripped to our jocks. Michael's bright yellow jocks were probably a good indication of how he was feeling at that point in time. I went in first and Michael followed. There was no turning back, at least not for Michael, as I had a firm grasp on him and I wasn't going to let go.

Holding him with my right arm, I sat back in the water and started the float down the river. Fortunately, the water was deep enough to limit the number of bounces I had across the river bed. Fortunately also, the rocks were round and smooth!

Almost through the rapids, I spotted a significantly larger standing wave directly in front of us. That could only mean one thing. Brace for impact! I thought to myself, this one's going to hurt. Sure enough, my butt firmly collided with the rock, temporarily stranding us in the middle of the river. Not quite high and dry, but we did grind to a halt. A bit of a wiggle and we were free again.

After the rapids, the river widened and slowed. The fun bit was over, so we half swam, half walked back to the shore. Michael didn't even get his hair wet! The others couldn't believe that there were people actually swimming in the river. David and Cathy couldn't believe that one of them was their eight year old son Michael.

I would have described the water as cool and refreshing. Michael used other words along the lines of 'icy' and 'freezing'. I had the advantage of having a larger 'thermal mass', so I didn't feel the cold like Michael did. Regardless, I was suitably impressed by his courage and guts to try something like that. It's what Legends are made of.

Michael's younger brother, Peter, was obviously impressed too, as the next evening after setting up 'camp', Peter announced he wanted to go for a swim and he had come prepared. He had his bathers! No friendly persuasion or bribery attempts by Peter were going to convince Michael to go swimming that night. I believe the words Michael used were along the lines of 'only if it is heated!'

We'll, there's always next year. Perhaps a big rubber tube and some wetsuits next time!

Wave at Khancoban, 2003

Derek Spencer

In early November, a number of AUGC members met up with members of the Gliding Club of Victoria (GCV) at Khancoban for four days of relaxing and exhilarating mountain flying. Saturday the 1st of November was the first of the four days of flying and as the AUGC contingent had arrived the previous night, we were first onto the airfield and had our gliders rigged early.

Apart from a morning drizzle and low cloud, the weather was looking better and better as the day progressed. The tug arrived late morning after the cloud cleared the hill tops, doing a dual tow from Benalla with the clubs Duo Discus and IS-28. The Duo Discus is certainly an awesome looking machine.

I was launched late in the afternoon around 4:00pm. I was flying the Standard Libelle GTX. As there was a light breeze from

the WNW, I figured there was a good chance the Indi Range would be working, at least enough to stay up on, so that's the direction I headed.

With some more height underneath me, thanks to some ridge assisted thermals, I headed north-west towards the northern end of the next range situated about halfway between the Indi Range and the township of Corryong. There was some excellent looking Cu's popping off the top of that range, so I was keen to see if I could get to them.

Whilst enjoying the spectacular scenery and meandering over to the other ridge, I met up with David Conway in his (or should I say Catherine's) Ventus ☺. It was around that time when David got a call over the radio from Cathy asking where he was. She was wondering if he was trying to get into the wave as there was a big wave cloud 'parked over the airfield'.

The day was such that there was reasonable amounts of cloud cover, so when I looked back towards the airfield, I saw nothing that resembled a wave cloud. Clouds yes, but no wave cloud. I dismissed the comment as Cathy stirring David and didn't think too much more about it.

As David had already been up for a while, he was going to head back to the airfield. I thought I'd followed for a while, that is, until I spotted GZQ (Anthony Smith's Bergfalke IV) ridge soaring the Indi Range. Having not had enough of flying yet for that day, I decided I would zoom over and say hello.

After a high speed pass and a wave to Anthony and Justine, I thought I would check out the ridge further along. The lift was patchy and the strongest bits were obviously thermals. After hunting along the ridge for any good areas, I settled on a section with a deep valley between two close ridges which was working well at channelling the thermals to a narrow band.

I worked the lift by flying into wind until the lift started to drop off. I would then do a single 360° turn and end up back over the top of the ridge and repeat the process. This was working well as I was gaining height and obviously out climbing the two other gliders soaring that section of the range.

After gaining a nice amount of height from this process, I suddenly noticed that when I turned right about 90°, the lift was remarkably smooth, unlike the bumpy lift I had previously been working. I straightened up and flew parallel to the ridge, but rather than fall out of the lift as I had been previously, the lift continued. It wasn't fantastic, but it was going up! I had about 1.2 to 1.3 on the averager.

Earlier, whilst on the ridge, I had noticed another glider significantly higher than the other gliders in the area. I had initially presumed he had thermalled up there, just like what I was doing, but after finding what appeared to be wave, I paid more attention to what they were doing. I quickly found that the other glider was flying the same pattern that I was, just much higher. This definitely has to be wave I thought.

As I tracked parallel to the ridge, I wandered slowly in and out from the ridge to gauge if there were stronger patches or not. The best I achieved was 2.7 knots on the averager, but that didn't last long. Most of the lift was between 1.2 and 1.5 knots.

It was great to see the altimeter climb past 6000', then 6500', then 7000' and still going. I was also slowly gaining on the other glider, which I could now make out to be GRG, which was John Switala in his long winged Ventus. By now we were well above cloud base. It is such a magic feeling flying amongst the clouds like that. I just hope my photo's turn out.

Anthony called up on the radio from the ground. 'Where are you?' he asked. The rest of the group were eager to go for drinks and nibbles before it got dark and I was no where to be seen. It was with great pleasure that I announced I was wave soaring at 8000', ... northish of the airfield'. I didn't have a GPS and I couldn't actually see the airfield, so I wasn't able to give a more exact position. John obviously had a GPS, so he filled in the missing details for me. '7.5km north-west at 8600', he said. Thanks John!

We must have been in the secondary wave as we could clearly see another thinner wave cloud to the north-west. The wave cloud over the airfield was now far more obvious (at least from where we were) and far bigger and higher than the cloud to the north-west. The top of the cloud was well past 20,000', but due to the slow climb rate (and lack of oxygen on board), I could only look upon it with awe.

Having had enough and thoroughly enjoyed the flight, I blasted back down from 8600' at 100+ knots in a wide descending circle. Little tufts of cloud, barely there, made for more excitement screaming through them at a great rate of knots. All up, it was a three hour flight and I enjoyed every minute of it! Something to look forward to for next year ☺



*Anthony Smith and Justine Thompson in ZQ at Khancoban.
(Photo: David Conway)*

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 message 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. There is also a new 'augc-announce' list for official club announcements, courtesy of our friends at Internode. If you are an AUGC member and have provided your email address then you will already be on this list. If you want to join this list or want to change your subscription, e-mail majordomo@lists.internode.on.net and follow the instructions.

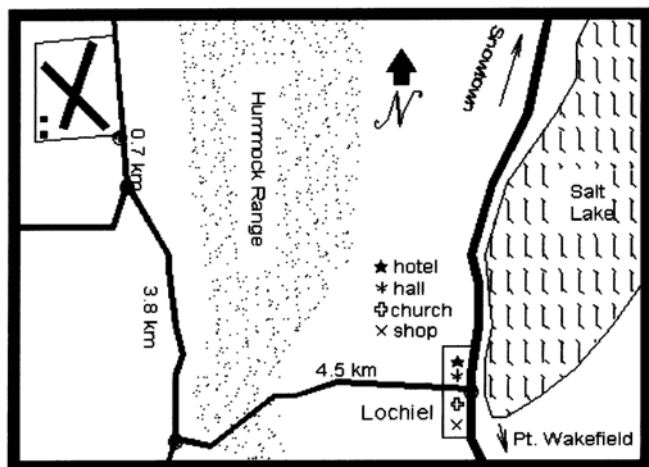
You can also get the latest newsletter and up to date news on what is going on at the club's web page:

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

If your e-mail address is on the membership database the club's Assistant Treasurer can send you your account updates over the internet. Send an e-mail to: accounts@augc.on.net

Want to fly this weekend?

LOCHIEL AIRFIELD



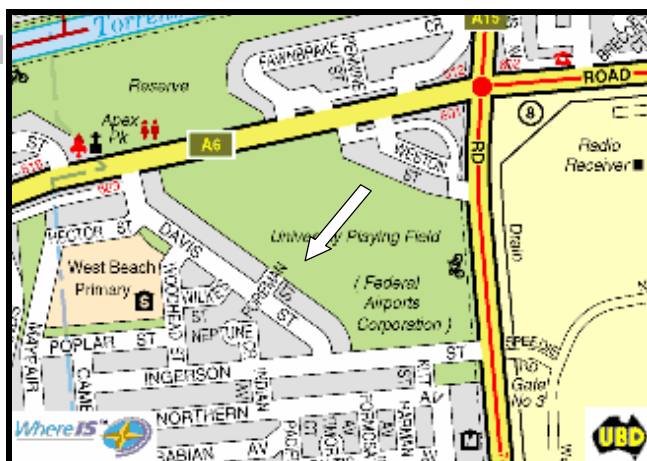
Want to go flying on the weekend? You must ring the club contact person, Mark, on the Thursday before, between 8.00pm and 10:00 pm, on 0412 870 963, (or by e-mail before) so that he can organise instructors and transport for those intending to fly.

You can either drive up yourself by following the map at left, or Mark 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)

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 and Tuesday evenings. The entrance is at the end of Foreman St, West Beach.

So you want to help fix the gliders at West Beach, but can't get there? A lift can be 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.



Contact List

President:	Trent O'Connor	0429 873 687	president@augc.on.net
Treasurer:	Mark Tyler	8523 1358	treasurer@augc.on.net
Secretary:	Tim Bates	8285 5538	secretary@augc.on.net
Social Convener:	Derek Spencer	8395 5337	social@augc.on.net
Fifth Member:	Igor Blazujevic	0407 721 895	fifth-member@augc.on.net
Chief Flying Instructor:	David Conway	0418 803 705	cfi@augc.on.net
Airworthiness Officer:	Redmond Quinn	8344 5331	airworthiness@augc.on.net
Contact Person:	Mark Newton	0412 870 963	contact@augc.on.net
Newsletter Editor:	David Battye	8331 1451	editor@augc.on.net

Upcoming Events

Fri 19 December: AUGC Christmas Party

This will be held at the Conway's new property at Mt Barker. Camping space will be available.

Time: 6.30 pm

What to bring:

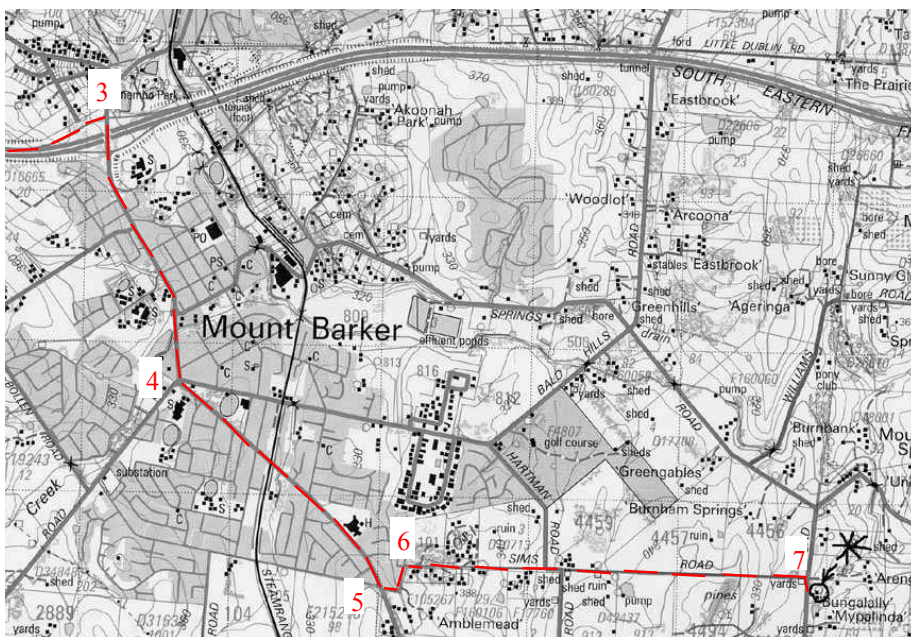
- 01). Meat for the BBQ.
- 02). Drinks to share.
- 03). Nibbles or Salads or Dessert*.
- 04). Chair.
- 05). Bathers / Swimmers / Trunks / Speedos / Toggs / Board Shorts.
- 06). Towel.
- 07). Hat.
- 08). Sunscreen.
- 09). Tents/swags etc if staying over.
- 10). Crocodile Repellent.

*If your surname starts with:

- A to E: bring some nibbles
- F to N: bring a salad
- O to Z: bring a dessert

How does one get there? (assuming you live in the city)

1. Take the South Eastern Freeway out of the city
2. Take the Mt Barker exit
3. Turn right onto Adelaide Road
4. Left onto Wellington Road
5. Left onto Hurling Drive (2nd left after the Mt Barker District Soldiers Memorial Hospital)
6. Right onto Sims Road
7. At the end of Sims road, turn right onto Harper Road. The Conway property is the first on the left ('Bungalally').



Here's a map to help interpret those directions. If you find yourself hopelessly lost, ring David Conway on 0418 803 705.

Fri 26 - Wed 31 December:

Christmas Flying camp at Lochiel

Anthony and others will be on hand at Lochiel to facilitate flying in the week following Christmas. This does not mean there will be training all day every day but there will be an opportunity for some training as well as launches and retrieves for those going cross-country or flying locally. The weather at this time of year is conducive to long flights and you can improve your flying a lot by practicing several days in a row. Make the most of it. Get in touch with the contact person NOW if you want to fly on these days.

Jan 3-9: Performance Week - Waikerie

Jan 11-23: Club Class Nationals - Waikerie

Jan 28: Executive Committee meeting

Feb 4-12: Horsham Week

Feb 20-22: AUGC Regatta

Feb 23-27: O-Week