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Uni Gliding

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Mark Newton grins from ear to ear while flying the Pik during the Flinders Flying Camp . Photo: Justine Thompson

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QUOTE OF THE MONTH

"She's carrying it around in her backside"

Peter Cassidy butts in before Sarah can elaborate on where she has stowed TX's ballast.

Editorial

Hi guys,

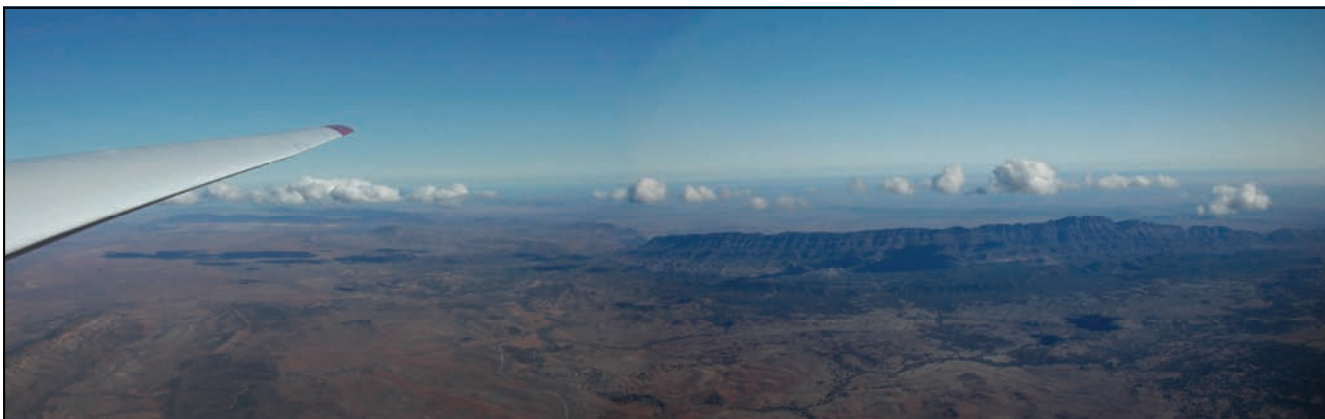
The highlight of June for many club members was the excursion up to the Flinders Ranges for a taste of wave over a very unique landscape. I'm sure I can speak for the majority of participants and report that the long weekend fulfilled expectations. In fact, from my perspective as an inexperienced pilot the trip exceeded expectation, although I would assume that a few others won't think of this particular trip in such glowing terms. Poor TCP. Sorry to all those uni undergrads who had to endure the trials of exams rather than up to five consecutive days of flying.

If you'd like to read more about the camp, articles by Adam Stott (who had oxygen) and myself start on page 9.

Returning to local issues, congratulations must go to the amazing Kerry Battye for converting to her first fibreglass glider, GMI, on the last Sunday of June. Obviously Kerry's skills in the cockpit had not declined during a (presumably involuntary) spell away from the airfield. She has managed to leap-frog Colin and me, so look out for a couple of conversions this coming month! Congratulations also to Nigel Zimmerman from BVGC who has also taken MI for a spin.



I took this photo at about the same time as the panorama below while walking back from Rawnsley Bluff with Steve. Damn it!



A view to be envied of the Elder Range captured from the Bergfalke (GZQ).

Photo: Justine Thompson



*A late afternoon MI conversion for Kerry Battye!
Photo: Tom Wilksch*

This month's newsletter includes two important articles from the President and Treasurer that I encourage everyone to read. Among other things, they address issues pertaining to the future of AUGC. A particular advent that I am looking forward to is the replacement of GZM's canopy. Hopefully certain instructors will then be able to fit in the back of the Bergy with a cushion or two.

Our host venue for the AUGC's Annual Dinner on Friday, 8 July will be the Buckingham Arms Hotel, Walkerville Tce., Walkerville. Contact Sarah Allen, our 'friendly' social convenor, to reserve yourself a place before 3 July (refer to the Contact List). This will be my first dinner and I'll be interested to observe the ritual award ceremony. Send your nominations to Derek Eilers if you have not done so already.

I'm pleased to note that the online booking system continues to function well and has benefited greatly from a few minor adjustments. Sadly I still haven't used the system as my only appearance at Stonefield was the result of a drunken whim!

Yours truly,

Anne

July 2005



"Even Rocky had a montage" -Trey Parker.

Photos: Mark Newton, Dennis Medlow, Justine Thompson and me

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
				1	2 Go Gliding!	3 Go Gliding!
4 Help at West Beach	5 West Beach Social BBQ Help at West Beach	6	7	8 Annual Dinner: Buckingham Arms Hotel, Walkerville, 7pm	9 Go Gliding! Dismantling at Lochiel	10 Go Gliding! Dismantling at Lochiel
11 Help at West Beach	12 Help at West Beach	13	14	15	16 Go Gliding! Dismantling at Lochiel	17 Go Gliding! Dismantling at Lochiel
18 Help at West Beach	19 Help at West Beach	20 Executive Committee Meeting 7:00pm, A and J's place	21	22	23 Go Gliding! Dismantling at Lochiel	24 Go Gliding! Dismantling at Lochiel
25 Help at West Beach	26 West Beach Social BBQ Help at West Beach	27 SAGA Winter Lecture: Electronic Flight Analysis ("See You" and "OLC")	28	29	30 Go Gliding!	31 Go Gliding!

President's Report

Derek Eilers

Hi all,

Another successful beginning to the winter soaring season hit off with the Flinders Trip this year. So a big thank you to Justine who went to a lot of trouble organising people, transport, planes and accommodation; basically without her input it would have been a very different event. I'm told that everyone had some good flying with Adam Stott topping out at over 16,000ft, using the oxygen that he had brought just in case. Several others also found wave and soared to 8 or 10 thousand feet, making for some very happy campers.



What was that... "happy CAMPERS"?

I'd also like to thank everyone for the effort put in to get the work done at West Beach prior to the Flinders trip. We now have almost all of the aircraft available with the Puchatek soon to be back in the air. I personally flew MI on the weekend and I'd forgotten just how nice she is to fly! It's great to have the Club Libelle back in the fleet.

Stonefield has shown how nice the conditions can be during winter with a beautiful Cu day and extended soaring to 3,500ft last weekend on the 26 June. The day was topped off by Kerry Battye converting to MI and beating some other very keen solo pilots into the plastic. I think I can confidently say she's very pleased with her new toy and loves the way it's "so quiet".

So the conditions are good and we've got the planes; now get out there and do some winter flying!

OK, now to let everyone know where we stand with the progress on finding our future home. There are currently a few different angles that we as committee and club members are perusing that I'd like to make everyone aware of.



The tug ready to launch a glider on the only strip used for aerotow.
Photo: Peter Cassidy



The Bergfalke ready for the day at Arkapeena.
Photo: Anne Philcox

Firstly, Mark Newton has been kind enough to take the time to talk with Waikerie about the possibility of us moving and operating there, as per the decision made at the last Special General Meeting. Secondly, Anthony is still scouring the countryside looking for that perfect paddock we could call home and thirdly, our committee has been talking to Barossa Valley's (new and old) committee about our position at Stonefield, and hence this is mainly what I wish to inform the members about.

I have been told that BVGC is still very pleased with us being at and operating from their airfield. They have asked us what we would require so that we would commit to staying there for the long term. Due to the lessons learnt from our last home and subsequent eviction we have told them that we require long term, secure tenure. After several discussions they have gone to their members and have then come to us with the following proposal.

The following comes from an email that was sent to me by Martin Gregory (BVGC's CFI) and secretary and I hope they don't mind me using it; I have modified it slightly.

"At a SGM of the BVGC a motion was passed to put a proposal to AUGC that joint operations be put on a permanent basis, by the means discussed at our previous joint meeting. We look forward to your response to this proposal, and explicitly welcome any feedback or suggestions for improvement."

This proposal was suggested and discussed by both our committees and subsequently agreed upon by the members of BVGC. It includes the following details:

"The combining of both instructional panels and operations."

“The forming an airfield committee to run the field, clubhouse and winches with equal representation from both clubs. This committee would use the airfield fee of \$4 (which BVGC members would pay in the same way as AUGC), canteen profits, and winching fees to fund all airfield running costs. This committee would also be responsible for all developmental decisions such as buildings, hanger locations, caravan parking and roads.

“Both clubs would retain their individual identities.

“Both clubs would retain their fleets and hangars.”

As for the long term security of the club's airfield position, the BVGC has also agreed to:

“AUGC ‘buying in’ by purchasing a half-share of the land at a fair market price.

“Ian Rothe (a real estate broker in the Valley) has agreed to do a more thorough valuation, but the sum of \$80k was mentioned as a likely ball-park value for the land, made up of \$300/acre plus facilities. If AUGC requires and undertakes an independent valuation we would welcome that input.

“Hence on this basis the buy in value for AUGC into Stonefield would be approximately \$40,000.”

The above details were agreed upon with the view to AUGC becoming an equal partner in the Stonefield airfield and it should also be noted that any other subsequent compatible clubs (e.g. balloonist) may also buy in at an equal share in the future.

I'd also like to add that the possibility of lease agreement is still quite acceptable and may also be considered further. However, as tenure was identified as the number one concern for our club with respect to moving our buildings and the implied investment of time and money, “buying in” is a far more secure option.

I have thanked BVGC for their offer and have told them that we as a club now need to go through due processes and discuss our options. I have informed their committee that we would get back to them with any ideas, modifications or problems we have with the proposal within the next three months, i.e. before the end of September.



*BVGC's Blantik with some amazing clouds in the background.
Photo: Tom Wilksch*

Now, there are several of factors that I'd like to make all of our members aware of before we make such a big decision.

The Club is already carrying a high level of debt. Approximately \$80,000. This is debt that was accrued by buying the Puchatek and the Motorfalke. There is a real possibility that we will need to sell one or more aircraft in the near future to reduce this debt regardless if we buy land or not.

The government's 'Voluntary Student Unionism' bill proposed for later this year will directly affect the Sports Association, reducing their funding dramatically. This will mean that our funding will most likely be cut to almost nothing. This is a reduction of approximately 20% of our income! We will need to review our rates and spending to accommodate.

If needed, the Sport Association may recall the outstanding 'Puchatek Loan'; still approximately \$40,000. This will necessitate the sale of an aircraft.

The Club may be able to secure a form of mortgage to buy the land.

I will be starting up an email thread after this newsletter is circulated. This will make it possible for our members to openly discuss our position and contribute to the future decision by bringing up issues and thoughts they may have. Please remember that this is an open forum and people will need to treat it as such when contributing to the discussion.

So take up your chance to contribute, your committee will listen to your opinion. Let us know what it is! Remember that the final decision will be yours at a SGM, so keep yourself informed :).

One final thing that I wish to make people aware of is that we will be starting the moving process this month by pulling down and storing the 'new hangar and winch shed' at Lochiel. The date to start work will be the weekend starting 9 July and the following weekend. I also hope that we'll have a few people that can help out for a few days during the week, with a view to 'finishing it' by the end of that following weekend.

We will need your help! Details will be on the augc-people email list.

So in closing, a lot is happening at the moment, much of it important for our future, however this is also an exciting time in which we can make the future ours; let's take on these challenges and go for it! With your support and input we can make things happen!

Regards
Derek Eilers
AUGC President

Treasurer's Report

Anthony Smith

Hi all,

Time for some more ramblings from the Treasurer. The flying at the Flinders was quite reasonable this year and it was pleasing to see the club aircraft do a lot of flying. In particular was the Motorfalke, which accumulated nearly 30 hours whilst at the Flinders.

It has been good to see numerous people paying for their outstanding flying accounts. The next round of account statements will be sent out shortly and I would appreciate all those who clocked up a big bill from the Flinders trip to reimburse the club promptly. The club has already paid for the airstrip hire and the fuel used and I expect the bill for tug hire to arrive shortly.

The good news for this month is that the club will be getting a new canopy for GZM care of a grant from the Sports Association (SA). The club will be enlisting Ian Linke to manufacture a one-piece canopy of newer design that improves the headroom for both pilots as well as the visibility by removing the join in the canopy. Below are some pics that will give people an idea of what is intended.

It is planned to replace the fabric covering on the fuselage of GZM later in the winter. The cockpit canopy will be replaced at this time.



An example of a Swedish Bergfalke with a new, highly modified, one piece canopy design. The headroom is improved by raising the height of the canopy over the pilot's heads, as well as being significantly wider near the top of the canopy. The visibility is improved by removing the join between the front and rear pieces. Whilst the above example improves both visibility and headroom, it also requires significant modification of the fuselage and the nose in order to fit it. The club hopes to incorporate some of these improvements whilst not modifying the fuselage or the nose of GZM.

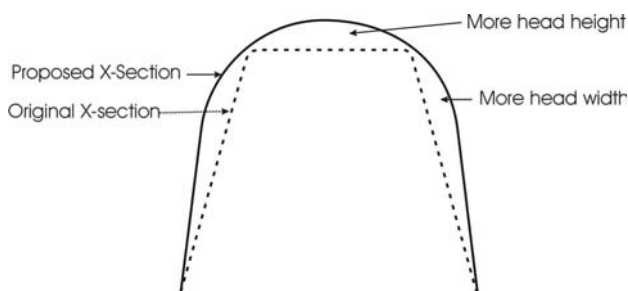


Diagram of canopy cross-section proposed by Ian Linke. It features improved head height and width as the Swedish example above but will fit the existing frame without modifying the fuselage or nose.



A Bergfalke III, VH-GTP, owned by Ian McPhee of Byron Bay, NSW. It was fitted with a one piece canopy that was manufactured in England in the mid 1980s. This one-piece design improves the visibility, particularly for the rear pilot. However the canopy has the original cross section and does not improve the headroom.

To give members a better idea of the club's current financial position, I will add some detail further to that mentioned by Derek Eilers in his President's Report:

Current Loans: As Derek has pointed out, the Club is already carrying a high level of debt; approximately \$75,000 over two loans. The first loan was from the SA for \$50,000 and was used to help purchase the Puchatek and the Club Libelle. Some controversy surrounds the exact nature of the loan as it was originally believed to be an interest only loan (i.e. the club only pays off interest on the loan and never repays the capital). However, in recent years the SA has asked the club to repay the loan capital. By the end of this year the club will have \$37,500 outstanding on what is now generally referred to within the club as the 'Puchatek Loan'. One of the fears with the Voluntary Student Unionism (VSU) legislation is that the SA will recall the loan in total, or at least vastly increase the repayment rate.

The other loan was from Trent O'Connor, a previous Treasurer, of \$35,000 for the Motorfalke. This was originally to cover the time gap until the club could arrange a loan through the GFA. However there were problems with the arrangements with the GFA that have yet to be overcome and Trent has very kindly agreed to continue the loan of his savings. A repayment of \$3,500 will be made to Trent in the next few days, however future repayments will be largely dependent on how much flying income we generate.

The other financial aspect that Derek mentioned is the Club securing a mortgage to buy land. Based on previous years, the club could readily afford a mortgage of \$60,000. The VSU laden future, however, with a 20% reduction in club finances may well mean that the club can only afford a mortgage of \$48,000. Buying any paddock worth more than those amounts will necessitate either capital investment from other sources, or utilising the land to produce an income to help repay the loan.

To finish off, the club has sold its first All You Can Fly Package as promoted in the previous newsletter. I look forward to seeing the success of the package with more people signing up for the deal.

Regards
Anthony
Treasurer

A Reporting Culture

Mark Newton

Professor Geoffrey Reason devised what is now known as 'The Reason Model' of accident causation.

Briefly summarized, the Reason model postulates that any failure of a safety system can only occur if *every single one* of the safeguards we erect to prevent accidents fails at exactly the same time.

Rather than pointing the finger at a single root cause of an accident, investigators can highlight each of the failed safeguards in the chain of events which has led up to the accident, and attempt to determine what caused the failures. Often an accident which might, at first glance, look like a case of pilot error can actually be attributed to deficiencies in the training organization which produced the pilot years earlier, or cockpit instruments with confusing indications, or other factors which conspired together to inevitably *produce* pilot error.

A good example is the famous 'Gimli Glider' (Google for it if you've never heard of it before). This Boeing 767 fuel starvation accident might have originally been attributed to the pilot failing to check the fuel quantities, but deeper investigation revealed that a flight manual which listed fuel consumption rates in pounds, coupled with fuel retailers who sold it in gallons (US gallons south of the Canadian border, Imperial gallons north of it!), required error-prone calculations to be undertaken to determine the fuel required for a journey. These complications produced a situation that would almost inevitably result in a B767 running out of fuel one day even if its pilots exercised a reasonable amount of due diligence.

One aspect of the Reason Model that is not often highlighted is the fact that proactive investigation of events which *haven't* resulted in an accident, but which have nevertheless resulted in failures of safety systems, can often point to additional steps we can take to improve safety.

What this means is that it's possible for an organization to use reports of situations which were *almost*, but not quite, accidents to build up a statistical picture of the kinds of scenarios which are likely to produce accidents.

This iterative process is what is largely responsible for the system of checks which we use in the pre-launch and pre-landing phases of the flight.

Of course, this only works if the almost-but-not-quite-accident situations are reported. If you notice something bad almost happening, you might personally learn something from the near-miss; but if you report it to someone else, the whole club can learn from it.

At a South Australian gliding club this year, a two-seater's rear harness came open in flight. Upon mention of this very serious incident at an instructor's panel meeting, numerous people commented that this had happened to them at various stages of flight preparation from the daily inspection to the pre-flight check, but none of them had thought it significant as they might have just knocked it open by accident. On inspection by a form two inspector it was found, with some difficulty, that if the shoulder strap connection in the harness lock is transposed with the lap strap connection during the refitting of the harness to the aircraft for any reason the harness can become unlocked.



I did what I was told and 'Googled for it' :)
Photo: <http://www.jetphotos.net/viewphoto.php?id=251010>

This is an example of an occurrence which could have resulted in the parachuteless ejection of a pilot from the aircraft in flight, which was known about by many individuals, but which was not reported. Consequently, it wasn't until the harness actually opened during flight that any kind of *institutional* knowledge of the failure was attained, and anything was done to fix it. If just *one* of the people who noticed the failing harness had reported it, the back seat pilot's life wouldn't have been put at risk.

My belief is that every gliding club ought to encourage and support a blame-free reporting culture. An incident report isn't an attempt to cast doubt on the abilities of whoever was involved in an occurrence; rather it's an

attempt to draw attention to the bare facts of the incident so that we can investigate how to avoid letting it happen again.

If you see something which might be unsafe, even if nobody has been hurt, I'd encourage you to report it to the duty instructor. The club is replete with examples of systemic change being implemented to improve safety as a direct result of thought-provoking verbal reports made on the spur of the moment by people who have noticed things which have concerned them. Everyone ought to always be on the lookout for these things, and draw other people's attention to them when they happen.

We can all benefit from a safety reporting culture. The safety of our operation affects all of us, not just the one or two people who might notice an isolated incident which means nothing today, but which might result in someone getting hurt if it's allowed to repeat tomorrow.

The Australian Transport Safety Bureau (ATSB) agrees. To see their take on this important matter, visit <http://www.atsb.gov.au/aviation/editorial/reporting.cfm>

Mark Newton

Page 8 Procrastination

Thanks to Peter Cassidy and his “fetish for anagrams”, here is a little exercise for everyone to try. Just rearrange the following randomly selected words to reveal the names of AUGC members. If you need a hand, send me an email at editor@augc.on.net and I'll sort you out; although I have given you a hint by indicating the length of each name. Have fun!

wet pony race -----	merry talk -----	sleeker ride -----	corn trails -----	wank mentor -----
the tinkle pest -----	barn egg -----	not shy hitman -----	a nectarine -----	anal lasher -----
hey! cow incarnate -----	mat bites -----	winded melons -----	redneck spree -----	a discreet spy -----

For a small prize that I will determine (probably food), take a look at the pictures below and send me your most amusing captions. On the left is a rather close up and thankfully blurred image of Derek Spencer taken while he was working on GQZ's form 2 by Igor Blazujevic. On the right is a picture of two Davids at a lookout before we spent some time 4WDing in Brachina Gorge, courtesy of Peter Cassidy. Alternatively, if you can't think of a caption, just take the time to laugh at David Hichen's hair. I have and it felt good. :)



In preparation for this camp I organised with the Adelaide Soaring Club to borrow one of their Discuses. The Discus is a delight to fly and rig but more importantly it has an oxygen system installed.



Adam getting 'His Discus' ready. Photo: Verity Stott?

On Sunday, 12 June I made my daily pilgrimage from my accommodation in Hawker to the airfield. Looking at the clouds it became increasingly clear that there was some wave influence in the sky. At the airfield I found Emilis waiting for the tug already snug in his aircraft. Once I was ready I was towed onto the Chase Range and released to join the ridge soaring conditions and sniff for wave.

Wave seemed to be influencing the northern end of the ridge and was producing an increased climb. As I climbed towards 5000ft, the ridge lift lost influence and the true shape of the wave could be explored. It seemed to move out from the ridge at an angle and line up parallel with the ridges of the Pound. As I approached 8000ft, the lift weakened and I called up Sarah in the Stemme. She was in the primary above Rawnsley strip at 8000ft and climbing strongly. I decided to cross from the secondary to the primary. I experienced about six to eight knots of sink as I accelerated towards the primary. In all I lost about 2000ft making the crossing, which was only about 5km. By this time Sarah had decided to explore lift coming off the Elders (ah the freedom of a motor and big wings) and had left the primary wave, so was no help at all tracing the unusual shape of the wave.

It was trial and error. Moving into wind a bit, watching the averager, strating up watching the averager. After a while I had a nice shape traced out on my GPS track log. To my surprise the wave was in a shape not unlike a banana, following the Wilpena ridge and getting some influence from the Elders. The lift was about 2 knots and as smooth as silk. When I approached 9000ft, I turned the oxygen on and felt the relief that comes from the first big breath.

At 10000ft I let it be known to those that had joined me in the primary that I was pushing on and would see them later. There is something truly satisfying in making radio calls every 1000ft when you know you are the only one with the oxygen to climb that high.

It was very cold up high and as I climbed I noticed at the end of each run up the wave the controls were very stiff and the aircraft would resist control inputs (grease can absorb moisture and I wondered how much moisture was still in the hinges from the night before). The controls were still working, so I decided to just keep an eye on the situation but I did check that the airbrakes were not frozen shut.



The Pound from 5000ft in secondary wave. Photo: Adam Stott

I reached 16500ft very slowly and it got to the point where only 0.3 knots of lift could not balance the height I lost in the turns even with a 5km run in each direction. So I left the wave. This came as a relief; I could no longer feel my feet and the pins and needles were becoming too much.

So with 16000ft I went off exploring at 100kts, slowly bleeding off my height and weaving in and out of the cumulus clouds that had formed (this was great fun, a bit like slalom). I arrived at the Chase Range and had a bit of fun with David Conway and Derek Spencer buzzing some tourists on the ridge.

The stats for the flight: 4 hours and 45 minutes,
16500ft,
4000kPa of oxygen and 4 toilet breaks.

Adam Stott

"Oh My God, It's Wave!"

Anne Philcox

It was early on Tuesday morning. Well, not that early; I'm not someone you'd call a morning person. Derek Spencer had promised the night before that he'd wake me up if he noticed any wave clouds forming over the ranges. He was keen to exploit any opportunity to soar into some wave in the Motorfalke (with a willing passenger!) before convection started to disrupt the smooth air. As I'd hoped, Derek knocked on my door and informed me that there was a wave cloud lurking over Wilpena Pound. Just as I was about to drag myself out of bed, he then quashed my excitement by elaborating that it wasn't a big cloud and that it was probably dissipating. I wasn't too upset and rolled over to successfully uphold my lazy reputation.

However, I had obviously misinterpreted Derek's intentions as he was still keen to get out to the Rawnsley strip where he had left the Motorfalke the previous day. After a bit of coaxing, I finally got into gear and Derek and I scabbed a lift from David Hichens to the strip. We noticed two things on the short journey: a small lenticular cloud some distance south of the Pound and the Motorfalke in the air, possibly on circuit.

I think I heard Derek describe the little lenni as a 'secondary' wave cloud. In typical fashion, I didn't understand the implication of that observation until I looked across to the Elder Range and... "Oh my God! What is *that*!?" There sat a huge wave cloud, in fact what I shortly found out to be the 'primary' wave cloud, directly above the range.

Dave, Derek and I watched the Motorfalke on final approach in a severe crosswind. We all debated why Dennis had decided to take the 'falke up by himself, until we noticed Dennis' 5 year old daughter emerge from the glider. Derek and I were next in line for a flight since Dennis had decided the low-level turbulence prohibited a passenger flight with Christian.

I did an excellent job refueling the Motorfalke by sitting in the car avoiding the chill of the 20-25kt wind. Peter Cassidy, who had just arrived from the Arkapeena strip, showed us some saddening pictures of the Stemme with a collapsed undercarriage before Derek and I climbed into the glider. Derek lined the Motorfalke up on the strip and then skillfully took off in the hostile conditions in view of (what appeared to be) an interested audience.



*An impressive view of the back of Mt. Aleck with the Pound in the distance.**

We were off! It was a bumpy ride as we turned to the west and made our way slowly upwards over the southern side of the Ulowdna Range. Unfortunately it was evident while we were refueling that the primary wave cloud was shrinking at an alarming rate. There was a lot of cloud yet to disappear, however, and I thought that now we were tracking north-west in order to jump across to the northern end of the Elders we would easily make it into the elusive wave. My confidence soon evaporated when Derek pointed out that we were sitting stationary above the ground at an airspeed of 45kts. I tried to remain confident and argued that we must be at least traveling at walking pace in the right direction by using one of the cabins at Rawnsley Park Station as a reference.

In order to give ourselves a small chance of being at the right spot at the right time, we nosed-over and extracted as much lift from the Ulowdnas as we could before making a run for the Elders. Thankfully we didn't encounter any severe patches of sink in the minimal wind shadow of the lower part of the Range. We cruised low over the folds of the Elders' back and shut off the engine once we were satisfied that the vario was beeping fast enough. The Motorfalke's agility doesn't quite compare to that of a single seater, which was apparent as we closely followed the contour of the terrain. There was silence in the cockpit for a minute or two while we both looked down at the forbidding ground; a consensus was made (well, Derek decided and I said, "Sounds good") to restart the engine and climb to a more comfortable height.

We turned high at the southern end of the range and I noticed a wisp of silky cloud pass by. "It must be the remnants of that wave cloud we saw earlier", I commented. However, a few moments later I could see the wind flowing over the line of the ridge with the aid of accumulating droplets of water. Only a narrow band of

condensed water extended down either side of the standing wave's maximum; while the band as a whole remained static, its dynamic nature was evident by the steady flow of droplets passing through. We were soon enveloped in an eerie mist as the wave cloud formed rapidly around us. It was nothing like anything I had ever witnessed before.

Directing our attention further a field to the area above and behind the Arkapeena airstrip revealed an awe-inspiring sight. Cumulus clouds were scattered around the sky at roughly our height, but these were interspersed with impressive wave clouds reaching up to higher altitudes. To the north-east, the back of the Pound was generating prominent wave clouds over both ridges. A perfect sky; if only the indicators were a little closer to our current position!



*No need for engine assistance at this point in the flight!**

was transfixed by the capricious nature of the wave cloud over the Elders. In only a matter of minutes the cloud would cycle through a wide range of different sizes and shapes. It was amazing!

Derek sighted something that he'd never come across before while we were thermalling in ridge-assisted lift. Thermal-wave! The no-engine protocol was quickly overridden by Derek's conviction that he could never maneuver the Motorfalke into this unique form of lift unassisted. It presented just how you would imagine thermal-wave: as a fluffy cumulus cloud capped by a smooth streak of wave cloud. We motored up above the cloud and turned off the engine (and hoped no-one had noticed ;). After a few minutes my concentration waned and I started blabbing about something, probably the fallen Stemme that looked so forlorn on the side of the strip. Interrupting, Derek whispered, "Shh. Listen." I stopped my babble and realised what Derek had noticed for who knew how long. The air was silky-smooth. There was +3kts indicated on the vario.

We traveled up through the layers of cloud, making only very gentle turns around the wisps and curls reaching out to the Motorfalke's wingtips. The lift was pleasantly laminar and consistent and took us to 7400ft. Much to my chagrin, Derek decided that it was time to head back to the airfield as it had been almost 2hrs since we had taken off. The glide down to circuit height reacquainted us with the turbulence associated with convection and stepping out of the glider emphasised the virtual ice blocks our feet had become.

Thank you, Derek, for a fantastic flight and for pointing out when we were in wave :) I'd also like to extend a thank you to everyone who participated in the Flinders Flying Camp and made it a truly unforgettable experience.

Anne Philcox

** I took these photos the previous day when Derek and I ridge-soared the Elders. A first for both of us! Unfortunately my camera ran out of battery life (again) and memory that day.*

Derek was keen to climb into the wave near Arkapeena, while I was cursing the wind direction and strength for effectively ruling out any possibility of venturing around to the back of Wilpena Pound. Then again, if the prevailing wind vector was much different the wave clouds wouldn't be there in the first place! I just wanted to see Edeowie Gorge from high above after experiencing its majesty from 5ft above the ground when I was a small girl.

Unfortunately we had a little difficulty climbing through the rotor and Derek was determined not to turn the engine on. The Chase Range and its promise of better lift lured us closer to the Arkapeena strip after we had scratched around near its southern end in what seemed like patches of wave. While we were hunting for lift, I

Stay In Touch

The club has an email 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, subscribe to the mailing list by filling out the online form at:

<http://lists.internode.on.net/mailman/listinfo/augc-people>

You can still send an email to the list even if you have not subscribed to it. There is also an '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, go to:

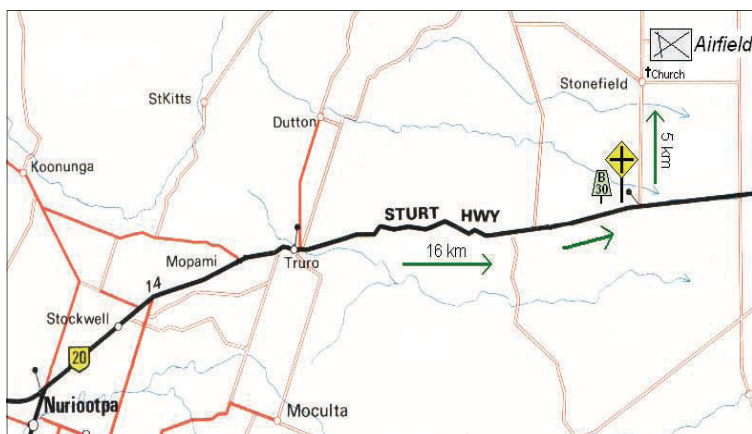
<http://lists.internode.on.net/mailman/listinfo/augc-announce>

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

Want to fly this weekend?



Want to go flying on the weekend? You must ring the club contact person, Tom, on the Thursday before between 8.00pm and 10:00 pm on 0412 870 963, (or by email: contact@augc.on.net) so that he can organise instructors and transport for those intending to fly. Members can book via the online booking system at:

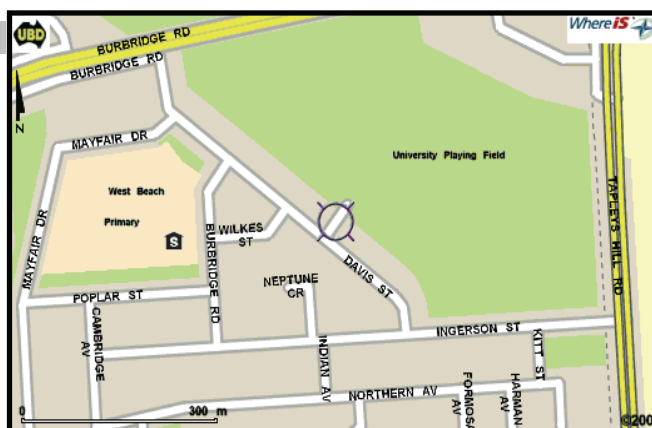
<http://www.harley.net.au/AUGC>.

You can either drive up yourself by following the map at left, or Tom can arrange a lift to Stonefield either from the Adelaide University footbridge (meet at 7.15am to leave at 7:30 am), or from the Caltex Service station on the corner of Montague Road and Main North Road (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 arranged from the Adelaide University footbridge at 7.30pm via augc-people@lists.internode.on.net.



Contact List

President:	Derek Eilers	0431 331 460	president@augc.on.net
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Secretary:	Colin Starr	0411 742 139	secretary@augc.on.net
Social Convener:	Sarah Allen	0421 548 431	social@augc.on.net
Fifth Member:	Derek Spencer	0429 028 065	fifth-member@augc.on.net
Chief Flying Instructor:	Mark Newton	0416 202 223	cfi@augc.on.net
Airworthiness Officer:	Redmond Quinn	8344 5331	airworthiness@augc.on.net
Contact Person:	Tom Wilksch	0412 870 963	contact@augc.on.net
Newsletter Editor:	Anne Philcox	0409 202 250	editor@augc.on.net

Upcoming Events

Tues 5 July (confirmed) and 26 July: West Beach social BBQ

6.30 pm, West Beach maintenance shed.

Come down to West Beach for snags, socialising and sailplane maintenance. Snags, bread and sauce are available at \$1/snag (or 5 for \$3). Bring other food/drink yourself. Soft drinks and beer are available from the fridge at the usual prices.

Fri 8 July: Annual Dinner

7.00 pm at the Buckingham Arms Hotel, Walkerville Tce., Walkerville.

Join in the fun for only \$20/head. Please RSVP to Sarah Allen by 3 July. The company will be good and hopefully the food will be too.

9/10, 16/17 and 23/24 July: Dismantling at Lochiel

Please find some time over these six days to help dismantle the 'new' hangar and winch shed at beloved Lochiel. A chance to reminisce and down a few beers while achieving something for the AUGC.

Wed 20 July Executive Committee Meeting

7.00 pm at Anthony and Justine's place, 4/29 Fuller St, Walkerville.

All are welcome to come along and have a say in how the club is run. Air-conditioning is still working I believe.

Wed 27 July: SAGA Winter Lecture

7.30 pm, Room 123b Engineering North (Chem Eng seminar room).

Electronic Flight Analysis ("See You" and "OLC"). Delivered by Philip Ritchie. Contact Andrew Wright for further details on 0427 976 779 or 8303 4648.

Wed 31 August: SAGA Winter Lecture

7.30 pm, Room 123b Engineering North (Chem Eng seminar room).

Weather Forecasting for Gliding. Delivered by Bernard Eckey. Contact Andrew Wright for further details on 0427 976 779 or 8303 4648.

A final note: 'Tips and Tricks in the Workshop' will appear in the next edition of the newsletter due to a severe bout of sickness that has afflicted our Workshop Manager, Derek Spencer. He sends his apologies.