



Uni Gliding

September 2005

The Official Journal of the Adelaide University Gliding Club



Colin Starr deserves a front page appearance before he leaves the country! Derek Spencer oversees his conversion.
Photo: Peter Cassidy

What's Inside

- | | | | |
|--|----------|-----------------------------------|-----------|
| → Editorial | - Page 2 | → Tips and Tricks in the Workshop | - Page 9 |
| → Calendar | - Page 3 | → Want to fly this weekend? | - Page 11 |
| → Improve Your Training for Fun and Profit | - Page 4 | → Want to help at West Beach? | - Page 11 |
| → Treasurer's Report | - Page 6 | → Contact List | - Page 11 |
| → Lies, Damn Lies, and Statistics | - Page 6 | → Upcoming Events | - Page 12 |
| → Something for the Girls... | - Page 8 | | |

QUOTE OF THE MONTH

"Just like a shuttlecock: The pointy bit always goes down"

An imaginative analogy to the relative arrangement of person and chute given by Derek Eilers.

Editorial

Hi there,

There are a multitude of events to report in this newsletter, both good and bad. One of the most significant (but temporary) losses for the club is the Motorfalke to an overdue engine overhaul. Unfortunately this will cost the club a fair bit of money and we will have to adjust to its exclusion from operations. Still, this overhaul is mandatory and was accepted as such when the club purchased the 'falke.

In early August there was a very entertaining and informative presentation on aerobatics and parachute usage. Of particular note were Derek Eilers' unannounced pull of the demonstration parachute's rip cord and rather vivid simile for a zero-porosity chute: "Like Glad Wrap with baby oil". It was a close call for Quote of the Month.

As you will note from the calendar on the next page, there is an event scheduled for every Wednesday of September. This trend will continue into October as the arguments relating to the future location of AUGC are presented and then validated by a vote at the October 12 Special General Meeting. The editor will distribute small prizes to Igor, Guy, Mark N and Peter at the SGM to acknowledge your inputs to the caption contest. Thank you!

Waikerie is hosting a coaching weekend this month on the 24-25th. AUGC will have a strong presence there and will hopefully commence the weekend appropriately by flying both the Puchatek and Bergfalke across to Waikerie. If you are interested in booking a flight in either aircraft then please make your intentions known to the relevant people.

Another exciting opportunity that is fast approaching is the BVGC's Flinders Camp. This will be held over the first week of October, from Saturday to Saturday. There will be a winch and hopefully Renmark's tug at Arkapeena, so get yourself up there if you can.



Anthony and Derek S visit a prospective paddock in Emu Downs.
Photo: Derek Spencer



Three conversions: Colin to MI and KRO; Brenton to KRO.
Photo: Peter Cassidy

Congratulations this month go to Igor who finally converted to the Standard Libelle without having some sort of launch failure! Brenton also made the 'double' conversion to the Puchatek and the Club Libelle and is already showing a lot of enthusiasm for taking MI cross-country. Brenton has written an article on his award-winning cross-country flight in the Arrow and the wonders of SeeYou that appears on page 6.

Mark Newton's article beginning on page 4 is a very insightful discussion on the values of goal-setting and retrospective analysis. From my point of view, it reads much like a horoscope in the sense that his general statements seem so applicable to me, but some comments are so poignant it's eerie. I recommend you have a read for yourself even if you aren't a Capricorn... And if you've ever wondered about German Babajaga witches, take a look at page 8.

It seems as though we need a little discipline at the airfield in order to keep everything running smoothly. A decision has been made to run formal daily debriefings to hopefully prevent the neglect of certain important tasks; not least of all ensuring that the hangar doors are closed and locked. A large contingent of the club also headed up to Murray Bridge on the weekend and took part in some worthwhile discussion at the GFA Safety Seminar.

In a sad development for the club but marked as a wonderful opportunity for Colin Starr, our Secretary will be leaving Australia in just a few weeks to commence a PhD at Cambridge University. Details of Colin's achievement can be found in the 24-30 July edition of South Australia's own The Independent Weekly. We will miss you, and not just for your marvellous organisational skills!

Yours truly,

Anne

September 2005



I'm pretty sure that's Adam and Verity Stott taking off in the Puchatek.

Photo: Nick Wu

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
			1	2	3 GFA Safety Seminar, Murray Bridge Aerodrome	4 Go Gliding!
5 Help at West Beach	6 Help at West Beach	7 General Meeting: Basic XC 7:30pm, Canon Poole Room	8	9	10 Go Gliding! BBQ/bonfire at Stonefield	11 Go Gliding!
12 Help at West Beach	13 Help at West Beach	14 Airfield Selection Meeting, 7pm, Anne's place	15	16	17 Go Gliding!	18 Go Gliding!
19 Help at West Beach	20 West Beach Social BBQ Help at West Beach	21 Executive Committee Meeting, 7pm, Derek E's place	22	23	24 Go Gliding! Waikerie XC weekend	25 Go Gliding! Waikerie XC weekend
26 Help at West Beach	27 Help at West Beach	28 SAGA Winter Lecture: Badge Flight Preparation and Mountain Flying	29	30		

Improve Your Training for Fun and Profit

Mark Newton

(Well, perhaps not for profit...)

I'm sure you all remember training days in your pre-solo period when you felt like you just weren't going anywhere. You might have had a few weeks in a row where you thought, "I've just finished this weekend in exactly the same place I was in when I started it."

I want to devote some space in my column this month to exploring some ways you can overcome those setbacks to make more effective use of your instructional time.

Progressing your skill development through goal-setting

The first thing I want to cover is goal-setting. You've probably heard coaches around the club and at the SAGA lecture nights talking about this, but there's no reason to wait until you're a cross-country pilot before you start thinking about it. Every pilot, regardless of the standard they've managed to achieve, can benefit from intelligent goal setting.

If you're a hot-shot cross-country pilot you might set goals for the summer: 300km at 100km/h, 500km, Gold Badge, etc. Then you might break them down into goals for each individual flight: "In this cross-country flight I want to fly the crosswind leg at 100km/h," or, "I want to better my speed by 5km/h." If you achieve enough of the individual flight goals, you'll find yourself progressing inexorably towards the longer-term goals.

You can apply the same principle when you're training. You might set a seasonal goal of Silver Badge. The steps you need to take to get that goal include obtaining your C certificate, learning some finesse in your thermalling technique, going solo, and so on. And you can break it down further into goals for each individual day, just like the cross-country pilots do.



Have you achieved your goals today?

Photo: Arien Centa

Depending on the standard you've reached, those goals might be fairly simple: "Regardless of what happens on my flights today, I'm going to make sure I fly to an accurate speed on base leg and final," or, "Today I'm going to concentrate on holding-off during landings," or, "Today my priority is incipient spin recovery," or, "I want to get through today without inspiring my instructor to remind me about lookout."

By looking at your white training record, and by using feedback from your instructors on previous visits, you can make some intelligent determinations about where your immediate priorities should lie to advance your training. If you explain those daily goals to your instructor when you arrive at the airfield, we can do our best to help you facilitate them, and tailor our advice, commentary and in-flight exercises for the day specifically to your stated goals. As you arrive at the

phase of each flight that is specific to your daily goal, you can concentrate your attention on achieving it. Then you can mentally check that skill off and move on to the next one.

What if you don't achieve your goals?

Will there be days when it just doesn't fall together, when you're uncoordinated, or doing bad landings, or just not achieving your aspirations? Of course there will be; the cross-country pilots don't always manage their 500km flights either. Setbacks are completely normal, and occasionally even useful.

If you're getting through a day and it's obvious to you that you're not achieving your goals, try going somewhere quiet for a few minutes and think about why.

There might be some other skill you need to work on first that is a prerequisite for the one that isn't working out for you; you might be doing the pre-solo equivalent of setting yourself a 500km task before you've achieved your Silver distance.

Or perhaps there's some distraction that's defocusing your attention from the goals you've set. Maybe you'll benefit from picking a different goal with a different set of more manageable distractions.

Another thing we instructors see all the time are people who are so determined to achieve something that they overstress themselves while they're trying to do it. An example might be someone who's trying so hard to maintain their chosen airspeed on base leg that they fixate on the ASI, completely destroying their speed control. These people will benefit from taking a few deep breaths to relax, then thinking about what they're *really* trying to achieve (e.g. maintaining the attitude corresponding to their chosen airspeed, rather than maintaining the ASI indication of their chosen airspeed).

Summary

The important thing to think about here is that the kind of analysis which overcomes these problems only happens if your goal is to overcome them. If you're not directing your own training priorities you're just as likely to put setbacks aside and think, "That one is difficult, so I'll get back to it later and do something else instead." And, before you know it, you've finished all the easy bits of your training and the only bits that are left are the ones which you find difficult and perhaps aren't (yet) very good at. The demoralising effects of spending week after week on things like that towards the end of your training after you've zipped through the easy stuff earlier and convinced yourself that you're making good progress are easy to imagine but very difficult to experience.

If you're intending to spend some time with an instructor this weekend, have a think about what you want to achieve. Analyse previous occasions when you've tried to achieve it, and think about what went wrong and how you can prevent it from going wrong this time. Communicate what your plans are to your instructors so we can help you achieve them.

If you have a vision of where you want to go and what you want to achieve, and break that vision down into easily achievable units, you'll be surprised at how quickly you progress. Even our current crop of pre-solo trainees will achieve silver badge (or more) by the end of the summer if they're focussed on getting there. Progress is only difficult if you perceive it as a huge jump instead of a lot of little steps.

Mark Newton

*celebrating
our sport of
gliding*

**Inaugural
GLIDING
seminar**

Saturday 17 September
Airport Motel & Convention Centre
33 Ardie St, Attwood, Melbourne

Seminar Itinerary

Terry Delore - NZ Long Distance Legend
Will share fascinating stories and photographs from the record breaking flights with American Steve Fossett in both New Zealand and recently in Argentina.

Steve Burgess, Air Cadet Gliding Club Gawler - Developing Youth Gliding
Steve will provide an overview of his ideas from enhancing the involvement of the Air Cadets and ways for clubs to improve the transition to normal gliding

Wayne Cottier, QA MPS - Current Insurance Developments & Issues

CASA - "Working Together" an outline of the regulations, delegations and working procedures which exist between CASA and the GFA

2005 World Competitions - reports from Australian Contestants

GFA Board - open discussion with Questions and Answers

Injunction with GFA AGM
AGM 9am - 12pm (all welcome)
Lunch 12.30 - 1.30pm, \$22 ph
Seminar 1.30pm - 5.30pm, FREE
AGM Dinner 7.30pm, \$35 ph
Presentation of Annual GFA Awards & VSA 'Living Treasures' Awards

Registration Forms and Accommodation Options are available from the GFA web site or call 03 9379 7411
www.gfa.org.au

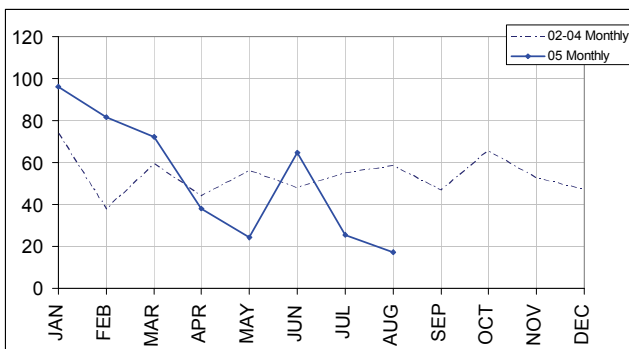
Treasurer's Report

Anthony Smith

One of the challenges of the next couple of years will be adapting the club to its new location, wherever it decides to be. One of the challenges is already very obvious: managing the club's finances. Previously the ridge has enabled the club to fly 55 hours or so each month. This resulted in a steady income for the club throughout the year. Without the ridge things are now very different. The graph below tells the story.

What we have now is the club doing much more flying in the summer months and then declining to around 25 hrs per month over winter. The big spike in June this year was from this year's Flinders Camp. Without the Flinders flying included, June this year ends up accruing roughly 25 hours.

But why is this a challenge? The club had previously set up its finances to spend money evenly throughout



the year, roughly at the same rate that it used to generate income. Now, the club will either have to save money during summer to cover the winter costs, or change when it spends its money. An example of this is the insurance on the aircraft: the club spends approximately \$13,000 on insurance (when you consider that we earn 650 hrs x \$24/hr = \$15,600, this is a lot!) each year. The club pays this in four instalments across the year. Given the change in income over the year, the club may need to restructure the instalments to pay more at the beginning or end of each year or perhaps even pay it all up front at the end of February.

In other Treasurer news, as promised in last month's newsletter, I have looked into a number of investment accounts for the club. The clear winner was the 'ING Direct Business Optimiser' which presently offers 5.25% interest and no fees. In the next few weeks I will be completing the paperwork to get that account going. Unfortunately, the paperwork includes getting a statement from the Australian Taxation Office declaring that we are a non-profit sports club, which means jumping through lots of bureaucratic hoops to get it.

In the mean time, do lots of flying.

Anthony

Lies, Damn Lies, and Statistics

Brenton Wait

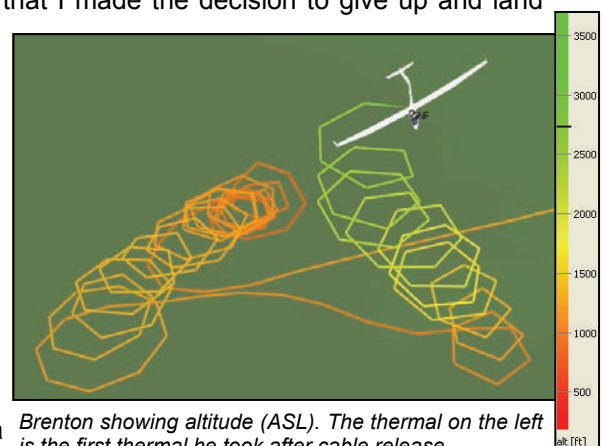
SeeYou Makes it Possible to 'Fly by Numbers'

Thanks to Anthony, I finally got to analyse my one and only cross-country flight with the help of SeeYou. Initially I had no success because I changed the name of the file without leaving the '.igc' on the end!

SeeYou is one of the flight analysis software programs available that use raw data from your 'data logger'- a GPS unit with an inbuilt altimeter. This gives the computer a number of four dimensional points, around five seconds apart, which can then be processed in various ways. I found it amazing how much you can learn about your flying from viewing the reconstruction of the flight. Some of the lessons I learned follow.

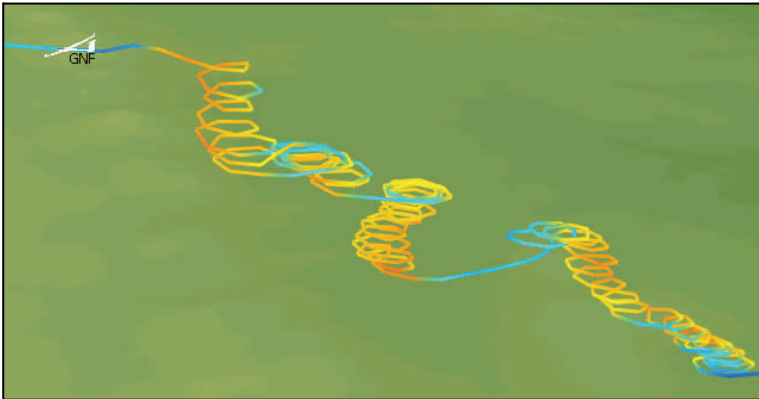
Number 1- I flew too low. After all the pressure of getting ready, it was a relief to find myself at the top of launch. Maybe I relaxed too much- I flew further and further west with no sign of lift. Realising I was pretty low, I headed back to the field. Hitting some lift, I scratched around, gave up again, then hit the best thermal of the day- getting 10 knots at times. Looking at the trace reveals that I made the decision to give up and land way too late- not much over 500 feet. I knew I was low, but not *that* low. I can only presume that in the pressure and excitement of the moment, my judgement was impaired. Or more scary still, I may have read the altimeter as height rather than QNH, without proper reference to the view out of the cockpit. So a lesson learned- now I am practicing at judging height without checking the altimeter.

Number 2- I like doing it 'right'. During the flight, I spent a massive 99% of my 1hr 22min thermalling time going around to the right. It must have had something to do with which side I put my water pack on, or a heavy right wing! The one time I thermalled to the left produced a pitiful 174 foot height gain. Now, I had known already that I have a



Brenton showing altitude (ASL). The thermal on the left is the first thermal he took after cable release.

preference when it comes to thermalling. That is why I try to alternate which way I turn when thermalling locally. But clearly when the heat was on I resorted to what felt most comfortable. Bother, another bad habit I need to break.



A display of Brenton's thermalling technique. Relative vario reading is shown.

Number 3– You've gotta have faith. At the top of thermals the trace reveals a large amount of time scratching around to get the last little bit of lift. While at the time this was felt to be very important insurance, ensuring I would contact another thermal before I hit the ground, in reality it represented a huge waste of time that consumed the best part of the day. I don't feel so bad about this one- most new cross country pilots do the same thing. But it gives me something to work on.

Number 4– The middle of the thermal works best! Embarrassingly few of my thermals seem to have been centred. The 3D view reveals various ways I managed to go up without spending much time getting it quite right- one thermal I drifted right through as I circled up, moving momentarily past the region of best lift and out the other side. Another thermal I flew up one side of the whole way. Helpful feedback.

One thing I thought I'd done badly was trying to circle when there really wasn't any lift around. But this is one area where I didn't waste much time- a total of 2 minutes over the flight were spent in turns lasting for less than 45 seconds. Something I could improve on though is working out where to fly to find the best air- especially in the cruise. My trace is pretty much a straight line.

Other stats:

Task (Stonefield beacon to Balaklava)- 99.1km; 1h 55m, giving a task speed of 51.8kph. Not quite ready for 500km in the Arrow just yet!

At the SAGA winter lecture on flight analysis I learnt that there are many other ways you can use SeeYou and similar programs to improve your performance. On top of that, they make task planning and declarations pretty simple. It also occurs to me that we could make use of the data logger to help analyse local soaring flights- things like assessing ability to centre thermals, using different techniques, and even in looking at circuits, aerobatics etc. One groovy feature of SeeYou is that it allows multi-glider playback, which enables you to compare different gliders flying on the same task. It quickly becomes obvious where the skill lies for the winning glider. Takes some of the mystery out of why the good guys always win!

You can download a trial version of SeeYou for free at <http://www.seeyou.ws>. It doesn't have the 3D map on which to overlay your flight, but it is a pretty good indication of what the program can do.

So now I've got the toy- I just need to do some flights to make the analysis worthwhile!

Brenton Wait



Something for the Girls...

Cath Conway

This article is written especially for all the girls flying with AUGC. There is something for you to aspire to...

When people tease and ask where your broom is when you say you are a pilot, you will now know that they are paying you a great honour (although they also may not realise it and perhaps that was not the intended spirit of their comment).

There is a very special sisterhood in gliding. A sisterhood of witches, or Babajaga (from Polish origins). Babajaga are women glider pilots who have flown at either a Women's European or more recently a Women's World Championships.

The first time you fly in the World Championships, you will be inducted as a Novice Witch.

All witches will assemble one night during the competition. A bonfire is lit (this will be a challenge if the contest is ever in Australia – fire-ban vs. ancient customs).

To be inducted you must dress up and take the oath. Sounds easy? You will be assigned a 'Mother Witch' who will guide you through your oath. She will not speak your language and you will not speak hers. So you will recite the oath in her language, repeating it after her. This provides much amusement since it often leads to funny pronunciations and/or complete gibberish garble.

My oath here near the burning fire,
to be a good witch is my desire.
I shall practice sportsmanship and always play fair
Of the welfare of my crew I shall take care.
Please, king of airlift, give me your blessing.

It goes on to ensure you won't dump water on your fellow competitors, will behave in gaggles, etc.

But you might get to take the oath in a language like this:

Slibuji při plamenech na své vnady,
rozšířím zde čarodějnic řady.
Vždy budu dbát dobra, budu hrát fair - play
za čest svého družstva, za čarodějnic rej.
Za to prosím Termosku, plachtařského boha,
ať nikdy víc do pole nestoupne má noha.

Then you will have a loud coloured lipstick applied so you can kiss the book of witches and permanently leave a record of your initiation.

No witches' gathering would be complete without a magic potion, which you must skull; usually some eastern European firewater. Then you and your mother mount a broom and do a lap of the fire.

Congratulations, you will be part of an elite group.

The next Women's World Championships will be in France at Bailleau: <http://www.cvve-bailleau.org/>

Cath Conway



Babajaga witches.

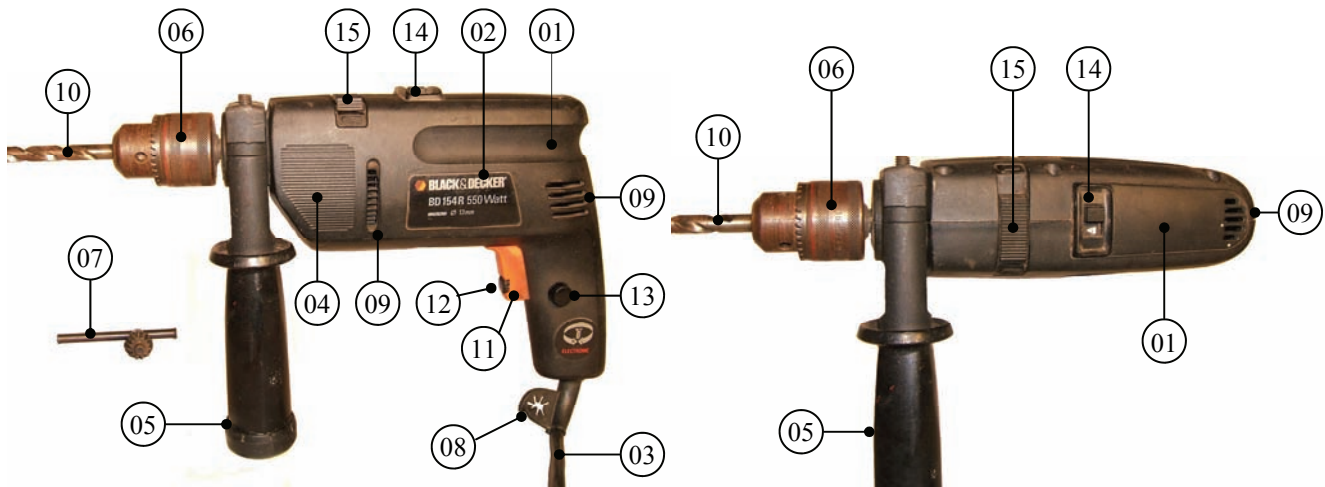


Swaantje the witch.



Aussie witches.

A basic overview of hand drills



- | | | |
|----------------------------|-----------------------|-----------------------------|
| 01. The Drill. | 06. Chuck. | 11. On/Off Trigger. |
| 02. Specification Sticker. | 07. Chuck Key. | 12. Variable Speed Dial. |
| 03. Power Cord. | 08. Chuck Key Holder. | 13. Locking Button. |
| 04. Hand Grip. | 09. Air Vents. | 14. Forward / Reverse Mode. |
| 05. Adjustable Handle. | 10. Drill Bit. | 15. Normal / Hammer Mode. |

01. The Drill.

Hand drills come in a variety of shapes, sizes, power capacities and features. Some are general purpose for the DIY handy man, whereas others are specialised for particular job requirements such as concrete drilling. This drill is of medium size and a good DIY general purpose drill.

02. Specification Sticker.

Most drills will have a sticker which will contain information such as who made the drill, the model number, the power rating, the maximum speed of the drill and the maximum drill bit diameter. In this case, Black & Decker made the drill, the model number is BD 154R, the power rating is 550 Watts and the maximum drill bit capacity is 13mm.

03. Power Cord.

This drill runs off mains power. Some drills are cordless and use rechargeable batteries. These are very handy for remote use, but can run down quickly and often have a lower power rating.

04. Hand Grip.

When the adjustable handle (see 05) is not being used, the drill can be gripped with one hand on the main handle and the other hand on the drill over the hand grip. It is recommended to always use two hands wherever possible for stability, control and to reduce the risk of injury. If a drill bit jams, the drill can twist violently and could be ripped out of your grip if you are only using one hand.

05. Adjustable Handle.

This allows the user to hold the drill more steadily. It can be rotated for comfort (for example, vertically downwards as shown in the left picture or horizontally as shown in the right picture). The handle can be adjusted for both left and right handed users.

06. Chuck.

The chuck contains the three jaws that clamp onto the drill bit. It is tightened and loosened using the chuck key (see 07). Some drills have keyless chucks and are tightened by hand. In my experience, these tend to allow the drill bit to slip more often than the keyed chucks.



Keyed chuck showing the three clamping jaws.

07. Chuck Key.

Used to tightened and loosen the jaws inside the chuck that hold the bits in place (see 06). Chuck keys come in different sizes, so it is important to use the correct size. Using an incorrect key can damage the teeth on the chuck and the key itself.

08. Chuck Key Holder.

The chuck key can be stored in the chuck key holder when not being used. This helps prevent the key from being lost. If you do happen to lose a chuck key, then please ensure you replace it with one of the correct size.

09. Air Vents.

Inside the drill, blades are attached to the shaft so that when the drill is operated, air is drawn in and through the drill and over the coils. This helps prevent over-heating and care should be taken to ensure these vents are not blocked when using the drill.

10. Drill Bit.

Drill bits are not the only tool that can be used in a drill. There are bits available that have screwdriver heads and even socket drivers.



Sample bits include a (from left to right) socket head, Philips head screwdriver, flat head screwdriver, star driver and hex-key.

11. On/Off Trigger.

There are two modes for the on/off triggers found on hand drills. These are variable and non-variable speed triggers. With non-variable speed triggers, the drill is either on or off. With variable triggers, the more the trigger is pressed, the faster the drill spins. This can be a very useful feature.

12. Variable Speed Dial.

Some drills feature a variable speed dial. This allows the maximum speed of the drill to be increased or decreased depending on the work being done. Some drills, such as the one shown, have both variable speed triggers and dials.

13. Locking Button.

Once the trigger has been depressed, the locking button can also be depressed to lock the trigger in the 'on' position. The trigger will only then be released when the trigger is pressed again.

14. Forward / Reverse Mode.

This feature is very useful when using bits that have screwdriver ends or socket heads. By reducing the maximum speed (using the variable speed dial, see 12) screws can be inserted or removed easily.

15. Normal / Hammer Mode.

Hammer mode is used when drilling into material such as concrete, brick and masonry. Hammer mode simulates hitting the drill with a hammer really quickly when drilling. This gives the drill bit better 'bite' into the material. When drilling in materials such as wood, plastic and metal, normal mode is adequate.

Additional Features

Some additional features found on some hand drills include:

- spirit levels
- depth guides
- ergonomic gel grips (for additional comfort)
- torque settings

Torque Settings

Of the additional features listed above, 'torque settings' is probably the most useful. This works by preventing the bit from turning once the required torque has been achieved. It is very useful when installing fixings such as wood screws or tex screws.

Safety First

When using drills, it is important to consider the safety requirements.



Protect your eyes. Wear safety glasses.



Protect your ears. Wear safety ear muffs.



Protect your hands. Wear safety gloves.

Cheers,

Derek Spencer
Workshop Manager

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:

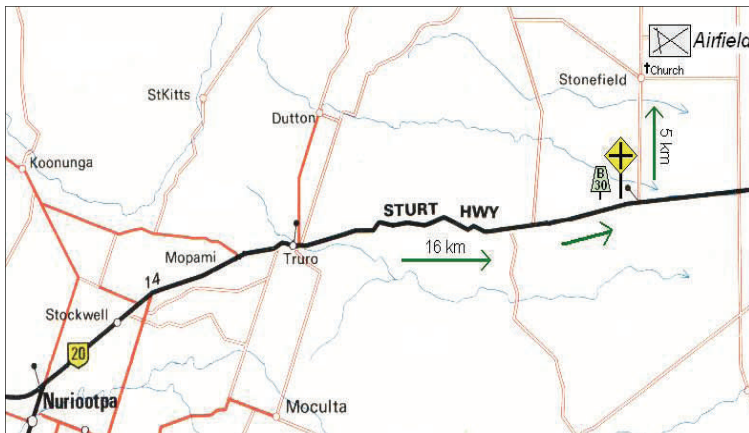
<http://lists.internode.on.net/mailman/listinfo/augc-announce>

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:

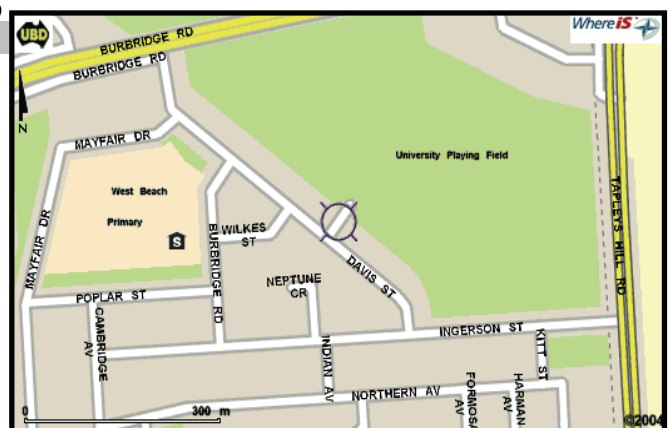
<http://www.harley.net.au/AUGC/index.asp>.

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

Wed 7 September: General Meeting

7.30 pm in the Canon Poole Room, Level 4, Union House, The University of Adelaide.

A presentation will be delivered entitled 'Basic Cross-Country'. Remember that even those pilots who are pre-solo or have not yet gone cross-country should find this meeting beneficial.

Sat 10 September: BBQ and bonfire at Stonefield

How could anyone pass up this opportunity to get filled up on sausages and warm by a toasty bonfire? I'm sure everyone can understand what an important event this is, particularly those who are smart enough to have been selected for a PhD at a prestigious overseas university. Wind down from the day's flying in style.

Wed 14 September: Airfield Selection Meeting

7.00 pm at Anne's place, 7/27 Hart St, Campbelltown.

Designed to be a meeting dedicated to the presentation of the different points of view, pros and cons for the options available to the AUGC regarding the club's permanent location.

Tues 20 September: 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.

Wed 21 September: Executive Committee Meeting

7.00 pm at Derek Eilers' place, 4 St James St, Woodcroft.

All are welcome to come along and have a say in how the club is run. Try to refrain from talking about why we should/shouldn't relocate from Stonefield.

24-25 September: Cross-Country at Waikerie

An excellent opportunity to experience cross-country flying under the guidance of willing and helpful coaches. AUGC will be attempting to fly the Puchatek and Bergfalke across to Waikerie for the weekend.

Wed 28 September: SAGA Winter Lecture

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

Badge Flight Preparation and Mountain Flying. Delivered by Ulrich Stauss and Peter Temple. Contact Andrew Wright for further details on 0427 976 779 or 8303 4648.

1-8 October: BVGC Flinders Week

Another chance to fly above the magnificent Flinders Ranges with the friendly people of BVGC. There will be a winch operating from the Arkapeena strip and the tug from Renmark will fly over if we can show enough interest. Let Martin Gregory know ASAP if you would like to take advantage of BVGC's invitation.

Wed 5 October: General Meeting

7.30 pm in the WP Rogers Room, Union House, The University of Adelaide.

The last General Meeting for the year. Topic and presenter yet to be confirmed but guaranteed to be interesting and informative.

Wed 12 October: Special General Meeting

7:15 pm in the WP Rogers Room, Union House, The University of Adelaide.

Votes will be cast to decide the future location of the AUGC.

Wed 26 October: SAGA Winter Lecture

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

Official Observers Course. Delivered by Cath Conway and Derek Spencer. Contact Andrew Wright for further details on 0427 976 779 or 8303 4648.