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Uni Gliding

April 2006

The Official Journal of the Adelaide University Gliding Club



Trent reacquaints himself with the Club Libelle after his long absence.

Photo: Justine Thompson

What's Inside

- | | | | |
|------------------------------|-----------|-----------------------------------|-----------|
| → Editorial | - Page 2 | → The Flight That Saved the World | - Page 10 |
| → Calendar | - Page 3 | → Stonefield Proposal | - Page 12 |
| → President's Report | - Page 4 | → Roles of Office Holders of AUGC | - Page 14 |
| → Treasurer's Report | - Page 6 | → Want to fly this weekend? | - Page 15 |
| → Strategic Planning: Part 3 | - Page 7 | → Want to help at West Beach? | - Page 15 |
| → Welcome Aboard AUGC! | - Page 8 | → Contact List | - Page 15 |
| → Bluey's Impossible Task | - Page 8 | → Upcoming Events | - Page 16 |
| → An Awesome Taste | - Page 10 | | |

QUOTE OF THE MONTH

"I always put my G-string on backwards"

An accurate but stupid comment I've made a couple of times regarding how I restring my guitar.

Editorial

Adios everyone,

As this Wednesday heralds the Club's Annual General Meeting (7pm, WP Rogers Room at Adelaide University), I'll be handing over the position of newsletter editor to another lucky person. I hope you've enjoyed the newsletters I've put together just as much as I've enjoyed putting them together... Uh... Hmm. Anyway, my PhD supervisor forbade me to re-nominate. Sorry guys, there it is in black and white.

Now that's out of the way, let's talk about what happened this past month. O'Week was a great prelude to the Beer and Pizza night and Try 'n' Fly weekend that were held in the first week of March. We had a number of keen people make it up for that weekend, including a new member who has kindly written me an article on her first impressions. Mel, I hope you don't mind, but I changed your article title of "Article" to something a little more snappy ;).

Nigel Zimmermann from BVGC and Tim turned it on for the Try 'n' Fly Saturday (actually, I think it was more to do with the weather) and both completed tasks exceeding 300km! Wow. Nigel has followed this up with another 340km flight, a conversion to our Puchatek and a brief article in this esteemed journal. I'm not sure if Nigel has his little FAI Gold Badge yet; if not, the multiple achievements it represents will surely give Nige a *penultimate* sense of satisfaction. It's Diamond next - the ultimate!

Still on a positive note, there were two other conversions last month: Mark Tyler to the flapped Pik and James to the Standard Libelle. My hopes of a conversion to TX were dashed once it became the only airworthy single-seater and kept disappearing off



A very... satisfied James after his five hour flight in the Astir.
Photo: Justine Thompson



A loaded truck and a happy crew ready to leave Lochiel.
Photo: Derek Eilers

cross-country. The unfortunate implication of the last sentence is that the Pik had to be removed from service after a burble-influenced heavy landing, and so did the Club Libelle after earnest attempts to find its maintenance release. It was frustrating to see MI in the hangar for a whole weekend while waiting for the paperwork to get mailed to the Club.

James reverted back to BVGC's Astir to successfully complete his Silver (and Gold, for that matter) duration flight. A story loosely based on his five hours starts on page 10.

Another aircraft, Nick Gilbert's Cirrus (GYZ), now calls Stonefield home. Nick has tested his plane out on a winch launch and has also permitted Sarah and Mark N to have a go as well.

Those winch launches should have been relatively smooth due to Anthony's incorporation of a length of nylon rope into both cables. This added shock-absorbing capacity would have mitigated the effects of some minor teething problems after the winch had its carburettor retuned. Anthony has also spent a lot of time making and modifying new droguechutes; for a few weeks now we haven't been smashing cable onto the ground, which is a good thing.

I'll make an educated guess and suggest we need a lot more consistent help down at West Beach. The pie-cart is nearing completion and I'm sure everyone would love to see it up at the airfield, even though summer is over. MI's trailer could also do with a few more helping hands.

Finally, thanks must go to Derek E, Tom W, John, Rodger, Nick and Igor for loading up a truck with our 'new' hangar and also to Derek S for helping to unload it once it had made the journey to Stonefield.

Yours truly,

Anne

April 2006



The O'Week display (Derek S at his best) and the first Try 'n' Fly day for 2006. Photos: Anne Philcox and Derek Eilers

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
					1 Go Gliding!	2 Go Gliding!
3 Help at West Beach	4 Help at West Beach	5 Annual General Meeting, 7pm, WP Rogers Room	6	7	8 Go Gliding! Try 'n' Fly Day	9 Go Gliding!
10 Help at West Beach	11 Help at West Beach	12	13	14 Go Gliding! Good Friday	15 Go Gliding!	16 Go Gliding!
17 Go Gliding Or... Help at West Beach	18 Help at West Beach	19 Executive Committee Meeting (provisional)	20	21	22 Go Gliding!	23 Go Gliding!
24 Help at West Beach	25 Anzac Day Help at West Beach	26	27	28	29 Go Gliding!	30 Go Gliding!

President's Report

Derek Eilers

Introduction

In 2005 we found ourselves in a trying position as we relocated from Lochiel and set up operations at Stonefield. Barossa Valley Gliding Club threw us a lifeline by asking AUGC to join them at Stonefield Airfield. I'd like to thank them once again for their goodwill and acceptance of AUGC and the compromises they had to make. We soon found that this new site presented us with many new opportunities, challenges and trials, which I'm pleased to say that the members of AUGC took in hand and we have adapted well.

The Club has come through 2005 in good condition. We have several new members and both fun and competition flying has flourished in the thermal-rich location of Stonefield, all of which is very encouraging.

Airfield Options

After receiving the offer from Barossa Valley Gliding Club, AUGC moved in with the understanding that this would be a temporary arrangement: From this standpoint the AUGC canvassed every different option available to it. This was an exhaustive process that took much time and effort from several members of the Club. In particular, we should all be thankful to Anthony and Justine, Mark and Redmond for their continuous efforts in this quest. The options which were explored included:

- Remaining at Stonefield
- Moving to a Greenfield Site
- Moving to Waikerie
- Moving to Balaklava
- Moving to Gawler

It became apparent that only the first three options had any chance of being fruitful, and in the end there was only one real option that had met the needs and timeline we required as a club. At a Special General Meeting the decision was made to make Stonefield the permanent location of Adelaide University Gliding Club. The details of this agreement in principle are tabled in this newsletter.

Club Operations

Operating out of Stonefield was always going to be challenging. AUGC had to make several changes to how it went about the day-to-day activities of launching gliders and flying.

As many remember, we were blessed with ridge lift at Lochiel, enabling good flying all year round (westerly dependent). Obviously Stonefield does not have a ridge and this has now changed how the Club operates, especially during the winter months. There

has been a reduction of long flights during this period, however I'm not sure how much this has to do with the possibility of soaring flight. Obviously the Club will do the majority of its flying over the warmer months, however many good flights were achieved last winter during the sunnier days. In 2005 the club achieved a total of 655 hours flown and 1365 launches.

Flying Operations

AUGC continues to actively promote flying camps, competitions and courses within the club. This year the opportunities (some of which have elapsed) for AUGC members to fly and train/compete at other sites include:

- Basic Cross-Country Course (Waikerie SA);
- Performance Week (Waikerie SA);
- Club-Class Nationals (Benalla VIC);
- Multi-Class Nationals (Gawler SA);
- AUGC Flinders Camp (Flinders Ranges SA);
- GCV Melbourne Cup Camp (Khancoban NSW);
- BVGC Flinders Camp (Flinders Ranges SA);
- Cross-Country Training Course (Waikerie SA);
- Cross-Country Training Course (Stonefield SA);
- Cross-Country Training Course (Gawler SA);
- Australian Junior Nationals (Leeton NSW); and
- Vintage Regatta (Bordertown SA).

The Club was also well represented at the Australian Junior Nationals and the Australian Nationals in 2005 with two AUGC members flying in both the Multi-Class and Club-Class competitions.

The student pilot training programme continues throughout the year and many thanks go out to our very dedicated instructors; most notably Derek Spencer, Mark Newton and Anthony Smith. We all need to thank you for the many hours you give up to teach our students, both young and old, and for enabling days for us all. At the moment the club has found itself down on instructors. Hopefully there will be an influx into the instructor ranks as junior pilots become more experienced and consider the challenges and rewards of becoming an instructor.

We had a good year with many of our students progressing through the flying programme to go solo. It was also great to see many of our members achieve personal goals and qualify for coveted FAI badges, up to Gold Badge standard.



AUGC and BVGC working together.

Photo: Derek Eilers

Facilities

The facilities that AUGC currently use at Stonefield were provided by BVGC at a reasonable cost during 2005. They are in need of attention, for both repairs and upgrading. Now that the Club has agreed to permanently stay at Stonefield and will be buying in as an equal owner, we will need to invest much into the airfield. We will need to spend a lot of time, money and energy on this site to get it to the standard that we all want to have. I implore all members to be patient with the quality of the current facilities and to be generous with their time and energy when called to help with the work. It is through our hard work that things will get done. The first steps have already been enacted with the relocation of our existing infrastructure, starting with the large 'new' hangar and the winch shed.

To go with the rest of the infrastructure, the finished 'pie-cart' will soon be an invaluable asset on the airfield once its long-running rebuild comes to a close. It is anticipated that it will make its début in mid 2006.

New Constitution

After much anticipation and redrafting, the new AUGC constitution was voted in at a recent SGM. The upgrade and rewrite of the constitution was undertaken by the original drafter, Guy Harley, with assistance from Trent O'Conner during the final drafting. It now incorporates all the necessary changes required in today's legal climate and will be a solid basis for the future Club direction.

VSU and New Fees

In light of the Federal Government's VSU policy, AUGC will have its funding reduced significantly. As the survival of the club is paramount, the executive committee has implemented fee changes that better reflect the true cost of running our club. Unfortunately these new fees are considerably higher than those enjoyed by our non-concession members previously.

VSU has effectively placed us in the same marketplace as all other gliding clubs in South Australia and we need to focus on our strengths to attract and keep members. We still have a great basis for attracting new students to our club, namely a regular O'Week display and other activities aimed at the student population. We must maintain our student-friendly atmosphere. In an effort to do this we have kept the cost of flying to a minimum for students.

The Fleet

We had a mixed year regarding the aircraft fleet in 2005. We welcomed back the ever-popular single-seat Club Libelle after its 4000 hourly inspection and the Puchatek trainer, which was out of the air for well over a year.

Three major setbacks over the last 12 months have impacted on aircraft availability and, of course, hours flown. Firstly, the Arrow was damaged due to it being stored inappropriately in the limited space available at Stonefield, resulting in the wing getting wet and effectively writing-off the aircraft. The club has bought back the Arrow from the insurance company and several members will rebuild the wing.

The second setback was the determination that the Motorfalke required an engine rebuild. This was anticipated, but it occurred sooner than expected and is also proving to be surprisingly expensive. However, last year the Motorfalke did prove its worth and we eagerly look forward to it rejoining our airworthy fleet.

Lastly, the Pik was extensively damaged in a landing accident. Thankfully the pilot was uninjured and the aircraft is repairable. It is anticipated that it will be back on-line within a couple of months.

The Year Ahead

This coming year is going to be critical to the survival of AUGC, yet it is with great anticipation that we should stride forward into it. The club has finally made its decision as to its new home and this will be the year we fully establish ourselves at Stonefield. We now have far greater flexibility than we had at Lochiel, and are at a sight experiencing fantastic thermal soaring conditions. We can anticipate an even greater emphasis on cross-country flying and, through this, many of our members will achieve their FAI goals with greater ease.

Thanks

I would personally like to thank all those who have helped me and the Club throughout this past year. Those of particular note are all the members of the executive committee, the instructors and the other club officers who have made the constant effort required to keep this very busy club in operation.

I'd also like to thank the members who had faith in me and gave me the opportunity to lead the Club as President in 2005/6 and especially those who took the time to offer support. Not everything has gone our way, but things look good for the future.

Lastly, good luck to the committee of 2006/7; I will help where I can but life is just too hectic for me to commit to a committee position this time around, so I wish you all the best.

Regards
Derek Eilers
 AUGC President



Treasurer's Report

Anthony Smith

The year of 2005 started with significant upheaval. The Club had been told that we would no longer be able to operate from our Lochiel base, as the farmers did not wish to renew our lease. After much deliberation, the Club decided to move operations on a temporary basis to the airfield at Stonefield operated by the Barossa Valley Gliding Club (BVGC). The welcome extended by the BVGC members has been generous and the Club has been operating successfully from its new base since early December 2004. The operation at Stonefield has been more expensive for the Club than that at Lochiel, with the club leasing hangar space from BVGC at approximately \$1.7k per year.

Despite this upheaval, there was a significant improvement in the Club's financial position. A lot of effort was put into resolving outstanding accounts that were either in credit or in debt. Secondly, the Club received an 'Active Club Grant' from the South Australian Government for \$3,000 to replace the winch truck. This allowed the rapid repayment of members who had loaned the Club money to acquire the truck chassis. Thirdly, the Club has met its loan repayment obligations, further improving its financial position.

A new canopy was purchased for VH-GZM. The new canopy is of improved design and should greatly help in the aircraft's role as a cross-country trainer.

Aircraft availability continues to hamper the Club. On the positive side, the usage of twin-seat aircraft was improved by the return to service of the Puchatek (VH-KRO) after a year out of the air due to airworthiness issues. However, the usage of twin-seat aircraft was hampered later in the year with the Motorfalk self-launching glider, VH-FQW, requiring an engine overhaul. The overhaul will be completed in the first half of 2006. The Club's basic single-seat aircraft, the ES-59 Arrow, suffered severe water damage to the wooden structure of the wing in the middle of the year. The repairs are expected to be completed in the middle of 2006. The aircraft fleet has been temporarily devalued to reflect the economic cost of carrying out the engine overhaul and the wing repairs.

Aircraft	2005			2004		
	# Flights	Time (mins)	Average Time/Flight	# Flights	Time (mins)	Average Time/Flight
VH-KRO	361	3598	9.97	0	0	0
VH-GZM	431	5953	13.81	865	10601	12.26
VH-GMI	101	4758	47.11	219	7159	32.69
VH-GTX	100	5719	57.19	142	6922	48.75
VH-GNF	65	2337	35.95	161	3852	23.93
VH-WVA	131	10214	77.97	117	8119	69.39
VH-FQW	157	6095	38.82	132	4763	36.08
VH-GZQ	25	788	31.52	22	950	43.18
Total	1371	39462	28.78	1669	42436	25.43

Considering the temporary devaluation of the aircraft fleet, 2006 can only be considered to be a breakeven year with only a minor improvement (0.4%) in the equity of the Club.

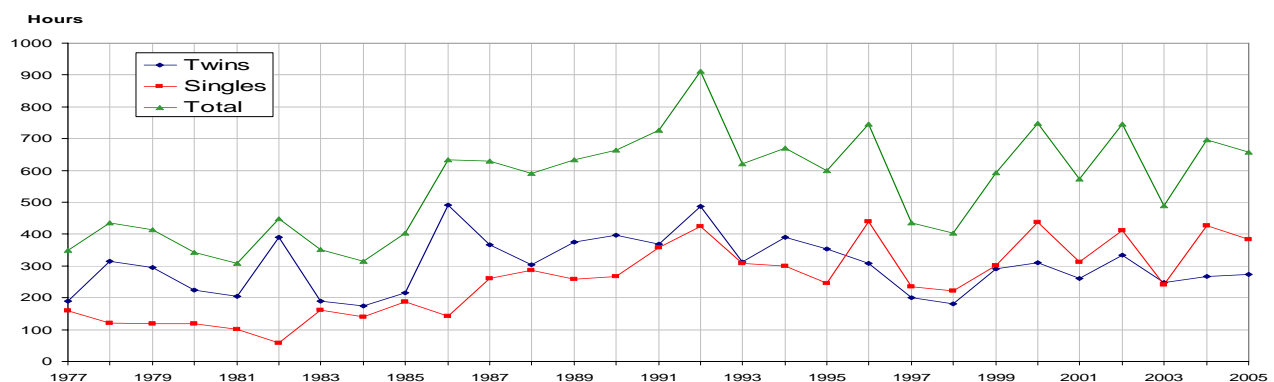
In early 2006 an accounting error was found in the 2004 records with some \$1800 incorrectly accounted for. This took some time to rectify. My thanks go to both Trent O'Connor and David Hichens for their assistance in sorting out the financial tangles.

As in past years, the assistance of the Adelaide University Sports Association (AUSA) is important to both the operation of the Club and its ability to provide accessible sports aviation facilities to the student and alumni community. The AUGC gratefully acknowledges the assistance the AUSA has provided during 2005.

I am indebted to the support received from both Igor Blazujevic and Trent O'Connor during the year. Igor assisted greatly with entering flight data and compiling Gliding Federation of Australia paperwork. Trent continued his behind-the-scenes work on the Club's accounting system and has significantly improved its usability.

An audit of the presented accounts by an independent third party will be carried out in 2006. These accounts are drawn from written monthly account statements submitted to the AUGC executive at the monthly meetings and the consolidated financial database.

Below: Hours flown by year. Above: Breakdown for 2004/5.



Strategic Planning: Part 3

Greg Newbold

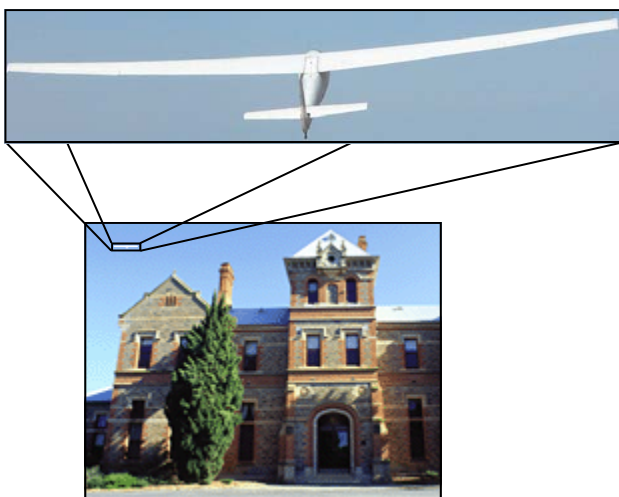
Thinking about the future

Is the future unknown? Uncertain perhaps? Perhaps it's not important to know the future, but then there is a risk that sudden changes could have dire and drastic consequences. This is currently occurring with the introduction of Voluntary Student Unionism (VSU). Other possible futures with dire and drastic consequences would be the loss of the West Beach facility, or the loss of our principal airworthiness officer (Redmond Quinn), and the effect either of those eventualities would have on AUGC fleet maintenance. One possible way to prepare is to write future scenario stories; possibly gloomy stories. It is not important that they be positive, or negative, but rather that the stories tease out the factors that might be important in ten or even 20 years' time.

"Fuel is sufficiently expensive that flying operations no longer occur on circuit only days. The cost of driving to the airfield and launch costs are too much for the average person. Flying is arranged using phone-email on the day and after a forecast of thermal strength has already been obtained. The costs of flying are kept down for students, not only by maintaining the Club fleet using members, but also by self-insuring the Bergfalke and the Arrow."

How about something more adventurous...

"The introduction of VSU led the University to offer AUGC the opportunity to fly from Roseworthy in 2007. The Club accepted this offer, but knew that this was an unsuitable cross-country site and so only conducts winter operations there. This has greatly increased the number of trainees, because of the convenience of reduced travel time, and the fact that weekday operations occur on the occasional afternoon. However, because of the limited cross-country flying opportunities there, the Club's single-seat gliders are almost continually away at camps, comps and other clubs."



Tom in TX: Will he ever get old?

Photo: Justine Thompson

Now something drastic and widespread...

"In light of the aging and reduced gliding membership, all gliding clubs decided to partner-or-perish. No matter which club you are a member of, you are now welcome at every other club in SA. The local gliding community moves on-mass around each of the airfields in SA. The AUGC Motorfalke is in frequent use conducting outlanding checks for all, Waikerie host most of the state's pilots from Christmas to New Year for performance week and Gawler are the central site for air experience flights - directing potential members to the most appropriate club."

And finally, something global and negative...

"The escalating costs of fuel, GFA membership and insurance led to exorbitant flying fees that only a few could afford. Many pilots and aircraft operate in the general aviation community and a few motor gliders are registered as ultra lights. A few dedicated glider pilots operate the older wooden gliders, under the collective membership of the Vintage Soaring Club, which allows them to occasionally fly and remember the good old times."

Clearly there are more AUGC specific questions about members, marketing, operations, airworthiness, resources etc that need to be considered that relate more directly to the future of AUGC. Similar thinking about the future of AUGC might help develop an awareness of what is possible. It is then desirable to make sure that our action plan is robust enough to withstand these future scenarios.

Welcome Aboard AUGC!

Nigel Zimmermann

Nigel here from BVGC. I just want to say that it's been great to have AUGC people flying at Stonefield this last year and I now welcome you as permanent residents! I especially have appreciated being able to fly with you on weekends when my club wasn't operating. This has meant that I have made better progress as an early solo pilot and have achieved some great flying goals since my first solo, 14 months ago. Thanks especially to instructors Mark N, Derek S and Anthony for things like outlanding checks, official observing and DI ratings.

I must say, achieving a 300km flight at the beginning of March was the greatest highlight so far and I am stoked! I chose to fly east, as I wanted to fly over familiar ground: My parents'/brothers' house near Wunkar, and Loxton (I was born and went to school there) and also small farming towns I've ridden through on my trail bike. This flight was a dream come true! Cross-country flying is AWESOME!



My family's house/property.



Loxton by the river.



A cockpit view of an awesome thermal!

Bluey's Impossible Task

Gary Davies, 1990

If you ever come gliding at Stonefield,
There's a yarn that we'll tell if you ask.
The legend of Bluey Fitzymons,
And of his Impossible Task.

It started way back in the winter
On a grey day of thirteen knot sink.
Old Bluey had just made a landing,
We could tell he was in a right stink.

"The trouble with gliding," he bellowed,
"Is in order to get a good flight,
A bloke's got to work out a system
To reach a respectable height.

"It's orl right for those who are wealthy
With tugs and with fancy glass ships,
But for those of us folks who are battlers,
We make far too many short trips".

He grumbled all night in the clubhouse,
As he sat there, his face was a mask,
And we knew, those of us who knew Bluey,
He was planning a thousand kay task.

We heard nothing more for a while,
'Til one Saturday early in Spring
When old Bluey arrived at the field
And his face wore a mischievous grin.

'Twas while Kev was DI-ing the Blanik,
Old Bluey could hold back no more:
"I'm taking the Sparrow on Sund'y
To visit me brother-in-law."

Now Bob had known Bluey for ages.
When he looked at him, rubbing his jaw,
Said, "Is that Bert that you're thinking of, Bluey?
He lives over by Lincoln, I'm sure".

"I rang him on Frid'y an told 'im."
Said Bluey, his chest swelled with pride,
"He's clearing the home paddock Mond'y,
It's half a mile long and quite wide."

Now the CFI came up to Bluey
With a questioning look on his face,
"So how do you plan to get over,
I mean to your brother-in-law's place?"

"Now you've always told me," said Bluey,
"That height gives you distance to burn.
Well I've worked out a system of soaring
That shouldn't be too hard to learn."

"It's based on the countryfolks' habit
Of burning the scrub once a year.
But I will be riding the thermals," said Blue,
"That the burn-offs create in the air."

"You see, my best mates are all cockies.
For me, they'd cut off their right arm,
So I'm getting them all to light bonfires
Between Stonefield and Bert and Dawn's farm."

"I'll get six thousand from the first thermal
And head over to Waterloo,
Then I'll climb to ten thousand at Rhyne
And eighteen before Wallaroo."

"And where next?" said Jim, with a grin on his face,
"Even your mates can't burn off the Gulf."
"No worries," said Blue, "by the time I get there
The Sparrow's L/D is enough."

We all looked around, someone laughed and Ted
gulped.

We couldn't think what next to ask,
Then Burger piped up in a confident voice,
"Bluey, that's an impossible task."

"I'll show you, young lad," said Bluey, all piqued,
"What a dinkum cross-country's about.
I'll make it to Bert's place in one single flight
And when I get home it's your shout!"

The day of the flight was a ripper all right.
Lots of cues, and the forecast was fair.
The Sparrow was checked; as we chatted with Blue,
He was busting to get in the air.

The launch was okay, eighteen hundred or so,
And he turned north-west straight off the wire.
He was looking around for the tell-tale smoke
Where Eric had lit the first fire.

We got lots of calls from people we knew,
Who reported, much to our surprise,
That Bluey was gaining height all the way through.
P'rhaps Burger's remark was unwise.

He made Balaklava at twelve thousand feet.
Their CFI rang on the phone.
"Our blokes can't believe Blue's made such a great
height,"
He said in an envious tone.

At last, through the help of his good country mates,
Old Bluey arrived at the sea.
He'd made twenty grand with a smile on his face,
"Now it's up to MacCready and me."

It started all right, and he headed south-west;
He could see Tumbay Bay from that height.
But as he flew on, there was nothing but sink
And it made for a worrying flight.

By the time Blue had got halfway over the Gulf,
His height was around five or six,
And he felt with a certainty all of us know,
He was now in a bloody great fix.

You see, Bluey can't swim, he was never taught how,
He was too busy down on the farm.
And he worried of what the Committee would say
If the Sparrow should come to some harm.

But then off his wingtip he noticed a speck;
In that moment, he knew he'd be right.
A Japanese tanker all loaded with gas
And he yelled, "What a beautiful sight."

It was half a mile long and a hundred feet wide,
With a deck just as flat as a tack.
It sailed slowly downwind, much to Bluey's relief,
And he knew he just mustn't hold back.

He turned into wind keeping plenty of height,
Perhaps a bit tight, no more than a smidge,
Then he flared it just right in a lovely two-point
And pulled up ten feet from the bridge.

The Japanese captain ran down to the deck,
His face was a lather of sweat.
He smiled down at Blue, said, "Hurro, you ok?"
Blue said, "I'm glad that I didn't get wet."

So Blue and the Sparrow, they didn't touch land
'Til they'd travelled a very long way.
They never reached Bert's place
As Bluey had planned, but unloaded in Tokyo Bay.

We've plenty of pilots at BVGC
With badges and medals galore,
But nobody's matched Blue's Impossible Task;
The Barossa Club holds him in awe.

*Thanks to Martin from BVGC for digging this up from
the archives. —Ed*



An Awesome Taste

Mel Shields

I have always possessed a keen passion for flying, however my experience did not extend further than a seat on a commercial airline. To me, gliding appeared more fun, flexible and financially viable than any other form of flight - who could resist that glider at O'Week?

The 4th of March saw my first visit to Stonefield, where I arrived grappling with a bag stuffed with sunscreen, money, phone, jumper, sunglasses, water bottles, small African elephant, but no consent form. This situation posed unanticipated obstacles, and although we eventually obtained verbal consent (how legal is that??), it really did emphasise the extent to which everyone will go in order to get you in the air - a fact that I very much appreciate.

My first flight was with Mark N in the Puchatek. After getting up on the second attempt (a little cable break quelled initial jitters), it felt amazing to be at the controls of an aircraft for a short period. We got to 5500 feet, but thermals to 10,000 feet seemed to be fairly consistent that day - deceptively good conditions that instilled the belief that anything under 8000 feet was atypical.

This day proved to be an awesome taste for what was to come, and I returned two weeks later.

The 18th of March gave rise to another early morning, and with only a short 'detour' I arrived at the Caltex (apparently I won't be going cross-country for a few years). My second attempt was with Anthony in the Bergfalke.

While the conditions were such that previously conceived weather beliefs were dispelled, we still touched on 6000 feet, where I enjoyed over two hours of thermalling practice. This sustained air time revealed my unfortunate tendency to fly with the nose back, making for interesting moments (with Anthony exchanging his calm demeanour for a more urgent, "Nose down! Put the nose down!"). Despite this, it did become noticeably easier to manoeuvre the aircraft in specific directions by the end of the session.

Thanks to everyone who has tolerated a myriad of questions with patience and humour and helped get me into the air to start my training! ("*Tolerated*"? No, *it's always a pleasure!* -Ed)

Mel

The Flight That Saved the World

James Dutschke

The 11th of March is always going to evoke memories; not only is it the anniversary of the Madrid subway bombings, the day the prolific Gorbachev was elected president of the USSR and the day that Sir Alex Fleming passed away, but now it is the anniversary of something far more important. The day that yours truly defied the odds, with blood obscuring his vision, sweat preventing him from controlling his aircraft, two engines down, one on fire and the other running red hot and flak scorching through the cockpit to achieve his first solo 5hr flight.



All that stuff you described happened later in the flight, eh James?

Everyone was expecting a boomer: there was chatter about 500km flights, 10,000ft cloud bases, the whole works and jerks. With this in mind I prepared myself for the flight that would save the world. The mighty Astir KYR was DI'ed by a beverage-enthused Sarah (and did she enjoy 'em later that evening, but not the next day!!!) and towed over to the church. Derek E in the Boomerang sat in front of me, but battery problems meant I got shunted ahead.

A reasonable launch followed by a quick downwind dash to the ever-reliable church kept me afloat, albeit below 2200ft for the first 45 minutes or so. In the distance I could see a tractor ploughing a paddock, kicking off a lot of rising dust. I was keen to get over there, but there was no way I'd get back if things went pear. It was 1530hrs when I got my first reasonable climb to 4500ft, which was promptly demolished due to lots of strong sink.

Some 'aggressive' thermalling techniques (just ask Derek E) with other gliders kept me occupied as the seconds (I counted them all individually, don't you worry) crawled by. By 1600hrs the sky rose to around 7500ft with a fair bit of buoyant air, lots of sink and climbs few and far between. Things became a little easier.

It was shortly after the departure of the terrific photo-snapping Bergfalke of Justine and Anthony that another Bergfalke committed to aviation. After sharing a few thermals with GZM, it dawned on me that the Bergfalke is as German as a sailplane gets. I digress, but a few days before I'd watched a movie on the battle of Britain, and was rather fired up at the thought of going back in time and shooting down a Messerschmitt. So a classic dogfight was born, Astir vs. Bergy. The Astir with its superior manoeuvrability, modern structure and kick-ass pilot filled the Bergy (from long range I might add) with imaginary cannon shells. For anyone thinking of doing a 5hr flight, for Jackson's sake, go cross-country: rampant imaginations can run rife on extended local flights. *(For some strange reason, I was more preoccupied with my bladder than my imagination during my 5hrs. -Ed)* To the pilot of the Bergfalke, Brenton, thank you.

Along with 5hrs comes the creation of an Oscar nominated video (stupid movies about gay cowboys taking all my glory, grrrrr) that was sadly misplaced (cough, splutter). Its live immortal soundtrack featuring 'Sweet Home Alabama' with classic air guitar riffs will sadly never be heard again (Sarah and Tom have seen it).

It was an extremely memorable flight, but somehow I don't think I'll ever be able to describe it in all its heroic glory. *(You tried pretty hard. -Ed)*

Oh, and if anyone else completes any kind of flight in the future, don't let Sarah convince you to consume copious amounts of alcohol in the evening.



James in the Astir taken from "terrific photo-snapping" GZQ.
Photo: Justine Thompson



Centre: James flies past GZQ. Above and left: James shoots the enemy.

Stonefield Proposal

What is important to AUGC with respect to an airfield?

1. Cost
2. Culture
3. Operation compatibility
4. Future security

Secondary considerations identified as important:

1. Soaring conditions
2. Cross-country opportunities
3. Airfield facilities (Quality)
4. Airfield cost
5. Travel time/Distance from Adelaide
6. Secure tenure
7. Amicable club relations

Proposal for AUGC to buy into Stonefield Airfield

The 'Airfield Package' includes the following details:

- AUGC becoming an equal stake holder in Stonefield Airfield and therefore ensuring future tenure at the Stonefield site.
- Complete cost of 'buying in' will be \$40,000.00.
- The manner of how this cost will be met by AUGC will need to be determined and agreed upon by both parties. This will include:
 1. Deposit = \$3000.00.
 2. Payment details = \$3000.00 per year (minimum) into the Airfield Capital Fund. This will be used for communal airfield improvements.

[Note that all payment details must be maintained at the lowest cost possible to ensure the future survival of AUGC. This is crucial in light of the recent VSU legislation passed by the government and therefore the sudden reduction of funding from Adelaide University.]

- AUGC will enter into a partnership with BVGC by becoming an equal stake holder. Through this, a third entity will be formed that will be responsible for all planning, airfield development and operational costs and will be known from here on as the 'Stonefield Management Group', or 'SMG'.
- The SMG will maintain any charges at cost to both clubs in a manner that will ensure the ongoing quality of assets.
- The main purpose of the SMG is to maintain all services and assets placed under its control and plan for future projects and developments.
- The SMG will be a non-profit body.
- It will be made up of members from both clubs and will be minimal in size. Initially it will consist of three members from each club.
- This new body will be responsible for:
 1. The bunkhouse
 2. The clubhouse
 3. Winch sheds
 4. All winches (Keeping both operational)
 5. All airfield vehicles and pie-cart (Airfield car will remain)
 6. Canteen operations
 7. Payment of all airfield services
 8. Planning

→ The SMG will be responsible for three accounts:

1. General Operations account
2. Winch account
3. Airfield Capital Fund account

→ All general infrastructure placed on the airfield from Lochiel will be considered as 'existing' infrastructure and will be included in the agreement. Installation cost and hangars will be excluded.

→ Either club will be able to contribute funds to the airfield for undergoing projects that will make improvements to the airfield, subject to SMG approval. These contributions can be made independently by either club.

→ Both clubs will retain and maintain their:

1. Aircraft fleet
2. All hangars

→ Both clubs will retain the right to charge their members for all costs deemed necessary for the maintenance of their own equipment and activities.

→ The club agreement will allow the further expansion of SMG so that it can accommodate other clubs that may wish to be based at Stonefield. These clubs will need to be compatible with winch launch operations and gliding in general.

→ Provisions will be made for private owners to place hangars on the airfield in a manner determined by SMG. Private glider hangars will be encouraged at all times.

→ Club hangars will be free of charge for all time.

→ Both clubs need to enter into a contract that will ensure that the other club will be able to retain its position on the airfield in the event of either club winding up operations or leaving the site.

By entering into this arrangement, AUGC will effectively combine daily operations and instructor panels with BVGC. This combined body will determine all operational procedures and will resolve any issues.

Each club will also have a representative who will be responsible for determining the necessary action in the case that there is a conflict between the clubs. If this person and his counterpart from the other club cannot find a solution, the problem will be referred to both club committees. If the committees cannot find a solution, the matter may be referred to SMG in the case of airfield matters, or SAGA if an independent mediator is required.



*Another photo of Trent enjoying himself in MI.
Photo: Justine Thompson*

Roles of Office Holders of AUGC

Executive Committee - elected annually by the Club members

President

- act as spokesperson for the Club
- send reports to affiliated bodies
- chair meetings
- plan/coordinate Club activities
- encourage/advise/hassle other office holders

Secretary

- take minutes at meetings
- collect and distribute Club mail
- send correspondence
- organise meetings

Treasurer

- prepare budget, monthly and annual financial reports and forecasts
 - manage bank accounts and loans
 - advise exec on financial planning
 - prepare grant applications
 - recommend changes to fees and related rules as required
 - pay bills
- (other functions shared with Assistant Treasurer)
[ready access to email and PC required]

Social Convenor

- organise social functions and other events as required

Fifth-member

- be generally useful
- often provides a voice representing newer members

Other Office Holders - elected annually by the Club members

Newsletter Editor

- edit, produce and distribute a monthly Club newsletter
- [ready access to email and PC required]

Contact Person

- handle enquiries from outside the Club about flying
 - collate weekly flying list and make transport arrangements
- [ready access to email required, mobile phone is provided if required.]

Clubhouse Officer

- organise provision of food and other consumables to clubhouse

Winch Officer

- organise maintenance and modification of the winch

Assistant Treasurer

- process flight sheets
 - process receipts for expense claims
 - manage member accounts
 - process GFA forms
 - maintain membership/accounts database (these functions may be shared with the Treasurer)
- [ready access to email and PC required]

Publicity/Development Officer

- organise a monthly display and related publicity at Adelaide Uni, North Terrace campus
- propose and organise other publicity events and materials

Webmaster

- update/maintain/redesign the AUGC website as required
- manage Club electronic mail lists

Workshop Manager

- assist the Airworthiness Officer
- coordinate scheduling of activities at West Beach Maintenance Facility
- arrange for supply of consumables, tools etc to West Beach

SAGA Reps (2)

- represent AUGC at SA Gliding Assoc meetings

Sports Association Rep

- represent AUGC at AU Sports Assoc meetings

Airfield Committee Reps (3)

- represent AUGC in the Stonefield Management Group (SMG)

Other Office Holders - appointed by the Exec

Chief Flying Instructor

- chair Instructor Panel
- supervise instructing activities and training
- set safety standards

Coach

- promote cross-country flying
- organise training activities

Airworthiness Officer

- coordinate aircraft maintenance
- act as point of contact with airworthiness authorities
- supervise and arrange training for aircraft maintenance personnel

Legal Officer

- advise the Exec on legal issues as required

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:

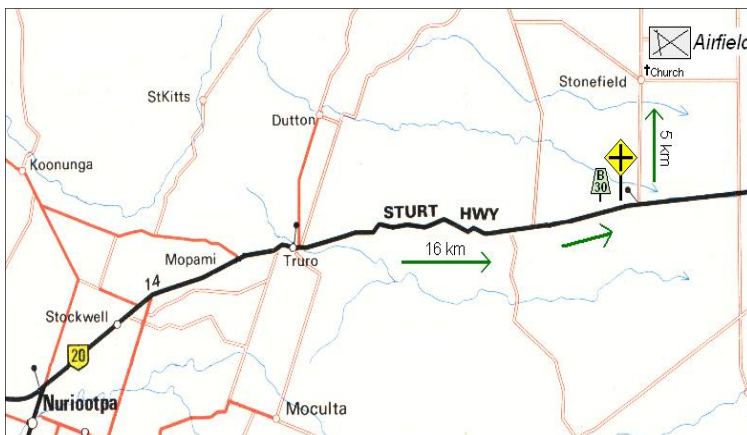
<http://lists.internode.on.net/mailman/listinfo/augc-announce>

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:

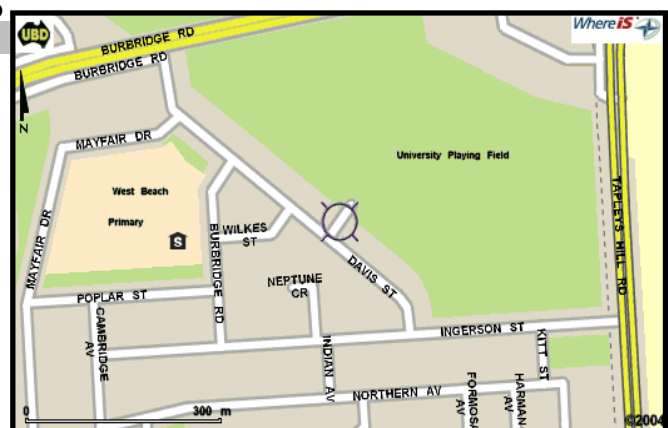
<http://www.harley.net.au/AUGC/index.asp>.

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
Treasurer:	Anthony Smith	8269 2687	treasurer@augc.on.net
Secretary:	Greg Newbold	0403 224 970	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 5 April: Annual General Meeting

7.00 pm in the WP Rogers Room, Union House, Adelaide University.

This is the big one! We'll decide who will fill the executive and office bearers' positions until this time next year. Details of each position are provided in this newsletter.

14 - 17 April: Easter long weekend

Nothing has been organised yet, but I guarantee that each day will be enabled by one of our super kick-ass instructors... Right guys? Hopefully the weather can turn it on for this weekend and we can help the Club's finances by flying many hours at Stonefield.

Wed 19 April: Executive Committee Meeting

7.00 pm at a venue to be advised.

All are welcome to come along and have a say in how the Club is run. This will be the first meeting for our new executive committee, so consider this date and time as provisional.

Tues 26 April: West Beach social BBQ

6.30 pm, West Beach maintenance shed.

Anzac Day may prevent this from going ahead, but... Come down to West Beach for snags, socialising and sailplane maintenance. Snags, bread and sauce are available at \$1/snag (or 5 for \$3). BYO other food/drink. Soft drink and beer are available from the fridge at the usual prices.

Wed 3 May: General Meeting

7.00 pm in the WP Rogers Room, Union House, Adelaide University.

The first general meeting for the year. Sorry, but I have no idea what will be discussed.

Wed 7 June: General Meeting

7.00 pm in the WP Rogers Room, Union House, Adelaide University.

I know it sounds far away now, but we'll be planning the Flinders Ranges Camp at this meeting.