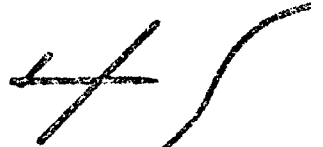


FOR THOSE OF YOU WHO FORGOT WHAT THE OLD GIRL LOOKS LIKE

ADELAIDE UNIVERSITY
GLIDING CLUB

newsletter
vol 4 no 10



REGISTERED FOR POSTAGE AS A PERIODICAL - CATEGORY 'B'

CAMPS.....

And now the news you you've all been waiting for, by the time you get this news letter the bocian will be all fixed and ready to fly bar Emilis doing the C of A on saturday the 21st. With a little bit of luck this means we will be flying to stonefield on the Sunday, therefor the camps from the 26 are definately on

THE CAMPS ARE ON AS FOLLOWS

WED 26th DEC TO TUE 1st JAN X-C & TRAINING CAMP

INTENSIVE TRAINING FOR ALL TRAINEES PRESENT FLYING PRIORITY GIVEN TO PEOPLE STAYING ALL WEEK. CROSS COUNTRY ENCOURAGED WITH PEOPLE NOT FLYING ON "DAYS" BEING PENALISED IN THE X-C CHALLENGE

INSTRUCTOR GUY HARLEY
WINCH DRIVERS

WED MARK F
THU PETER A
FRI DON H
SAT CHRIS M
SUN OWEN W

This winch driving list is only a guide all WINCH drivers will drive their share each day so that one person is not left down the "OTHER END" all day. However the rostered winch driver is responsible to do the winch DJ on the day.

PEOPLE ATTENDING SO FAR : OWEN W STEPHEN MCGUISS

CHRIS M
MARK C
MARK F
ROBERT D
DON H
PETER A

ANY OTHER PLEASE RING ME MARK ON 2512820

second week things yet to be finalised but people attending so far

MARK C

MARK F ANY OTHERS TWO WEEKS AND IF THE WEATHERS GOOD YOUVE GOT TO BE CLOSE TO SOLO

DATES WED 2nd JAN to TUE 8th JAN

the camps will be at stonefield, bunkhouse facilities available so you need to take the following;

sleeping bag
air bed
pillow
food for as long as you stay
clothing " " " "
approx 10 -12 dollars a day
unless you have an account

OTHER EVENTS.

CAMP feb 2-10 sat-sun for details ring tim dodd (at Lochiel)

Passenger W/E Jan 26,27,28 ring mark forster

Or Camps feb 29-mar 2
mar 7-mar 9

M.F. - 2512820

T.D. - 495870

COULD THE FOLLOWING PEOPLE PLEASE CONTACT ME TO ARRANGE WHICH DAYS THEY CANNOT WINCH DRIVE

M DOHERTY
DES MASLEN
A KIRKLAND
D BLACKBURN

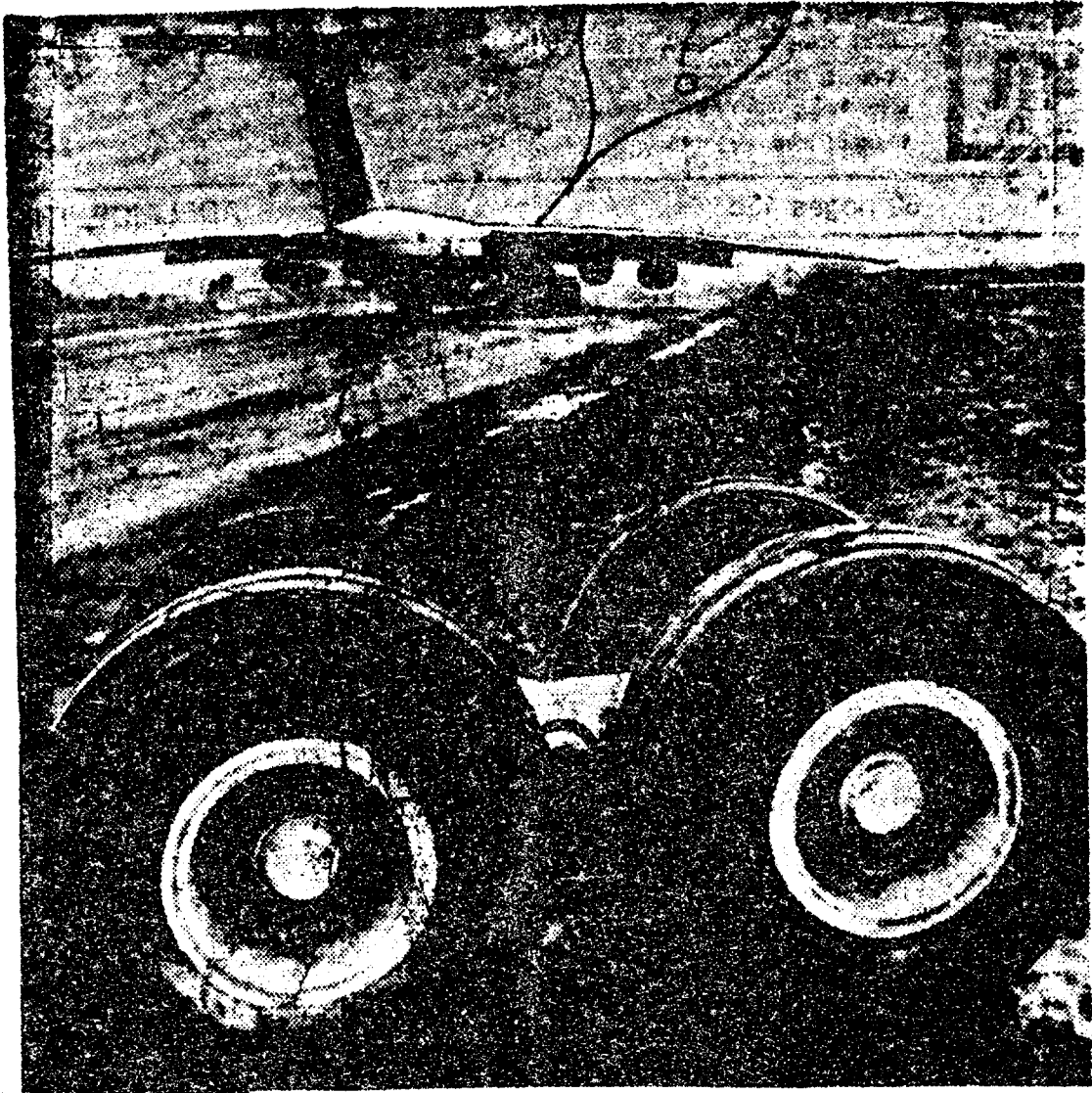
A NOTE OR A PHONE CALL...

THE SB-10

IN NOVEMBER, WORLD RECORD BREAKER HANS WELDER GROSSE & STUDENTS FROM 'BREMEN/STADEN' UNIVERSITY CAME TO SOUTH AUSTRALIA WITH THE 29m WINGSPAN OF THEIR OWN DESIGN & MANUFACTURE.

IT'S A PITY THAT PEOPLE CONNECTED WITH AEGC DIDN'T GET THE OPPORTUNITY TO INTRODUCE OURSELVES TO THE GERMAN STUDENTS, TO LET THEM KNOW THAT STUDENT FLYING IS ALIVE & WELL HERE.

Caption contest cont



WELL I GOT QUITE A RESPONSE HERE ARE THOSE I HAVE RECEIVED.....

1. I wonder if Harry Schneider will have any in stock.
2. SHIT ! I thought we'd solved the undercarriage problem.
3. I wonder if Stonefield will have us!
4. Guy must have done the D.I.
5. We'll have to tell Dave that the atomic jet motors are just too powerful for the D.E. 52b
6. What will we tell Tony, or Quick put it back together and we won't have to tell Tony.
7. Damn blasted winch driver, I told him to put the power on slowly.
8. Now I know what that scraping noise was.
9. There are two types of glider pilots. Those who have landed with their wheels off and those who will.
10. Bloody Uni students will wreck anything.
11. I thought this sort of thing only happened at A.S.C.

captions cont.....

13. Oh well some one else will fix it.

14. I said the AIRBRAKE lever stupid!!

15. From the back seat as different instructors would see it,
D.B. Munch Munch; Oh geeze haffe we landed! munch

T.M. Lucky I was only helping you with that landing

E.P. Unprintable

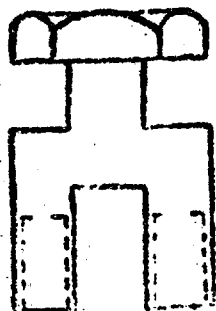
T.K. There goes your antartic flying rating

G.P. Snore Snore

M.B. Oh bloody hell

Some bolts some of which could of proved very useful when putting the Bociav back together.

SPECIAL BOLTS



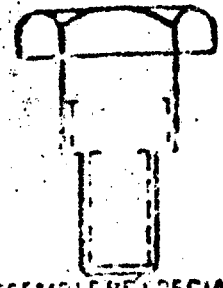
FOR DRILLED HOLES THAT STILL DON'T MATCH



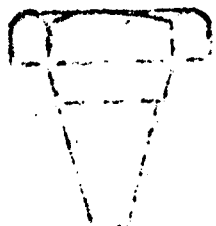
FOR DOUBLE COUNTERSINK HOLES



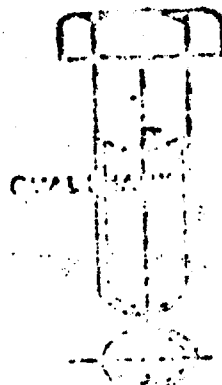
FOR HOLES WITH COUNTERSINKING ON THE WRONG SIDE



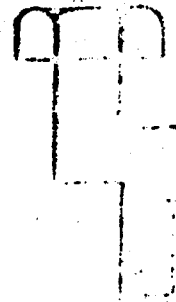
ASSEMBLER'S SPECIAL FOR OVERSIZED & DOUBLE HOLES



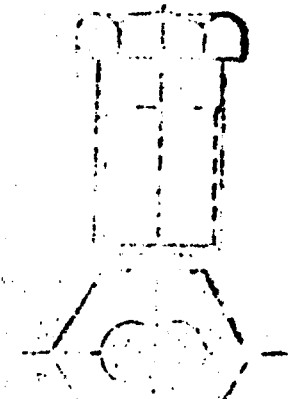
FOR AN OVERSIZED HOLE THAT REQUIRES A NUT



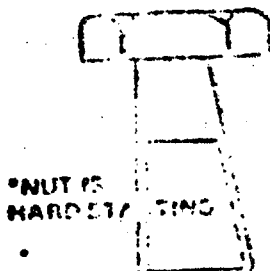
FOR DRILLING AROUND A HOLE



FOR HOLE TOO CLOSE TO EDGE

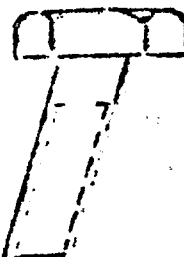


FOR HOLE TOO CLOSE TO EDGE

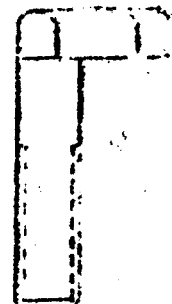


*NUT IS HARDEST PART

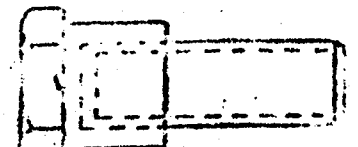
FOR HOLES DRILLED CROOKED THEN STRAIGHTENED UP



FOR HOLES NOT QUITE SQUARE



FOR HOLES TOO CLOSE TO THE EDGE



TELESCOPIC BOLT WHERE LENGTH IS NOT KNOWN

A STORY OF TWO PARTS ONE FACT/ONE FICTION

Emilis Prelgauskas

In August 1979, the Adelaide University Gliding Club published its paper "Potential Demand for Soaring in South Australia". Which of course, went by totally unnoticed by the soaring movement in general.

The reason for producing the paper was to have an uncommitted base on which to project into the future. Uncommitted that is, by being based on what hard facts are available, and not on any assumptions which presuppose or anticipate trends. As a result, the paper presents some pretty deadpan statistics, nothing much to get excited about.

But what flows from these mundane numbers, promises to be very exciting. This article presents two related discussions, one fact, one fiction, very much intertwined. Its up to you to judge which is which.

The published paper says that there are under 700 actual pilots in soaring clubs which serve the metropolitan population of 0.9 million people in the capital city of Adelaide, South Australia. Fact.

The paper also postulates, that there is an actual demand by over 2000 persons in that population to go soaring. Fact?

Conclusion. That the sport has the opportunity to grow across the existing gap between those participating and the larger crowd who would like to participate in the future.

During the 1970's, the participants in soaring grew from 340 (1971) to 670 in 1979. Fact. This tends to support the likelihood of growth in participation in soaring continuing into the 1980's.

If the rate of growth of the 1970's is maintained, there could be between 1000 and 1400 glider pilots in Adelaide in 1989. It all depends on whether you expect the rate of growth to be numerically the same as in the 1970's, or whether it continues at the same percentile rate.

In addition, there is the impact of Newton's equal and opposite reaction. Or as the economist would say; for demand we need to provide a balancing level of supply. In our sport, that means soaring sites for the pilots to attend.

Now, some would argue that there is sufficient capacity in existing gliding clubs around Adelaide to accommodate the demand for soaring.

The 1970's experience counters this. Gliding Federation statistics plot the accommodation of new glider pilots in two areas. Of 5 sites existing in 1970, two moved to full time operation, and accepted 75% of new glider pilots, while the other three sites remained almost static in membership during the decade. The other $\frac{1}{2}$ of new pilots were attracted by the formation of 3 new sites, each pitched at a specific portion of the city's population. As an interesting side issue, which comes up again later, all three sites are located on the same radius from the city.

Again, it is reasonable to expect that an equal growth in the coming decade like in the 1970's will again require a sizeable input in developing the supply of facilities .

In the 1970's it was the appointment of staff, the development of large fleets and airfields and accommodation to match which attracted new pilots. And on the smaller scale, new clubs , individually small, attracted a significant number of new devotees to the sport by each pitching at a different part of the population (university, scouts, shack owners); while existing clubs continued to scabble at the whole city population.

The conclusion must be, that to accommodate the demand presently unsatisfied, the sport will have to bring resources to bear to develop not only existing sites more extensively, but also more new soaring sites to complete a network to serve the city.

The concept of a network of sites is not new. Town planning theories back to the 1860's try to bring a sense of organisation both inside the city and around it.

Soaring is a sport which serves a population area from outside, unlike ovals or tennis courts, which fit inside the urban structure along with houses factories and businesses.

Airfields tend to only fit with farms and even then only with those who have no vineyards, orchards and irrigation. That makes locations scarce, and a logical network is one technique to make sites as effective as possible in serving the city at the centre.

The figure over shows how such a network could be arranged. It is based on locating soaring sites radially around the urban population, linked to the city by major transport routes .

The imminent fuel limitations will make more direct access to soaring sites increasingly important in the future. So the network implies that sites are located close to a major road, which not only offers motor transport but public transport.

On the other hand, the distance from the urban area a site is located, is a compromise of increasing travel cost and decreasing land cost as we get further from the city.

So a network can be constructed of sites at various radii from the city. The closer sites will have higher operating charges (to cover land rent), while sites further out have smaller memberships and reduce costs by car pooling, lower land rent, smaller fleets etc.

In the Adelaide situation, this approach works well. The figure shows existing sites prior to 1970 appearing to be random in distribution. The new sites, formed in the 1970's, are all on a similar radius, each fulfilling a similar function- a small organisation on a major road serving a defined population.

For the purposes of this network, it is reasonable to suggest that the 1970's ring of sites will be the outer limit at which sites will be formed, as rising travel costs will encourage the development of new sites closer in.

The dotted locations are those radii and major roads which do not at present have a soaring site. These are the areas worthy of more intensive investigation for new soaring sites.
Fiction ?

Not necessarily. The argument presented here is a much condensed explanation of a matrix analysis on which it is based. To clarify, let us look at some of the implications in detail.

The table below suggests what the maximum capacity of existing sites would be, if each was developed to its maximum level. The capacity is based not only on the physical development possible, but acknowledges the socio-economic sector of the population the site seems to serve, and the implied development intentions of the clubs. Some administrators of the amateur clubs have stated that they have no wish to see their clubs grow beyond a 'comfortable' size.

At the other end, a site like Gawler has not only space to develop multiple parallel runways, etc. It also, by its location and operating procedure, is most likely to attract the population of limited mobility and free time. That is the young married persons with children. They represent 26% of the S.A. population, hence the assumed size of the capacity of the site.

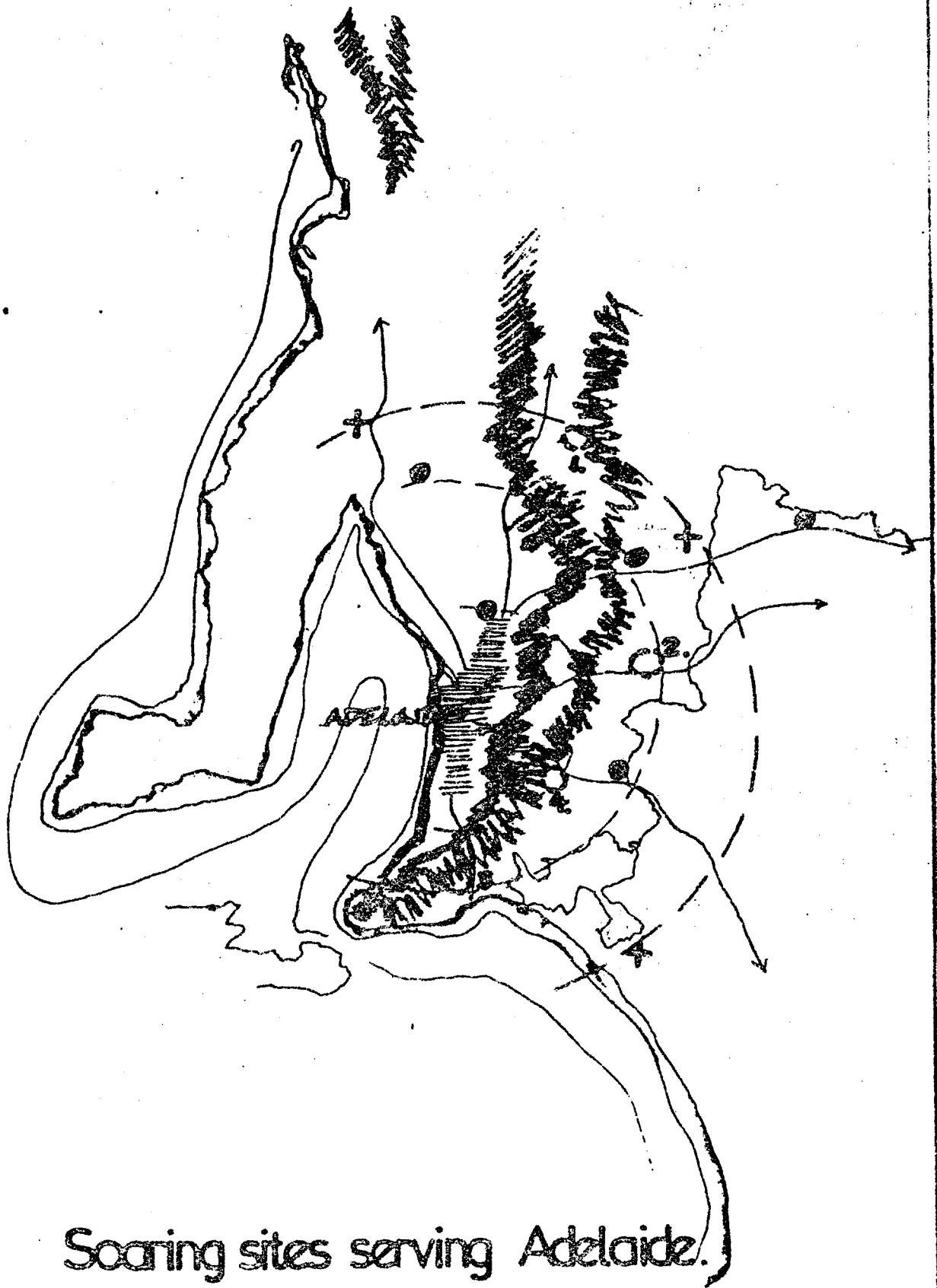
CAPACITY OF EXISTING SOARING SITES AROUND ADELAIDE

place in the network	site	max membership	development required to reach capacity
outer ring	Waikerie	250	fleet and facilities
	Lochiel	50	nil
	Planchetown	50	nil
	Meningie	50	nil
middle ring	Balaklava	70	nil
	Stonefield	70	nil
	Murray Bridge	70	fleet and operation
inner ring	Gawler	800	facilities and operational site
TOTAL		1410 pilots	

There remains a shortfall to the level of demand postulated. The network suggests four sites capable of being developed to further reduce the shortfall in capacity -

CAPACITY GENERATED BY OPENING NEW SITES AROUND ADELAIDE

outer ring	Black Springs	50
middle ring	Sanderston	70
	Victor Harbor	70
inner ring	Callington	400
CUMULATIVE TOTAL		2000pilots



Soaring sites serving Adelaide.

- TRADITIONAL SITES
- ⊕ SITES FORMED IN 1970's
- ⊙ POTENTIAL SITES IN 1980's.
- RINGS OF CLOUDS

Once again, the tables above are condensed precis of a fuller analysis. All fiction ?

To examine it further, the 6 sites tagged as likely to be developed in the 1980's and beyond, are defined further -

Two existing sites are highlighted for growth and consequently development. Waikerie is likely to develop strictly on economic pressures, as it serves a high socio-economic sector where increasing membership brings demands and income to match.

Gawler, as the closest site to a capital city, serving a large community sector, with a large site capable of improvement, should remain the largest capacity site in the state.

To maximise its potential would, of course, require imaginative thinking, and dare-devil action. Its acknowledgment as a site of state-wide importance, would of course secure its position.

Factual, or romantic assessment ?

4 new sites are indicated. Other than that they fit the matrix of a network of sites, what else do they have going for them ?

Black Springs

An area of scenic beauty, hills for slope soaring, good cross country weather, uncontrolled airspace. An area explored by safaris by several clubs over the years.

A site here, using the attractions of other recreation/holiday activities as well as soaring (boating, hiking, etc) could form a viable base as a semi professional operation suiting private owners and transient holiday makers.

Sanderston

The mainroad east to the Murray River is the only major route which presently has no soaring site located near it. Moderate uncontrolled airspace, adequate thermal soaring, and an existing airstrip.

Victor Harbor

The South Coast is not only tourist oriented, but has a significant concentration of the elderly retired, a sector of strong interest in sport flying, but one not tapped to date by the sport. Existing airstrips are located at Victor Harbor, Middleton, Normanville, and a self launching sailplane operation there would be likely to be successful.

Callington

The closest area to Adelaide free of the Adelaide Hills, on the South Eastern Freeway for direct access. What makes it interesting is large parcel of land held by government, - the Monarto Development Commission. The soaring movement can demonstrate the need for a site which contributes significantly to its capacity to accommodate demand for sport flying in the community. Other sports have already made their case successfully, with aeromodellers, equestrian, and rifle interests using large tracts of land there.

The preceding argument has attempted to be as impassive, and reasonable as possible. It would seem to not only meet the ambitions of the sport of soaring, but also recognise the realities of our circumstances.

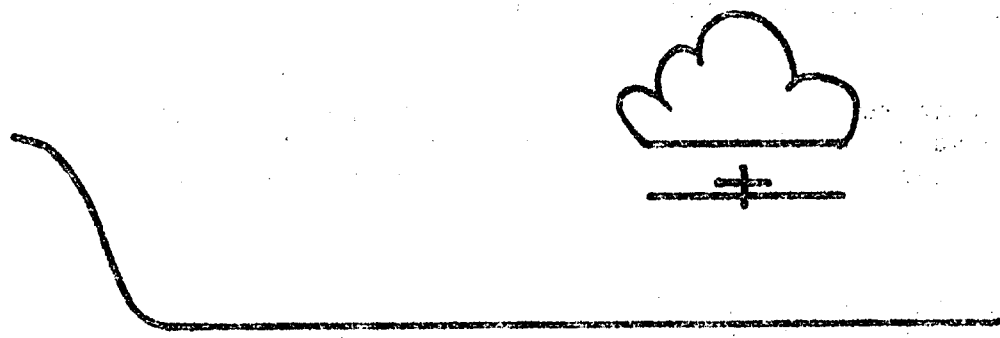
As a result, the growth which is postulated here could be considered a declaration of the 'most likely' development trends during the coming decade.

However, as the assessment encompasses the areas of influence of many different people, it is more than likely that numerous aspects of this type of growth structure will not be maximised, to the overall benefit of the sport as a whole.

In February 1980, the equipment, personnel, site and members secured for a new soaring operation will become active.

Consistent with this assessment, the organisation will be pitched at a specific section of the Adelaide population. Its operating site will be one more toward the provision of a full network of soaring sites to serve the metropolitan Adelaide population.

I wonder if other sites will take up their portion of the challenge.



AND NOW FOR SOMETHING COMPLETELY DIFFERENT.
THE ABSTRACT SYMBOL ABOVE IS BOTH SIMILAR &
DIFFERENT TO THE AUGC 'GLIDER RIDGE SOARING'
SYMBOL USED ON OUR REPORTS (& THIS
NEWS LETTER COVER).

WITH A BIT OF IMAGINATION IT REPRESENTS A
SOARING CLUB, CLOSE TO THE HILLS, BUT
OPERATING ON THE PLAINS IN CONVECTIVE
CONDITIONS.

"OUT FOR A SPIN"

BARBARA WEBSTER



DG-100

Barbie started gliding in 1960, went solo in 44 launches and became the Bristol & Gloucestershire GC's second woman Silver C. She also obtained her PPL. Total (and not altogether successful) replacement of her hip joints has happily affected neither her enthusiasm nor her skill and courage in the air. The incident report relating to this article pays tribute to her "very high standard of flying and airmanship". She still flies with the same club and is the wife of one of its instructors in whose DG-100 (which has superseded the K-6E) she is pictured.

It seemed quite a small snatch: in fact, the cable had back-released and immediately jammed in the wheelbox. I couldn't see, nor could the launch crew who continued with the launch as usual.

It did seem a little odd to me that the K-6E left off with quite so much abandon, however, I put it down to a new winch driver and lowered the nose in case of a cable break. (Pity it didn't, as it happened.) At this point our incomparable course instructor, Dave Millet, who happened to be bringing back the Blanik with the tractor, muttered: "Must speak to Barbara about jumping off the ground like that!" He watched the rest of the flight with increasing interest.

All seemed well with the rest of the launch, except that I only reached 800ft instead of the usual 1000 or so: still, this seemed reasonable since the nose had been fairly well down for the first part.

I pulled the release twice. Nothing happened. I pulled twice again and glanced at the instruments. The variometer was stuck at 10 down and poor little 125 felt like a wounded bird, heavy and fluttering.

Maybe the brakes had slipped out? I checked them. No. Oh my God! Then I must still be attached to the winch! The adrenaline started to flow...

Too low to parachute. OK then, I dived to back-release or break the cable. Unsuccessfully, because, as I later found out, the very resourceful new winch driver had not only had the axe close at hand, but also the courage to use it. (He later said there were about nine axe marks on the winch where he had missed the wildly leaping cable!) This left me with hundreds of yards of wire cable still attached - but a better chance of survival.

As I couldn't break the cable and thought that 125 was still connected by its umbilical cord, I decided my best chance was to circle near the winch, nose well down, until I got low



"I didn't use the stick as a brake in case it damaged the glider!"

enough to land downwind; this would give me the length of the cable for the landing run.

One circle completed (pulling the release hopefully) brought me across the road where the cable tangled with the powercable, tearing it down and breaking off part of the winch cable. (Apologies to Dave and the course members who didn't get their customary cup of tea!) Feeling the jerk, I thought for a moment I was free at last, but the antics of the gallant 125 soon convinced me that this wasn't so.

Almost immediately afterwards, between 100 and 150ft, she suddenly dropped a wing and went into an incipient spin. The cable, of course, was lying partly on the ground by now and as it was jammed in the wheelbox, the C of G had moved aft and the wingloading increased dramatically, significantly altering the spin characteristics.

Intrigued by close view of trees and grass

I was furious at having lost control and forced the stick forward, stamped on top rudder and waited, intrigued by the very close view of the trees and grass turning below.

I had accepted that I must plough into the ground fairly hard. I hoped my end would be reasonably tidy and that Jim's beloved K-6F wouldn't be irretrievably damaged, when suddenly the miracle happened. The top rudder bit - a lovely, wonderful feeling - the little K-6E - bird answered happily and I turned her downwind, brakes out a little and she floated gently onto the ground. The downwind component had, perhaps, saved my life?

I thought long and hard about this flight from the safety point of view. They say you learn something from every flight and on this one I think I learnt four things:

- 1) To watch like a hawk when I am being launched and be ready to pull off or signal if there is any doubt whatever. Every launch is potentially dangerous and a few minutes waiting might mean a lifetime's relief.
- 2) To check the feel of the glider and the instruments immediately at the top of every launch and be ready to cope with anything out of the ordinary.
- 3) I realised that adrenaline *does* come to the rescue in a dangerous situation and that it is true that one is able to think very, very fast (a fairly rare occurrence for my somewhat stagnant brain!) and therefore is able to deal with a situation better than one might normally.
- 4) Never, never to give up trying to *do* something. Even at the last moment the miracle might happen.

As it did.

PHANTOM'S
CORNER

Due to technical difficulties beyond my control (no Phantom's comics where I am) our strip will temporarily be discontinued - but it will return bigger and brighter than ever.

Due to the fact that I can get messages through to my typist the column will take on a slightly different form.....

HOROSCOPE '80

January

Mark Forster keeps his promise to organise a few camps this month.

The camps run Dec. 30 - Jan. 5

Jan. 6 - Jan. 12

Jan. 13 - Jan. 19

Jan. 20 - Jan. 26

Jan. 27 - Feb. 3

Mark's plan to fly during the night as well as the day is vetoed - this leaves Mark very unhappy: 'Look at all the income we're losing.' Guy goes through the whole month without damaging any aircraft and starts to sulk.

ERG meeting proposed but postponed to Feb. due to camps.

February

Excited gibberish heard from Mark - the offset printed edition of Newsletter is in the planning stages. Difficulties experienced in finding willing suitable centrefold.

Horsham Week: Guy flies and wins three days and comes home but not before suddenly experiencing an extremely severe groin pain and a high voice. The State Opera offers him a job as soprano.

ERG meeting postponed until March to give Guy a chance to heal.

No aircraft damaged this month (Guy is indisposed) but winch has a flat tyre and everyone is ecstatic.

Graeme Newcombe makes gloomy predictions about Club's financial future.

March

Guy's sulking and pain disappear miraculously - ELECTION TIME is here.....

Nominations for President

Proposer/Seconder

Comments

R. M. Nixon

G. R. Ford/S. Agnew

Has experience & this sort of th

J. M. Fraser

J. Kerr/M. Thatcher

'President and El Presidente sounds better than P.M.'

I. Amin

J.M. Bokassa/Col. Gaddafi

Hmmmmmm.....

April

The offset edition of the newsletter was such a success that one R. Murdoch buys out the club.

ERG meeting finally held - its solution to the energy problem to go before the next club meeting.

Guy goes back to sulking - all aircraft intact - decides to invade A.S.C. and take hostages but finds that they have just damaged an aircraft and asks for hints instead.

May

The monthly meeting rejects ERG's suggestion of a tidal powered winch.

Some people express dissatisfaction with the fact that the airfield is so far away - Tony promises to investigate alternative sites. Mark Forster starts signing up footballers for his own Football Circus - promises that after the footy season we can use the tent as a club house.

June

The Italian Government falls - always a good bet - and Guy takes up Italian lessons - suddenly D. Dunstan become Italian Premier and Guy sulks again and kicks the Bocian breaking an ankle and three toes but does no damage to the aircraft - "Is there no justice?" Mark mysteriously disappears. Owen finds true love for the tenth time this year.

July

Mark still away, but nude centrefold of the offset edition of the Newsletter appears on page 3 of several newspapers around the world - many readers unhappy with a picture of the Bocian without its wingcovers.

Graeme still giving gloomy reports on our financial situation - he is not made any happier when the Club receives a postcard from one A. Starc - now two people out to damage Arrow - fortunately Guy is still in his cast.

August

ERG has another plan - we build our membership up to 350 active pilots and build a pedal powered winch. Noted that we must have a bigger winch (600 people) to launch ballasted glass ships. Guy starts talking with an American accent.

An unexpected Mirage flies low over the airfield (another good bet). Owen converts to Moslem faith and applies for position as apprentice sheik - he feels that polygamy may solve his problems.

Tony says that he has two suitable sites for the Club - both are closer to town and are better than our present site.

Graeme flies on the other side of the ridge but is actually on

September

Mark rocks up on field in a Fokker Friendship which he offers as a tug for the Club at no expense - the new president of News Ltd. and Ansett Transport Industries says the company can afford it. Guy hasn't broken an aircraft for almost a year and is not showing any signs of withdrawal symptoms. Instead he walks around all day with the biggest grin you've ever seen and a short, fat, balding man with a German accent always close by. Graham Parker lands in the paddock next to the airfield in the Club's Regatta - unfortunately everyone else gets home.

October

Tony announces two alternative sites for the Club:

1) His back yard - can't get closer to home.

2) Maslin's beach - can go ridge soaring - other attractions

If necessary, will get his wife to sunbake in the backyard if it influences our decision to go to his place.

Balaklava's Regatta is washed out and everyone comes over to the ridge. Rain starts immediately they arrive (always a safe prediction). Guy sets a world record by fitting 18 pairs of dentures in his mouth. He is so happy and yet still has not damaged any aircraft.

November

Exam blues set in - another good bet.

Balaklava Sports Class Regatta has terrific weather - they think of selling the Cirrus to buy a Ka6.

Guy finds that only American-born citizens can run for President of U.S.A. - he carefully removes all the dentures and attempts to eat the Bocian - cracks 14 teeth and scratches paint work - feels better until Tony drives the winch over both his legs.

Six people die of shock at Bordertown - they have excellent weather at the weekends and bad weather during the week.

December

ASC damages the Janus during a heavy landing (another good bet).

Bob says we're in for a very dry summer - he needs rain so we invite Balaklava over - 3 hrs. and 75mm. of rain later Bob is happy so we send Balaklava people home - the rain immediately stops. Guy, despite trying hard, has not damaged any aircraft - must be tied up.

Jan. 1st 1981 (Long range forecast)

Guy gets out to airfield, trips over Bocian wingtip and both wings fall off with one falling on Arrow crushing it.

MERRY CHRISTMAS AND A HAPPY NEW YEAR TO EVERYONE.

Some comics should be coming soon so we'll be back in action in the

STOP PRESS - URGENT.

CREW WANTED for 3 German Pilots at Benalla Nationals. One pilot is Ernst Gernot Peter, German National Champion. Pilots are arriving in Adelaide on 27 December and will be preparing their Speed Astir gliders here. They may go to Tocumwal about Dec.28th for practice flying if time permits, prior to Benalla competition which starts on January 5th, for 2 weeks.

Therefore this could turn into a 2-3 week holiday with benefits of free meals, accommodation and transport, plus the valuable experience. If the crew could supply one car there would be ample reimbursement (probably 20c/mile).

If the Uni. club can provide a crew, there may be some kioskback in terms of a discount on future glider purchases from Laminar.

This is therefore a tremendous opportunity for the club, and the crew to gain experience and further recognition and perks.

Please direct enquiries to Edmund Schneider, Laminar, Tel.462456, Adelaide.

TK

DIRECTIONS TO STONEFIELD AIRFIELD

Follow Sturt Highway through Barossa Valley and Truro and then down Accommodation Hill to the turn-off to Stonefield. The turn-off is on the left, on the first bend past the hill and is marked by signs to 'Stonefield' and 'Barossa Valley Gliding Club'. The airfield is past the church on the right hand side.