



**Notice of the Annual General Meeting of Adelaide University Gliding Club Inc.**  
*7th April, The Union Cinema, Level 5, The Union Building, 7:30pm..*

Note : Only Financial Members have voting privileges.

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## EL PRESIDENTE' SPEAKS

Welcome to everyone joining the AUGC this year, and in particular to the people joining for the first time. I joined the club back in 1987 but have flown seriously for only the last two-and-a-half years. In that time I have logged nearly 140 hours over about 600 flights and have become an instructor and flown cross-country. So as you can see, you can go a long way with our club, in a fairly short time. The club itself has been around since 1976 when it kicked off with a camp at the Balaklava G.C. airfield. Our first solo pilot was Guy Harley, who went on to become an instructor and train several more people to solo level. The last of Guy's soloists was Cathy Conway, who is one of our current instructors. A few days ago Cathy sent Rob Curtis solo, Rob becoming our **106<sup>th</sup>** solo pilot. I hope that you will give gliding a go and see if you can be number 107. On your first day one of our instructors will take you up for a fly, first to see the sights, then if you are keen, will give you a go at flying. After your first day you could very well be able to turn the aircraft yourself! Another few visits and you would be well on your way to becoming soloist number 107. So before you get heavily into your course, take the opportunity to come flying. I guarantee you won't be disappointed.

Finally we bid farewell again to Mark Raftery, who has moved to the east to take up a new job. Mark spent two years in the U.S.A. working a few years ago and managed to find his way back to Adelaide and the AUGC so don't think that he won't do it again. All of us will miss you and I'm sure the winch will be worse for your departure. Goodbye and keep flying!

Gary Hill, President AUGC.

## EDITORIAL

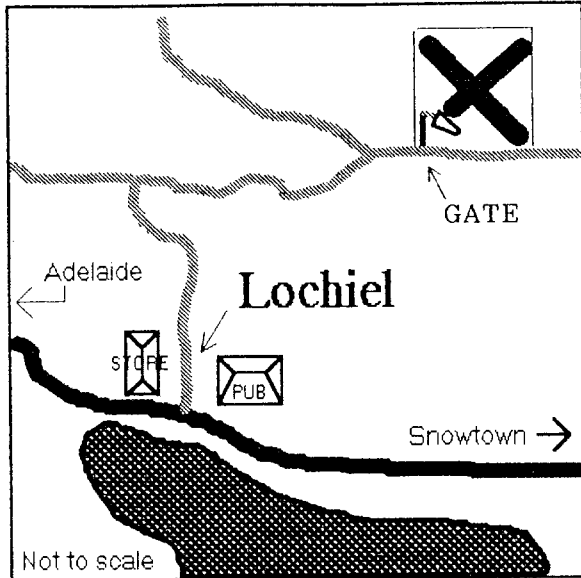
Once again the CAA has decided to make every one safer. How? By insisting that we fly with a black box that weighs 5kg and emits microwaves (a transponder). Why? Because its safer. Who says? The CAA do. (Oh - EVERYONE ELSE disagrees - the airlines, the commercial operators, sport aviation, everyone). Why is it safer? Because the CAA gets to use the new radar system it bought. (This actually was one reason the CAA decided to introduce transponders - otherwise all the money spent already would be wasted). Oh and it would be nicer for IFR traffic. But in all of Australian aviation history the greatest number of IFR aircraft flying at one time was 42 - that's Australia wide.

On a happier note Rob Curtis has just gone solo, Jeff Brenton has converted to the Super Arrow, and Scott Battersby has got into the Arrow. Also one of the private aircraft has had a small change of part-ownership. Andrew Huggins has bought out David Teagle's share of QZ, a Boomerang. David is in Sydney with the Air-force.

Bradley Gould

## GENERAL INFORMATION

The airfield is 130km north of Adelaide. The Club operates a car pooling system, from the University footbridge. Ring the contact person to find out more.



We fly both Saturday and Sunday, and Public holidays. There are usually flying camps (ie. mid week) during Uni holidays, and at other times by arrangement, if there is enough interest.

Your first flight will be in a two-seater (as will be the next 40 or so flights) with a fully trained and qualified instructor. How do you learn to fly a glider? Basically the instructor will tell you what to expect on the next flight, and answer any questions you ask, then you go up in the glider, the instructor demonstrates the exercise, and you then try. This continues until you have learnt the necessary skills to go solo.

After solo your immediate task is to consolidate your learning. Then there is conversion to other

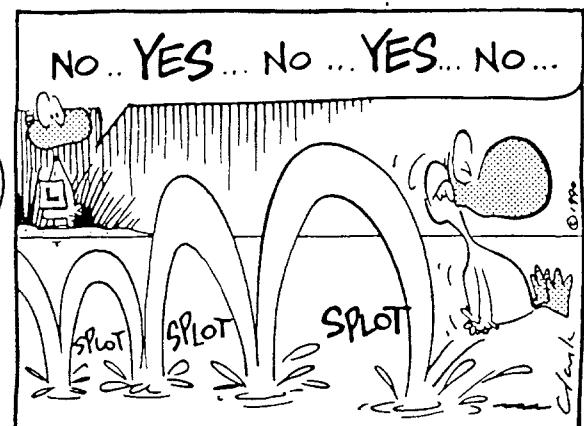
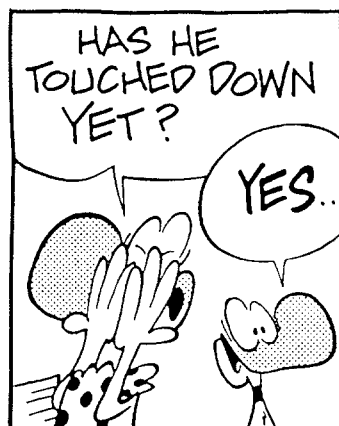
gliders types, cross country, aerobatics, passenger flying and competition flying.

Our pilots have a highly developed sense of self preservation. All aircraft before their first flight of the day go through a thorough inspection by trained, qualified personnel. All flying is done under the direct supervision of a Qualified Flying Instructor, all of whom are highly experienced pilots and comprehensively trained instructors.

The cost of flying a two-seater is 15c/min (that's \$9.00/hour), and \$2 a launch. Single seaters cost 20c/min.

To go solo you must join the Gliding Federation of Australia, (this is like a licence, and has insurance benefits), and for a student this is about \$70 a year.

As a reward for going solo your next **three months** of flying after going solo, is free. (You only pay \$2 per launch, to cover the winch costs) This will save you quite a lot of money and allow your flying to progress substantially.



## AN UNUSUAL EASTER

The day was Easter Sunday, 1992. I had finally decided to try gliding after promising Gary Hill to come up with him for months. It was quite a warm day, the biggest problem was the ever strengthening northerly wind blowing up dust to the north of the field. One thing which struck me was the length of the airstrips.

After getting the aircraft ready I began to wonder if that winch I had seen driving up to the other end of the strip could manage one of these gliders, as they were quite heavy. My question was soon answered with the first launch of the day as the Bocian (one of the gliders) was literally thrown up into the stiff 20 knot wind, climbing almost vertically.

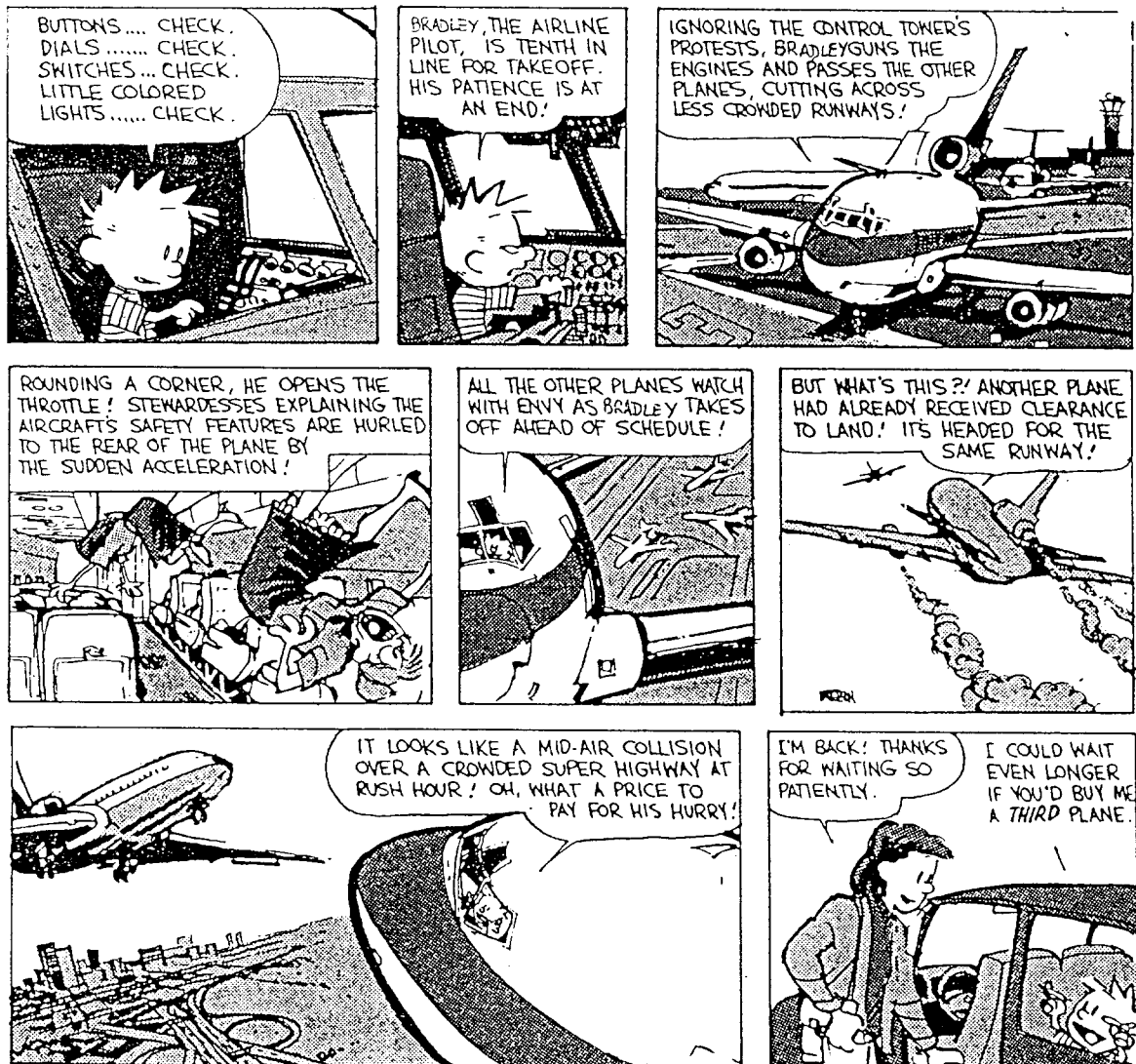
My flight eventually came about with Gary in the seat behind me, we launched to 1600ft (not bad). Grand view from this height. Bumpy ride. Lots of dust to the north, a wonderful experience.

Since then I've been hooked (belly hooked that is!) by the sport.

*Moral of the story :*

Come up to Lochiel, have fun, fly, run about, laugh, cry (not too much though) and enjoy the day.

Gavin Rowell



## INSTRUCTOR PROFILES

Redmond Quinn :

Age : ?? Flying Hours : 325

Redmond joined the club in 1980, and he has been an instructor since 1983, and has been the Club's Chief Flying Instructor for a very long time. He is currently the only Life member of the Club. He is an engineer with SANTOS, is married and has four children. His hobbies include making Wilpena Pounds with LPG cylinders, and flying sideways.

Dennis Medlow :

Age : 30 something Flying Hours : 500

Dennis joined the Club in '82, and became an instructor in '84. He works for Telecom. He flies powered aircraft (which he finds easier to thermal), objecting to people calling him Dippy and flying his boomerang- Queasy. The silliest thing he ever did was send Peter Cassidy (see below) solo.

Peter Cassidy :

Age : 30 Flying Hours : 400

Peter joined in '87, and has been instructing since '91. His favourite aircraft is the LS-3, his least favourite the Twin Astir. He works for ---CLASSIFIED---, "I'd tell you but then I would have to kill you". The silliest thing he ever did was go solo (See - "Dennis Medlow"), closely followed by lifting the tail of a Twin Astir, thereby doing his back in.

David Conway :

Age : 29 Flying Hours : 700

His illustrious flying career started in '84, he has been instructing since April '86 and recently became an NGS Instructor, an honour bestowed on only a chosen few. He owns a silver Commodore. He likes flying LS-3s and CAP-10s. His hobbies include extinguishing fires in said Commodore, and making loud noises around rabbits. The silliest thing he ever did was to throw Andrew McGrath (see below) in the sheep trough.

Andrew McGrath :

Age : ?? Flying Hours : "Weeks and weeks"

When did he start flying? I don't know and he refuses to tell. Andrew has flown gliders in the USA, but fortunately for us he didn't pick up any bad habits. The silliest thing he ever did was to get drunk enough to be thrown into the sheep trough (See - "David Conway").

Stephen Were :

Age : 35 Flying Hours : 900

Stephen "The Doctor" Were has been flying for a long time (since 1985) and is quite prolific in his ability to acquire flying hours. Stephen owns part of a PIK 20B, which is the hottest aircraft that flies out of Lochiel. His hobbies include driving very, very fast into very, very big fence posts. Photos available upon request.

Catherine Conway :

Age : 27 Flying Hours : 400

Married to David Conway (or the other way round if you prefer). Cathy started in December 1986, soloed in March 1987 and has instructed since 1989. She works for Telecom on the Jindalee project, which involves flying to Melbourne and back quite a lot.

Peter Temple :

Age : 27 Flying Hours 500

Peter started in 1982 and went solo on 30th December that year. His favourite aircraft is the Boomerang, which he owns part thereof. Just as well as a flight of 7 hours would cost a fortune. He was the first Club pilot to convert to the Phoebus from the two seaters. A few months ago he did a flight of over 500km in his Boomerang.

Bradley Gould :

Age : 21 Flying Hours : 270

Bradley has been flying since 1988 and instructing since 1991. Bradley has been very active around the club in that time, having been Secretary, President and currently joint newsletter editor. In between all this he has managed to become State Gliding champion two years ago and survive an action packed 21st birthday at Lochiel recently.

Gary Hill :

Age : 26 Flying Hours : "Not so that you would notice"

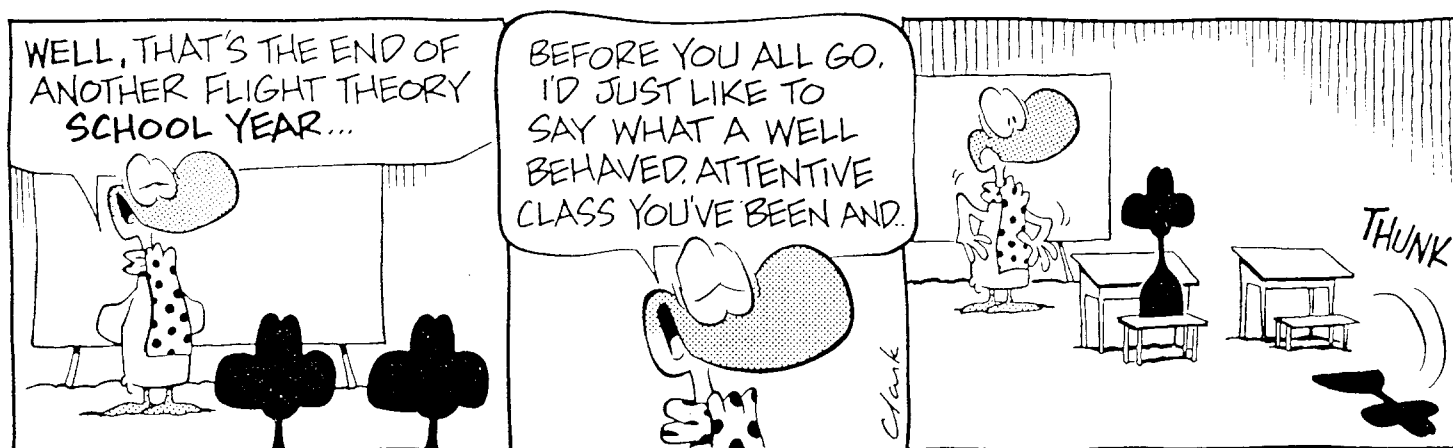
Gary is the most junior of the instructors and as such doesn't really rate a mention, but his fragile little instructing ego, would be crushed if he wasn't included. Gary has 15 hours instructing and has only been doing it for 4 months. He is a Ph.D. student in the Physics Dept. His hobbies include playing the piano, quite well actually. He also plays numerous sports. His favourite aircraft is the Libelle.

## CLUB CONTACT NUMBERS

President	Gary Hill	(08) 337 4180
Secretary	Andrew Huggins	(08) 340 2775
Treasurer	Stephen Were	(08) 352 5137
Social Convener	Adrienne Walker	(08) 231 4714
Fifth Member	Shane Spence	(08) 281 8823
Newsletter Editors	Bradley Gould	(08) 381 2072
	Gary Hill	(08) 337 4180
Chief Flying Instructor	Redmond Quinn	(08) 344 5331
Lochiel Airfield		(088) 262 203
<b>Club Contact</b>	<b>Bradley Gould</b>	<b>(08) 381 2072</b>

### SO YOU WANT TO FLY THIS WEEKEND?

First you must ring the club contact person on Thursdays between 8:00 and 10:00 pm. You must do this so he can organise instructors and transport, not necessarily for you but other people as well. If you do need transport to Lochiel it can be organised with a lift from the University Footbridge at 7:00am or from the Caltex service station on Port Wakefield Road, Bolivar (Just past the White Horse Inn) at 7:30 am. Remember to ring the contact person or you could find yourself forgotten.



At the time of printing, all costs were correct. However the Club reserves the right to change its fees or policies at any time.