

Uni Gliding



The Official Journal of the Adelaide University Gliding Club



Anthony Smith ain't the newsletter editor anymore! (Photo via David Conway)

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BERGFALKE IN TRACTION

ZM is in the process of being repaired after a heavy landing a few weeks ago. If you think you can help out, or if you just want to find out what all this "Airworthyness" stuff is, West Beach is waiting...

QUOTE OF THE MONTH

"That was something I'd prefer certain people didn't know about." Dennis "Twinkletoes" Medlow.

THE FIRST EDITORIAL FROM ME

Greetings!

As you can see from the front cover, I have officially taken over from Anthony as the club's newsletter editor.

I'm hoping that future newsletters won't be as delayed as this one. I claim mitigating circumstances: The CFI report didn't show up 'til this morning, the President's Report is still missing (more on that later), and... well, software sucks. This is actually the second time I've written an editorial for this month, for example, because I had previously laboured under the misapprehension that Microsoft Publisher wouldn't crash, and neglected to save my work for several hours. I won't be repeating that mistake again, will I?

A few things have happened since the last newsletter; Here's a quick rundown:

- **First Solo**

Frank Fonovic took to the skies by himself for the first time last Saturday. I'm sure the treasurer will be looking forward to Frank spending many happy hours at the airfield during the upcoming ridge season.

- **Conversions**

We've had a few of these — I'm having to share the Pik with more and more of you, so I'd ask that you please give a little bit of thought to people like me and ask yourself whether you really *need* to convert to the next aircraft in the line. Just for a quick list, though: *James Doman* converted to the Puchatek, the Arrow and MI in the same day, then topped it off with a Pik conversion during the following weekend; *Trent O'Connor*, *Matt Leamouth*, and *Steve McGuinness* suffered the indignities of the Pik (if you've never flown it before, trust me, it isn't *that* good), *Kevin O'Brien* flew the Arrow for the first time last weekend, and *Dirk Seret* has moved on to MI. We've also been doing conversions at other clubs: Dirk checked-out on aerotow launching a few weeks ago, and Trent and I both converted to the Hornet at Gawler on consecutive days in early April. We've had a busy month, eh?

- **New members**

We've been flying AEFs like there's no tomorrow. We've been filled to capacity on most weekends since February, and it seems to me like demand won't slacken off for a while yet. The last couple of weeks have been difficult due to the temporary absence of the Bergfalke, but that doesn't seem to be discouraging the new people — it's just giving them something to look forward to for a while as they negotiate their way through the queue.

We also have some upcoming events. Our annual trip to Rawnsley in the Flinders Ranges is scheduled for the June long weekend (more about that later), and Dave Hichens is organizing a Star Wars premiere night at the Norwood Cinemas next week (use the `augc-people` mailing list to talk about it if you're interested in being part of that). And a handful of AUGC members are departing for Waikerie at the end of May for an airworthiness course, which should provide the club with a few more Form-2 and Component Replacement ratings.

Do you want to be part of this? Just give us a call on Thursday night and I'll see what I can organize for you.

- mark

May 2002



Compulsory pre-solo question number 23: Is the glider in this illustration in the high-tow or the low-tow position?

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
		1	2	3	4 <i>Go gliding</i>	5 <i>Go gliding</i>
6	7	8	9	10	11 <i>Go gliding</i>	12 <i>Go gliding</i>
13	14	15	16 Star Wars Talk to Dave Hichens	17	18 <i>Go gliding</i>	19 <i>Go gliding</i>
20 Adelaide Cup <i>Go gliding</i>	21	22	23	24	25 <i>Go gliding</i>	26 <i>Go gliding</i>
27	28	29	30	31		

President's Report

In the last newsletter, Catherine began her report by saying that it was going to be her last president's report for 2002.

I didn't realize how true those words were.

As of "press time," I am yet to receive a president's report from her. So, I'm leaving some blank space here so you have some space to imagine what a president's report *might* have looked like if it was printed.

You might actually like to write your own president's report and send it to my email address at newton@atdot.dotat.org. If your report is really good I'll store it away somewhere so that I have something for this page on the next occasion that our real president keeps her report to herself.



Some Modest Proposals

As contact person, I have several tasks to carry out each week.

On Monday and Tuesday I email the instructors to find out who is going to be available for the weekend. That usually digs up at least one instructor, at which point I'm able to plan for at least one day during the weekend. Often another instructor will be flushed out of the undergrowth later in the week.

On Wednesday I email augc-people to get an initial idea of who is interested and what's likely to be happening: This is when the "regulars" get in touch. Getting the trainees and winch drivers to nominate their availability in the middle of the week gives me a better idea of what kind of capacity we have for AEFs when the phones open on Thursday night.

On Thursday night, the phone goes bezerk. At least, it has every Thursday since February. It'll probably die down to a dull roar later in the year, but for now it clocks up a phone call every 5 or ten minutes between 8pm and 11:30pm. The weekend is usually "full" for AEF purposes by about 9pm, and we've usually filled our training capacity by 9:45pm.

Solo pilots can call as late as they like, although I prefer them early so I know who will be driving the winch and whether there will be enough AEFs for the AEFs.

I consider that one of my tasks is to do the work necessary to make us fly as often as I can, so I work pretty hard to make sure that every weekend day goes ahead if there's even the slightest possibility that we can do it. It's always disappointing to have to call half a dozen AEFs and trainees on Friday to tell them that they can't fly because we don't have enough winch drivers or instructors, so I try to make sure that I need to do that as seldomly as possible.

When I can't make a day go ahead, people miss out on flying and the club misses out on revenue. So I thought I'd make a list of ways that you can help me to help the club, by keeping us flying as much as possible.

1. Don't have sex.

I can count lots of previously active club members who no longer fly because they've been seduced by members of the opposite sex who aren't enthusiastic about spending 40 degree afternoons in a fly-blown dusty paddock.

Some of our long-term members have been leading the way by being as sexually unappealing as anyone could imagine. You'd make my life a whole lot easier on Thursday nights if you followed their good examples.

If you must have sex, consider the options available at Lochiel. The clubhouse extension will have three bedrooms, including a small "honeymoon suite" large enough for a double bed. And you can always join the "Mile-Long Club" by taking your prospective partner with you when it's your turn on the winch. If you're very good at it, your partner will want to keep coming back; If your partner doesn't want to keep coming back, you really need to ask yourself some hard questions about whether you're good enough at it to make having sex worth all the bother.

2. Don't have birthdays.

I had a birthday party late last year which resulted in the loss of a flying day. Dennis' birthday caused us to cut a day short by a few hours. Claire had a birthday which lost us an entire weekend. For the sake of the club, it's much better to just pick an age you're comfortable with and stay there for the rest

Some Modest Proposals

of your life. Most of the instructor panel did this years ago, there's no reason why you shouldn't too.

Missed days due to birthdays can be costly to the club. I'd wager a pretty penny that Dennis wouldn't have had a birthday if he was still treasurer. And everyone should know that the only reason Anthony volunteered to instruct on the day of Dennis' party was because he's the new treasurer, and half a day was better for the bottom line than no day at all.

3. Don't have children.

This is related to rule (1) above. If you absolutely must have sex, it is vitally important that you don't have children.

Aside from the fact that they take up enormous quantities of time, they also have birthdays which drag you away from weekends at Lochiel. It's bad enough giving up a weekend due to your own birthday; think about how wasteful it is to give one up due do someone else's birthday!

Some senior club members have resorted to surgery as the most reliable method for adhering to this rule. While I applaud the devotion inherent in making actual physical alterations to your body for the benefit of the club, I don't realistically expect everyone to follow the excellent example laid down by those people quite to that extreme. It's probably just as effective to convince your partner to undergo the surgery instead, allowing you to spend weekends at Lochiel without painful and potentially dangerous medical procedures.

4. Don't study.

Yes, we're a University gliding club, which means we have lots of students as members. But that doesn't mean you actually have to *study*.

Look at the ski-trip club: None of their members ever say, "Sorry, I can't go on the ski-trip this year, I'm going to be too busy studying." Yet in my role as contact person I hear that kind of excuse all the time.

Really, it's about time some of you people took a good hard look at your priorities.

5. Don't have a job.

It's common knowledge that the best ridge-soaring days can be had on Wednesdays. But so many of those days go to waste because most of the club is studying, and the rest of it is working.

We could have an extra 52 flying days per year if we flew on Saturdays, Sundays, public holidays and Wednesdays, which would increase our revenue by close to 50%. But all those selfish bastards with jobs are costing us some serious growth potential.

Keeping these simple guiding principles at the forefront of your minds will make my job a lot easier, and the club will see some obvious benefits too. Think not what your club can do for you, but what you can do for your club!

From the Instructors Panel

A few things to mention:

GFA membership

You can't be a member of AUGC unless you are first a member of the Sports Association, and you can't be a member of GFA unless you are a member of AUGC (or some other affiliated club). So the correct order of association is SA / AUGC / GFA - if you have signed up with the GFA but not AUGC AND Sports Association, you CAN NOT FLY SOLO. Please ensure you are signed up with all three before you fly solo. There are serious insurance implications if things go wrong and a pilot is not a member of SA/AUGC/GFA.

Tow Ropes

Only ever use the belly release for towing gliders, not the nose (aerotow) release. The reason is that if the glider starts overtaking the rope (for example when tow the gliders downhill towards the hangars, or Bute End, the wing tip person can immediately put the wing down and allow the glider to spin around and the rope will back release, all avoiding a collision with the towing vehicle. This can not happen if the nose release is used. This assumes of course that the rope is long enough to ensure the other wing tip doesn't collect the back of the vehicle. Tow ropes should therefore be at least 2/3 of the wing span, and as the longest span glider on field is 18m then NO TOPE ROW LESS THAN 12m LONG SHALL BE USED.

DI / Release checks

The person signing the DI book should satisfy the releases are working correctly - including back release - before he or she signs out the DI book, notwithstanding it will be checked again out on field prior to the first launch. Use the rings attached to the short rope in the hangar.

Bergfalke heavy landings

DON'T.

Again ZM is at West Beach following a heavy landing. This time we have fitted a larger 5x5 tyre, which should provide much better service and help absorb some more of the landing loads. We have also fitted a bracket which should prevent the skid from damaging the controls when it does break, so hopefully this issue will become a thing of the past HOWEVER please don't attempt to land ZM with full airbrake unless you have excess speed on (>60 knots).

Standard Libelle VH-GTX

Peter Cassidy is leasing 'Tex to the club so we will have another single seater available. 'Tex is a delightful aircraft (I used to own a share and have spent many happy hours in it). Normal conversion procedures will apply, it is very similar to MI. I ask that people look after it - it is in excellent condition and we want to return it to Peter the same way. The canopy is of the removable type and requires special care.

David Conway

Chief Flying Instructor - Adelaide University Gliding Club

From the Treasurer

I think being the Treasurer for the club must be a Catch 22 situation. If you agree to be Treasurer, then this is good enough evidence to certify you as insane. Obviously any rational person would never agree to take on the role. However, you wouldn't let an insane person run the club finances would you?

There are many things that I want to achieve over the next 12 months as Treasurer. The first is to review which financial institution we use. We presently use the National Australia Bank. However, the new range of internet banking accounts from other institutions offers the club greater ease of cash management with less bank fees, whilst still allowing us to take advantage of higher interest accounts.

The plan would be to build up the club's cash reserves to a point where we can keep a nominal amount in a day to day operating account and the rest in a high interest account. A number of Credit Unions offer an 'internet account' where you earn around 4.5 % interest whilst still having 'at call' access to the account through internet banking. The benefit would be several hundred dollars more club income each year as the interest we get at present is pretty minimal. The catch of course is you need to have at least \$5,000 in the account to get this level of interest.

Unfortunately the club doesn't have \$5,000 in it's accounts at the moment. One of the reasons is that the club is presently owed in excess of \$3,000 by assorted club members. Each month from now on, you will receive notification of the status of your account either by e-mail from me, or printed on the newsletter label you receive through the post (if the number on your label is in brackets it means you owe money!). So there will be no excuse for letting your account grow into the negative.

The best situation for the club is to keep your flying account in the positive. This is especially important in the first 6 months of the year when the big insurance bills become due. These are big payments that regularly stretch the club's shoe-string budget. If you want to have a University Gliding Club, then keeping your account in the positive, even by as little as \$10 each, will enable the club to operate far more effectively. The bonus is that you won't get a nasty-gram from me each month if you are in the red.

Anthony

Caption Contest

Yah, why not?

Neatest correct entry; Email your entry to newton@atdot.dotat.org

Bonus points will be awarded to any entry which manages to combine Exec and Operational aspects of the club by contriving a way to work the CFI *and* the President into their caption.



FLINDERS RANGES CAMP

The club's annual pilgrimage to the Flinders Ranges is being organised again and will be on Saturday 8 June through to Monday 10 June (and possibly the rest of the week if there is enough demand). This is traditionally an instructors get away weekend. Whilst all club members are welcome to attend the camp, it is not a training camp. Whilst the area is very scenic, it is terribly unforgiving and not suitable for training operations. The club does take the Bergfalke, as well as a number of single seaters along, however ZM is primarily for introducing single seat pilots, who haven't flown there before, to the hazards of the area. We will be using a tow plane for launches, so prospective single seat pilots will need to have an aerotow endorsement.

That all being said, there may be opportunity for a 'scenic' flight in the Bergfalke after the site familiarization flights have been conducted. There are plenty of other things to do whilst not flying: trail riding, bush walking, scenic drives to the gorges and much more as well as bon fires in the evening.

Cathy has pre-booked a number of cabins for our use at Rawnsley Station; These cabins are now (mostly) accounted for. If you *really* want to stay in a cabin you can make your own arrangements with the management at Rawnsley Station (8648 0030, <http://www.rawnsleypark.com.au>). Or you can rough it with accommodation in caravans (on-site or BYO) or tents. Or you can follow the lead of Scott Battersby and just sleep in your car.

If you've been thinking about going, and you're not sure whether you want to, you should *definitely* give it a try. There's plenty to do even if the weather is crappy and we can't do any flying, and the terrain, the scenery, and the Redmond-fuelled bonfires at night really do need to be seen to be believed.

I'm going on the trip, and Rawnsley Station *doesn't even have an Internet connection*. Spare a second of thought for how good it must be to inspire me to make that kind of sacrifice. You'd be a fool to miss it.

There will be an info night at an upcoming General meeting; times and dates will be in the next newsletter.



Contact List

President:	Cathy Conway	8443 7535	conway@agile.com.au
Treasurer:	Anthony Smith	8269 2687	anthony.smith@adelaide.on.net
Secretary:	Derek Spencer	8322 6626	derek.spencer@geac.com.au
Social Convener:	David Hichens	8342 2956	dhichens@baea.com.au
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STAY IN TOUCH

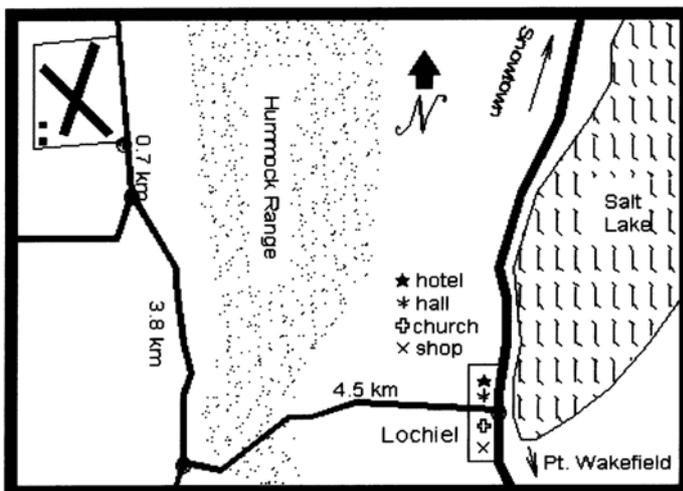
The club has an e-mail group address, augc-people@lists.internode.on.net, that is used to either discuss or arrange things within the club. If you want to stay in touch with the club, send a blank e-mail to augc-people-request@lists.internode.on.net and it will send an automatic reply with instructions on how to join the group list. You can still send an e-mail to the list even if you have not subscribed to it.

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.aus-soaring.on.net/>

If your e-mail address is on the membership database, Dennis the club's highly esteemed Treasurer can send you your account updates over the internet, as well as receipts for payments. Send an e-mail to: dmedlow@adelaide.on.net

SO YOU WANT TO FLY THIS WEEKEND?

LOCHIEL AIRFIELD



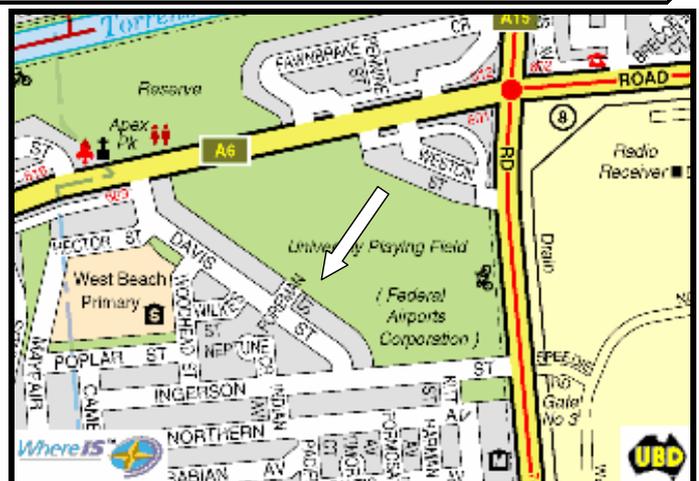
You want to go flying on the weekend? You must ring the club contact person, Mark, on the Thursday before, between 8.00pm and 10:00 pm, on 0412 870 963, (or by e-mail before) so that he can organise instructors and transport for those intending to fly.

You can either drive up yourself by following the map at left, or Scott can arrange a lift to Lochiel either from the Adelaide University footbridge (meet at 7.15am to leave at 7:30 am), or from the Caltex Service station on Port Wakefield road, Bolivar (meet at 7.45am to leave at 8:00 am)

SO YOU 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, Tuesday and Wednesday 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 available from the Adelaide University footbridge at 7.30pm by arrangement. Ring Anthony on (wk) 8393 3319, (hm) 8269 2687 or E-mail: Anthony.smith@adelaide.on.net.



WHAT IS GOING TO HAPPEN SOON

Thursday 16 May, Movie Night: Attack of the Clones at Norwood Hoyts. Contact our Social Convener, Dave Hichens <miztadave@internode.on.net> for more information.

Some time in May: Flinders Camp information night. Turn up and be educated about the upcoming camp. Pay particular attention to Redmond's fire safety briefing.

Saturday 8 June - Monday 10 June and beyond, Flinders ranges Camp: A long weekend of scenic soaring at the Flinders ranges. Contact Cathy if you are interested in attending.

Some time in June: We'll probably have a Cessna with an Aerotow hook at Lochiel for the weekend for aerotow conversions (and perhaps the odd tow to where the Wave is happenin' near Canberra).

Uni Gliding

If undelivered please return to:
AUGC Inc.
c/o Sports Association
Adelaide University, SA 5005