



www.augc.aus-soaring.on.net

Uni Gliding

July 2002

The Official Journal of the Adelaide University Gliding Club



VH-GZM landing at Rawnsley Rwy 21

What's Inside

- | | | | |
|-------------------------------|--------------------------|-----------------------------|--------------------------|
| → Editorial | - Page 2 | → Pilot Licenses | - Page 7 |
| → Calendar (Flinders Reprise) | - Page 3 | → The Phonetic Alphabet | - Page 7 |
| → Treasurer's Report | - Page 4 | → Stay In Touch | - Page 8 |
| → CFIs Report | - Page 5 | → Want to fly this weekend? | - Page 8 |
| → Blended Wing Body | - Page 5 | → Where is West Beach shed? | - Page 8 |
| → Towing Gliders | - Page 6 | → Contact List | - Page 8 |
| → Radio Procedures | - Page 7 | → Upcoming events | - Page 9 |

THE OTHER BERGFALKE IN ACTION

ZQ has actually flown!

QUOTE OF THE MONTH

"What about my penguin?!" - Gary H

Editorial

July is upon us already. Among other things, this means we've passed the shortest day of the year. Just keep telling yourself: "It can only get better from here."

Ridge season has been upon us with a vengeance, which has helped the club's air-time as well as assisting some of our pilots achieve their personal goals. In particular, congratulations to **Jonathon Sieburn**, who went solo a few weeks ago, and **Adam Stott**, who followed-up last month's solo flight by flying his butt off almost every flying day since, and who achieved both of his C certificate 1-hour flights during June. To top it all off, **Dave Hichens** amazed everyone in late May by flying to Crystal Brook and back in the Pik on a circuit day. Just lucky, I guess.

We've also had some news on the airworthiness front: **Derek Spencer**, **Dirk Seret**, **Ian Linke**, **Anthony Smith** and myself spent a week at Waikerie on a Sailplane Engineers course. Dirk, Derek and I attained our Component Replacement rating, Ian and Anthony grabbed a form-2 ticket (as well as having parts of the Form-2 on ZQ performed by trainees on the course—Spare a thought for what he must have thought as he heard banging, shouting and splintering noises coming from the next workshop throughout the course). So, just remember: We're all responsible for the fact that the aircraft *aren't* busted; any breakage you notice must be someone else's fault.

The Flinders trip was a resounding success. We hosted pilots from at least four other clubs by my count, and most of us managed to get some good flying in (especially those of us who stayed back on Tuesday for the Chace Range). Anthony has finished tallying up the financial details; if my bill is any indication then it looks like I've personally sponsored the rest of you for this trip, so I hope you're all grateful.

In other news, we played host to John Whittington on the last day of June, who was at Lochiel to perform **Raj's** Level 2 instructor upgrade and to perform our biennial Ops Check. We turned on perfect ridge weather for John, who'd never done any ridge soaring before. When I think that one of the most experienced instructors in the state had never experienced something which we more or less take for granted I am inevitably reminded about how unique our club is.

Steve Kittel is also joining us as a Level 2 instructor, fresh from Port Augusta. Raj's and Steve's instructing skills will be very much appreciated during the coming months while some of our other instructors take holidays.

Finally, GTX, Peter Cassidy's Standard Libelle, is well and truly at Lochiel. I can personally attest to its flying qualities after spending more than an hour on the ridge yesterday; It is fitting into the fleet somewhere between GMI and WVA, so if you would like a conversion hassle one of the instructors. Take note: GTX's Max Rough Air is equal to VNE (135 kts) - Imagine for a moment about what that'd be like on a strong ridge day!

More flying is required! We've done fairly well so far this year compared to recent years, but it's important to remember that those recent years have included events like GZM's 3-month form-2 and KRO's repairs in NSW (i.e., the recent years are lower than usual). We want to maximize the amount of flying we get out of club aircraft, because that's the main way the club makes its money. Independent Ops days (either mid-week or during weekend days which are cancelled due to instructor unavailability), cross-country flying, and big attendances during ridge days are excellent ways to build up the hours, so if you think you can help the club to earn the money it needs to pay for its insurance and Sports Assoc. financing then please get in touch.

John Dunstall is actually living in Snowtown until the end of July, so if you feel the need to get a mid-week day together and you're one person short, let me know and I'll hook you up with him (John has Independent Ops).

My personal thanks go to the people who have contributed articles to this newsletter. For anyone else who is bored with my ramblings, you have full and complete control over that kind of stuff which shows up in this newsletter. Submit any articles to newton@atdot.dotat.org (I've received *lots* of photos recently, but very few articles. I know that shooting pictures of gliders with digital cameras is easier than typing, but I don't think anyone is *quite* ready for a Pictorial Edition of Uni Gliding, ok?)

Happy landings,

- mark

July 2002



*Rawnsley Bluff, up close 'n' personal
(Photo: D Medlow, June 2002)*

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
1	2	3 General meeting: Flight Theory	4	5	6 Go gliding! Duty instructor: Raj	7 Go gliding! Duty instructor: Raj
8	9 Norwood Cinema: <i>Minority Report</i>	10	11	12	13 Go gliding! Duty instructor: Raj	14 Go gliding! Duty instructor: Raj
15	16	17 Committee Meeting	18	19	20 Go gliding! Duty instructor: Raj	21 Go gliding! Duty instructor: Raj
22	23	24 Go-Karts 142 Cavan Rd Cavan	25	26	27 Go gliding! Duty instructor: Raj	28 Go gliding! Duty instructor: Raj
29	30	31				

Treasurer's Report

Some years ago, the Sports Association decided to 'invest' \$50,000 into the Gliding Club in the form of an interest only loan (ie we only pay interest on the loan). With that funding we purchased a brand new Puchatek and also partly funded the purchase of a second hand Club Libelle.

The concept behind the Puchatek was to purchase it utilizing the sales tax exemption that the club had at the time and then sell it after three years and buy another new Puchatek and so on. This nearly worked. Unfortunately the club never found a buyer and has since lost its sales tax exemption with the introduction of the GST, making it impossible for us to buy a new aircraft cheaper than anyone else.

Anyway, with the ongoing saga of the Sports Association and the Student Union, as well as funding problems with other sports clubs, the Sports Association have recalled their investment. Fortunately the club has already repaid \$5,000 from the sale of the Super Arrow. However, this leaves \$45,000 that the club will have to repay to the Sports Association in the near future; quite an overhead.

What this means for the club: Whilst yet to be negotiated, the repayment will probably be in the form of regular repayments on the capital and interest at fixed intervals. Whilst the club can handle this, it will result in far less spending on 'non-essential' items for a number of years. The best strategy will be to pay off as much of the capital of the loan as quickly as possible and hence reduce the amount of interest we will be paying in the long term. To achieve this the club will need to start saving up now.

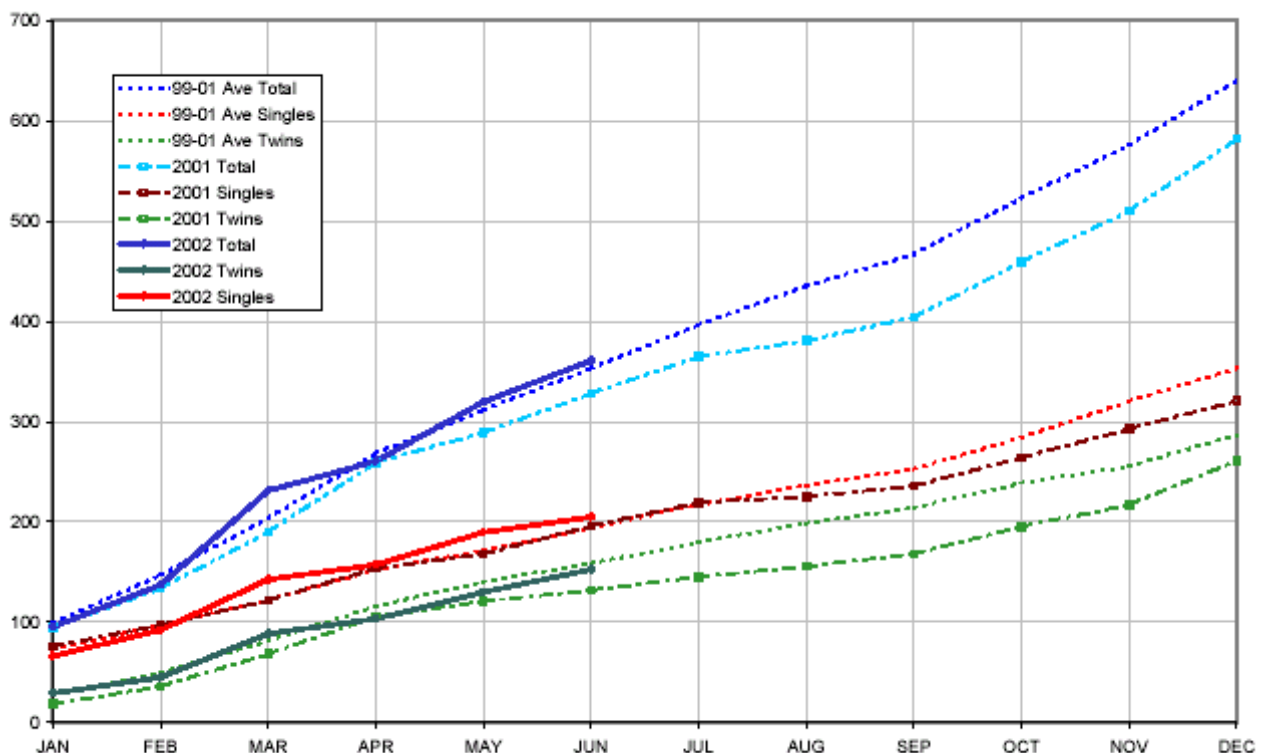
How can you help? Pretty easy answer actually. **Do more flying! (Then also pay for it too).**

In other news, I will be away for all of July. David Hichens has volunteered to fill in for the duration of my absence. Please be kind to him and save all of your problems till I get back. I hope to have the billing for the Finders Trip sorted out before I depart. We have some big bills to pay in the near future, so prompt payment of all outstanding accounts would be greatly appreciated. If you do have an outstanding account, then you can expect to be hassled in the near future.

Happy flying,

Anthony

Financial Problem Solver



From The Instructors' Panel

The Crop

At the moment the crop is the major concern for our operations. Already we have had a situation where several gliders needed to land at once and there wasn't enough airstrip for them. The problem was exacerbated by the #1 aircraft landing much longer than required.

The first aircraft in must always land as short as possible to give the next aircraft as much room as possible. The second aircraft should clear the first by 50' and likewise land as short as possible, etc. If you can hop out of your aircraft and pull it off the side of the strip this helps a lot.

NEVER land behind another glider.

Annual Check Flights

Pursuant to clause 6.3.5 of the GFA Operational Regulations (Issue 5) each solo pilot must have an annual check flight. A form is available on the AUGC web-site - please download, print and bring with you to Lochiel. Get the instructor to complete the form, sign it and then you should get it back to me.

What are we looking for in the check flight?

1. Thorough and complete checks, every time.
2. Proficiency at recovery from cable breaks, showing no tendency to initiate a turn until safe speed above the ground is indicated on the ASI.
3. Proficiency at initiating and recovering from incipient and fully developed spins. We expect a high comfort level with spins.
4. Lookout - must be effective.
5. Demonstrated good airmanship and safety consciousness.

Expect at least 2 flights to get all this done. Don't leave it until the last minute to get this done.

These must be completed by the end of August. If I don't have your form completed by then YOU CAN NOT FLY SOLO.

Tip of the month

The tailplane of a glider should never be fitted if the wings are not already rigged. The elevator is much safer on tyres or somewhere else. Why? Because if the fuselage should fall over - without the tailplane attached - the damage will likely be minor (scratches). If the tailplane is fitted the damage will almost certainly be major with the tailplane broken or the attach points severely damaged. In either case the aircraft could be out of action for months.

Congratulations

Congratulations to Raj who was upgraded to Level 2 instructor on Sunday by Level 3 Instructor John Whittington. John also did our bi-annual Ops Check which went fine. John hadn't done any ridge flying before and was lucky the weather put on a good North-Westerly for everyone to enjoy.

Blended Wing Body <http://www.boeing.com/phantom/bwb.html>

Boeing's latest experimental aircraft is the Blended Wing Body, intended for airliner and military transport applications. They've produced a 35' span scale-model technology demonstrator, and are currently constructing a larger model for prototyping and further testing.

In its airliner configuration it's expected to seat 800 passengers — with 40 window seats. Hope you like sitting next to an aisle...



BWB Tanker performing multi-point refueling

Towing Gliders

David Conway

Gliders need to be towed from the hangars out to the launch point and back, and also when retrieving gliders that have landed.

This is achieved using either a tow rope or towing gear specific to each aircraft.

Ropes must be a minimum of 2/3 of a wingspan long which means 12 meters; it is best to use Otfur rings, as these are much cheaper than the TOST rings we use on the winch cables. Sometimes a link of chain is used but you must be careful the radius is similar to the Tost / Otfur rings or you may wear the beak in the release. Just a loop of rope is not a good idea as these break easily.

If you see someone using a short rope remove it from service.

When towing gliders always use belly release, not the nose hook. The reason is that if the glider overruns the rope and it looks like it might run into the back of the tow vehicle, the person on the wing can put the wing down and let the glider pivot around the wing tip. If the rope is at least 2/3 the wing span then firstly the opposite wing tip won't hit the vehicle as it spins around; secondly, the rope will back release - which it can't do if the nose release was used.

Of course if there is any chance of the glider getting away from you must have a second person walking in front. This is particularly necessary on the last downhill bit to the hangar area.

In any case tow at walking pace.

When the glider is at its destination the person running the wing should shout "stop" and put the wing down. The rings should be removed from the glider preferably by grabbing them and pulling them backwards out of the release; they should then be held up so the driver of the vehicle can see them, and then shout "clear". Make sure the rope isn't tangled around your leg or some part of the glider!

It is not recommended that you stick your hand through the canopy window to pull the release knob as this can damage the canopy. If you must use the release open the canopy, pull the release, shut and lock the canopy. Again pick the rings up hold them over your head so the driver can see and shout "clear".

VEHICLE DRIVER - do NOT drive off until you see the end of the rope held up in the air and heard "clear". When you do move off, SLOWLY at first until the rope is well clear of the glider.

IT IS BAD NEWS WHEN THE DRIVER TAKES OFF AND THE ROPE IS STILL ATTACHED TO THE GLIDER. The consequences may be serious involving personal injury and damage to the aircraft.

Towing Gear

Each glider (may) have it's own specific towing gear

- make sure the equipment is in good order, i.e. catches etc are working properly.
- tow at a fast walking pace only, slowing down if the strip is rough
- don't start or stop suddenly
- ensure the wing tips are well clear of obstacles, other gliders, etc. It is easy to lose track of where the glider is as you tow it past a hangar. Many gliders have been dismembered this way (not at our club fortunately).

Sometimes people have the bright idea of putting a glider with towing gear behind a vehicle, then running a tow rope from the belly release of the first glider to another glider, allowing the one vehicle to tow two gliders. While this sounds pretty efficient, it puts a lot more strain on the towing bar, and if something does go wrong we risk damaging two aircraft not one. This practice is not recommended. One vehicle per glider!

Radio Procedures

David Conway

Let's try and be consistent with our calls

Firstly if you are making a general broadcast, the call is ALL STATIONS <the area you are talking to i.e. LOCHIEL>, <your rego>, <your location and altitude if necessary> <your message >

Examples:

- *ALL STATIONS LOCHIEL KILO ROMEO OSCAR, SNOWTOWN THREE THOUSAND FIVE HUNDRED, INBOUND* (if you are returning from a cross country for example)
- *ALL STATIONS LOCHIEL, KILO ROMEO OSCAR, LEAVING THE RIDGE* (it can be assumed you are leaving the ridge to land, if you are not say so)

Downwind Calls

Make sure you actually say where you are when you make the call - ie. don't call downwind when you leave the ridge or just before you turn base.

Examples:

- *ALL STATIONS LOCHIEL, KILO ROMEO OSCAR JOINING LEFT DOWNWIND FOR THE HANGAR END*

Compare this with the longer but no more informative

- *ALL STATIONS LOCHIEL, KILO ROMEO OSCAR IS JOINING DOWNWIND FOR A LEFT HAND CIRCUIT FOR THE HANGAR END*

Or, if you don't get around to making your call until some time later in the circuit

- *ALL STATIONS LOCHIEL, KILO ROMEO OSCAR MID LEFT DOWNWIND FOR THE HANGAR END, or ALL STATIONS LOCHIEL, KILO ROMEO OSCAR TURNING LEFT BASE FOR THE HANGAR END*

If you are doing anything unusual which other pilots or ground crew should know about

- *ALL STATIONS LOCHIEL, KILO ROMEO OSCAR JOINING RIGHT DOWNWIND FOR THE HANGAR END, LANDING LONG - WILL CLEAR THE AIRCRAFT FROM THE STRIP ONCE LANDED*

So keep your radio calls concise and consistent. And don't clutter the frequency with unnecessary chat - make sure you broadcast only if the call is going to be useful for the stations listening.

It is also worthwhile prefixing your registration with "GLIDER" if this would help - such as when contacting ATC or operating with power aircraft.

Pilot Licenses

CASA has released a discussion paper for an optional new form of pilots license aimed at recreational pilots. The license would be roughly equivalent to a Level-2 Independent Operator rating, but would (in theory) have proficiency requirements closer to a C certificate. CASA wants comments from affected parties between now and 31 Aug 2002. The relevant documents are at <http://www.casa.gov.au/avreg/newrules/casr/061.htm#docs>

The Phonetic Alphabet

The *Phonetic Alphabet* is used when talking on the radio to allow listeners to clearly hear and understand the letters you use when spelling-out words or registrations. It's easier to hear the difference between "Mike" and "November" than "M" and "N" over a crackly radio circuit.

You really should learn this off-by-heart if you're intending to use the radio. Getting this right is also required if you wish to obtain your C certificate.

A—Alpha	N—November
B—Bravo	O—Oscar
C—Charlie	P—Papa
D—Delta	Q—Quebec
E—Echo	R—Romeo
F—Foxtrot	S—Sierra
G—Gulf	T—Tango
H—Hotel	U—Uniform
I—India	V—Victor
J—Juliet	W—Whiskey
K—Kilo	X—X-ray
L—Lima	Y—Yankee
M—Mike	Z—Zulu

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:

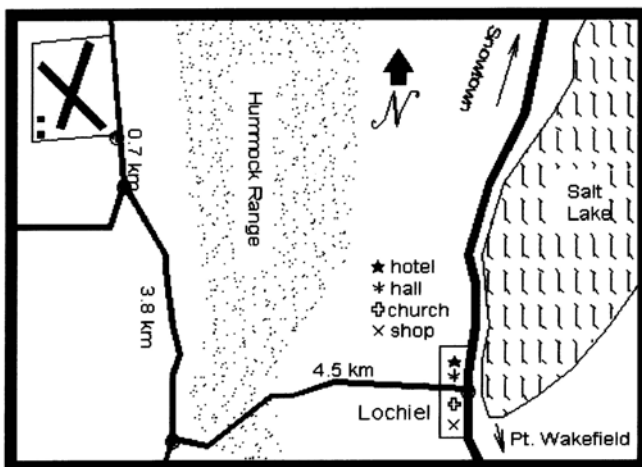
<http://www.augc.aus-soaring.on.net/>

If your e-mail address is on the membership database, Anthony 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:

anthony.smith@internode.on.net

Want to fly this weekend?

LOCHIEL AIRFIELD



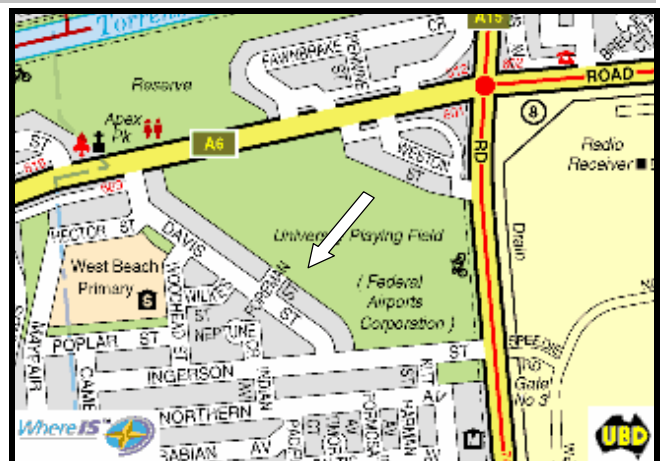
Want to go flying on the weekend? You must ring the club contact person, Mark, on the Thursday before, between 8.00pm and 10:00 pm, on 0412 870 963, (or by e-mail before)so that he can organise instructors and transport for those intending to fly.

You can either drive up yourself by following the map at left, or Mark 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)

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.



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
Fifth Member:	Tim Bates	8285 5538	batestim@iprimus.com.au
Chief Flying Instructor:	David Conway	8443 7535	dconway@adelaide.on.net
Airworthiness Officer:	Redmond Quinn	8344 5331	redmond.quinn@santos.com.au
Contact Person:	Mark Newton	0412 870 963	newton@atdot.dotat.org
Newsletter Editor:	Mark Newton	0416 202 223	newton@atdot.dotat.org

Upcoming Events

Wed 3 July, 7:30pm: Flight Theory training night in the Canon Poole Room at Adelaide University. Turn up and be educated about basic aerodynamics, why wings work, why stalling happens, and how to fly efficiently. For on-the-night directions to the meeting room call me on 0412 870 963.

Tue 9 July: Come and see *Minority Report* at Norwood Cinema. Watch [augc-people](#) for session times and transport details.

TBA: BBQ on the Barr Smith Lawns at Adelaide Uni. We'll be showing the university who we are, what we do, and how well-developed our mingling skills are. The BBQ will also be an introduction for the engineering students who will be gaining work experience at West Beach during the coming months. Helpers will be needed to rig MI on the lawn. This was originally scheduled for June, but events managed to get away from us...

Wed 24 July: Go-Karting at Adelaide Fast Karts, 142 Cavan Rd, Cavan. This will be organized closer to the event on the [augc-people](#) mailing list.

Some time in July/August/Whenever: 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