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Uni Gliding

October 2002

The Official Journal of the Adelaide University Gliding Club



Dirk Seret prepares for his conversion flight in Standard Libelle VH-GTX, 28 September 2002

What's Inside

- | | | | |
|---------------------------------|--------------------------|-----------------------------|--------------------------|
| → Club News | - Page 2 | → Stay In Touch | - Page 7 |
| → Calendar | - Page 3 | → Want to fly this weekend? | - Page 7 |
| → From The Instructors Panel... | - Page 4 | → Where is West Beach shed? | - Page 7 |
| → Airworthiness Pop Quiz | - Page 4 | → Contact List | - Page 7 |
| → Introducing Steve Kittel | - Page 5 | → Upcoming events | - Page 8 |
| → Gliding in Holland | - Page 6 | | |

BBQ/Party at Lochiel this weekend

Email Dave Hichens <dhichens@baea.com.au> to book a spot

QUOTE OF THE MONTH

"Are you sure all the wheels were on it before I left West Beach?" - David Conway, recounting his arrival at Lochiel with a three-wheeled MI trailer

Club News

Hello, and welcome to another edition of Uni Gliding, AUGC's quarterly journal.

Spring has definitely sprung, and mother nature has been bestowing some excellent weather upon us. Over the last few months we've had ridge weekend after ridge weekend, and a fair smattering of mid-week flying days. With the current school/university holiday season there'll be an opportunity for further days, so if you're looking out the window and seeing Cu popping all over the sky, don't feel shy about using the Internet to organize an impromptu trip to Lochiel.

(On that note: Don't feel pressure to arrange it in advance, either: If the weather is great and you're able to email or phone around in the morning to chase up enough interest, there's no reason why you can't leave Adelaide at 11am or midday and still have quite a few hours of flying time. This will become even more feasible later this month when daylight savings starts, so keep it in mind)

With the extra flying we've also seen quite a few extra faces. If you haven't been to the club for a while you'll find that you have several new trainees to meet, and *Steve Kittel* has joined our instructors panel after departing as CFI of Port Augusta Gliding Club (more about Steve and PAGC later).

Apart from the flying, it has been good to see a lot of other things happening around the club. Our clubhouse extensions have been coming along at an astonishing pace, considering the length of time that the slab, and then the frames, have sat around in the weather. In the space of half a dozen weekends we've seen the addition of a roof, guttering and most of the cladding, and there'll be a big drive over the October long weekend to get it to lock-up stage. David C is servicing his chainsaw for the removal of the back wall of the clubhouse as we speak, which should certainly be something to see.

Some more good news is the fact that we've finished paying off the loan we used to buy the Pik-20D, several years earlier than expected. Retirement of that debt, plus the fact that we're now covering more than the interest payments on the Puchatek investment loan, all serve to improve our financial relationship with the Sports Association.

MI's form-2 is progressing well at West Beach, and would be finished by now if not for the slow shipment of a part from Germany. It's now doubtful that it'll be ready by the long weekend, but with the increasing number of pilots converting to the Standard Libelle that shouldn't present a huge problem.

In more unfortunate airworthiness news, GFA has released an Airworthiness Directive which has grounded all the Puchateks in Australia until a part of the elevator mounting on the fin is replaced. It could take a couple of months for replacement parts to arrive from the US, so we're going to be using borrowed two-seaters (organized mostly by Catherine) for at least that long. So treat them nicely, they don't belong to us! While it'd be nice to complete an entire year with both two-seaters flying for once, this particular eventuality was sadly unavoidable.

Conversions: Apart from *Dirk's* Standard Libelle conversion (featured on the cover), I've personally witnessed *James Doman* fly it as well, and *Jon Sieburn's*



Telstra assists with the removal of a tree stump prior to commencement of construction on the clubhouse extension

conversion to the Arrow. *Adam Stott* has also been seen flying MI, and he's also picked up an aerotow rating and an Astir CS conversion (and lots of very expensive hours) at Gawler.

The coming long weekend is going to be a big one: We've already filled it with trainees, the aforementioned clubhouse extensions will receive another boost, we're having a big party with dead-animal on a spit accompanied by fun, frivolity and exploding incendiary devices, and *Derek Spencer*, *David Hichens*, *Scott Battersby* and myself will be off on an Instructors course.

So, there's a lot happening. Want to be part of it? Do more flying!

See you in the circuit,

- mark

October 2002



Lochiel winter: Burn-off smoke in low-altitude wave, and a big burn-off thermal South-East of Bute. Dave H used these thermals to go to Crystal Brook and back on a circuit day in May (Photos: D Conway, May 2002)

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
	1	2 Cross-Country theory night	3	4	5 Go Gliding!	6 Go Gliding! Party at Lochiel
7 Public Holiday Go Gliding!	8	9 Big Ridge Day! Better go mid-week flying	10	11	12 Go Gliding!	13 Go Gliding!
14	15	16 Big Ridge Day! Better go mid-week flying	17	18	19 Go Gliding!	20 Go Gliding!
21	22	23 Big Ridge Day! Better go mid-week flying	24	25	26 Go Gliding!	27 Go Gliding!
28	29	30 Big Ridge Day! Better go mid-week flying	31			

From The Instructors' Panel

Maintenance Releases - AN150

The 'Form 1' or Maintenance Release ("DI Book") has a section where the days hours and numbers of launches are entered, and a running total maintained (Part 3).

This is supposed to be done at the end of each days flying. This is so when the person DI'ing the aircraft reviews the 'Maintenance' schedule (Part 1), he or she can see what is coming up or if something is overdue. The aircraft can not be flown if maintenance is overdue.

Some maintenance can be done by DI inspectors (and is shown as such); otherwise it must be done by a Form 2 rated person.

Keeping the DI book up to date at the end of each flying day is time consuming and prone to errors. Valuable beer time is wasted. It also means that invariably the DI book is removed from the aircraft and left in the clubhouse overnight, risking losing it. DI books are not supposed to leave the aircraft.

AN150 provides for the flying hours and launches to be kept by the club's database system. AUGC has AN150 approval.

This means that the club's database keeps track of the aircraft hours and launches and generates a report 'Fleet Report' for all the club aircraft. Refer to the example report below.

When you are DI'ing one of the gliders you need to grab this report and just copy the hours and launches into Part 3, progressive total and total landings. Don't worry about the 'since last entry' column. Use the last recorded flight date shown on the report (not the date

 Adelaide University Gliding Club Inc. Fleet Weekly Usage Report Prepared On 27/06/2002.			
Aircraft	GMI	Club Libelle	
Last recorded flight:	22/06/2002		
Total time in service:	3834:22	Total launches:	3872
Form 2 Due on or before:	31/08/2002		
Aircraft	GNF	Arrow ES	
Last recorded flight:	22/06/2002		
Total time in service:	3579:40	Total launches:	7064
Form 2 Due on or before:	1/03/2003		
Aircraft	GZM	BergFalke IV	
Last recorded flight:	23/06/2002		
Total time in service:	6093:03	Total launches:	22129
Form 2 Due on or before:	30/11/2002		
Aircraft	KRO	Puchatek	
Last recorded flight:	23/06/2002		
Total time in service:	998:55	Total launches:	4151
Form 2 Due on or before:	22/02/2003		
Aircraft	WVA	Pik-20D	
Last recorded flight:	23/06/2002		
Total time in service:	1307:20	Total launches:	281
Form 2 Due on or before:	2/11/2002		

Example AN150-compliant fleet report

you are doing the DI)

The report should have either been brought up by someone; faxed to the clubhouse; or be available on the AUGC web page.

AS PART OF THE DI YOU SHOULD ENSURE THAT PART 3 IS UP TO DATE otherwise you can not be sure scheduled maintenance is not overdue.

Note - if you are taking a glider away somewhere you should get a copy of the report before you leave.

Airworthiness Pop Quiz

Upon arriving at the airfield in the morning, you find this SF25C Motorfalke has landed late on the previous day. The aircraft cannot be flown because:

- (a) Limited visibility caused by smog haze precludes VFR flight;
- (b) The engine is unserviceable;
- (c) The main spar has lost structural integrity, permitting the wingtips to touch the ground; or
- (d) The Maintenance Release is not signed

Correct Answer: (d)



Photo Copyright Rudolf Fehlhaber

Steve Kittel, PAGC

Steve Kittel

Well, the other night the illustrious AUGC CFI asked me to write a short bio about myself for this newsletter. Either the newsletter is strapped for interesting stuff or the CFI wants a surreptitious bit of background on me before he'll let me loose (or both).

So here goes...

I have had an interest in things that fly going back to primary school at least. When I started work I was able to begin to indulge myself in more expensive hobbies so I began training with Port Augusta Gliding Club in late 1979.

In those days (he says taking his pipe out of his mouth and warming his slippers by the fire) PAGC was one of a number of aerotow clubs in South Australia. There was this strange thing called a "winch" which had been built, oh donkeys years before. It was kept as a curio and dust gathering implement in a lean to shed well away from the proper club equipment, so it was safe enough there.

In 1981 the Port Augusta tug was lifted off the ground by a thermal and badly damaged. To digress, aircraft should always be secured, windy or sunny. Just think how unlikely it is that a heavily wing loaded power plane could be picked up and dropped on its wing tip, now think about the gliders around the club. Even the inelegant KRO would fly unaided if the conditions are right.

Anyway back to the stream of consciousness, Virginia. As you can imagine, this slowed things down somewhat as the tug was out of action for about 6 months. It was during this tugless time that I was introduced to autotow launching at Woomera as PAGC members tried to get an operation going again. I still carry a vivid recollection of my first auto launch in the front of a Ka7. This was followed by a short period of winching at Port Augusta till the tug came back. A quick check of my logbook shows 4 auto and 4 winch launches between February and September of that year.

My first solo cross country flight in November 1982 saw me get hopelessly lost, hopelessly sick, 171 km with a height gain of 8300 feet which gave me two legs of my silver badge. You should ask me about this sometime: as an example of how not to navigate this would have to be a shining exemplar.

After three tries I managed a five hour flight by January 1983 (over 6 hours actually, to be sure, you know). This is still my longest flight. I never got more than 4500 feet above ground and this was from the one and only thermal source that was working that day. This is too low to go cross country at Port Augusta, especially if you are still a bit of a sprog. I got out of that Astir crippled and pigeon toed but pretty pleased with myself.

Really, with hindsight, this is not the way to do a Silver Badge. It is much more sensible to set out on your distance flight and try to stay up for the extra time after you finish the task. This way you will only be bored for about three hours instead of the full five!

I tried for my 300 that January but turned back with airsickness after getting about 40km away. In my early flying career I found that if I could fly for about 1 hour without feeling sick I

would be OK for the rest of the day. The only problem with this is you can be a long way from home after 1 hour.

The next season (December) I declared Burra O&R. On my third cross country flight ever I managed to complete all the remaining legs required for my Gold C and Diamond goal. I have not got any badges since.

February 1984 saw my first outlanding near Booleroo Centre during my first cross country flight in a Cirrus (fifth cross country in all). You guessed it. I was airsick (still got 230 km out of a declared 300 though).

This was also a busy time for other aspects of my flying as in 1983 I began the then equivalent of AEI flights and became an "Assistant Instructor" (level 1) in February 1984 (Yahoo?). Also about this time I attended a number of airworthiness courses and became an inspector rated to do form 2s (or C of As as they were then) on all types of gliders. If that was not enough I also got a student pilot license in 1983, but did not pursue this too far as the writing was on the wall for Port Augusta's tug. I had no other real use for a GA license. Around this time I completed the 4 year Technicians Certificate in Electronics at the then South Australian Institute of Technology (in three years, 82-84) and was an active aero modeller (what a busy bee I must have been!!).

Now there are some good things about tugs, but one of the down sides is that they are expensive. It was known that the Port Augusta tug engine was nearing the end of its life and a new one would be about 10 – 12k\$ (in 1980 \$). PAGC spent the time from late 1983 to late 1985 trying to reinvent itself. We dabbled in motorgliders: From that time I have two entries in my log book for self launching in a Blanik! We dabbled in ultralights: I met Sander Veenstra and Charles Ligetti at this time. If you know what happened to them you will understand that ultralights that were around then were not mature technology. It is a good thing PAGC never went down that path at that time, but nearly, so very nearly.

Anyway, came 1986 and the tug had less than 100 hours to run, something had to be done. So PAGC sold the entire fleet (almost) and bought a motor glider, as you do. Despite some committee members predicting imminent doom, PAGC was able to operate as a motor glider only club for two years. There was some talk of buying a single seater but it never happened.

Finally after 2 years of flying the G109 we decided the insurance costs were getting out of hand (where have I heard that before?) and an offer we couldn't resist was made. PAGC sold the G109 and with the (heaps of) money we made, we went winching.

But this tale has meandered on far too long while the fire has died down to flickering embers. The events that follow can be a story for another day (if ever).

Gliding in Holland

Dirk Seret

[Introductory disparaging comment about newsletter frequency deleted—Ed]

My time away was not all that exciting, it had, nevertheless, a lot to do with planes or waiting for them in absolute luxury and a great temperature (and pigs do fly..). Just for the lucky ones who have not been to Europe, the flight (and waiting) takes about 38 hours to get there and about 50 hours coming back. And as a tall person (but not necessarily for that reason) I do not sleep in those confined spaces and chairs that fold in the wrong places...

My European gliding experience was, unfortunately, not in the air but all on terra firma, as the day I put aside in my planning was, of course, declared one of those days that Holland recorded the worst (or best) rainfall for years.

My first visit was to the Teuge Gliding Club and even though I found the airfield with no apparent problems at the time of coming through the main gate, there was no sign of the club's name on its grounds. So I just took the smallest track available from the two choices, onto a road which took some interesting turns. Not seeing too many open hangers, I discovered in my rear vision mirror a big garage door open with a big yellow painted truck which looked more like a tow truck, then a plane... this must be it ... and after parking the car not too far away - as by this time it started to rain instead of the drizzle - I ran to the open doors, zigzagging to avoid the puddles on the unsealed road.

It is a small club, with a tremendous atmosphere. After trying to introduce myself in my native tongue, I soon found out it was better for me to discuss it in English, as they would understand it better than my (double) Dutch. One of the more mature members took control and we proceeded to go to their hangar.

The two of us proceeded to the gliding hangar and opened the door, to disappear in a vast area where seven planes were parked with room to spare. One was a tow plane, a Piper Super Cub and they had two ASK13s, two SZD-51-1 trainer gliders, an Astir, a Grob twin III, LS-4b, LS-3, DG-300 Elan and a brand new DG-505MB still in the trailer (owned by a member but only for use by qualifying members). Currently, they are modernising the fleet and looking to change the DG-300 for a LS-8. Some of their gliders were not there as they were competing in some other parts of Europe.

While we were checking out these planes, the noise outside was intriguing as a little aerobatic plane was giving a little air show on its own. So I made a remark that we were missing something special outside. We opened the door to the runway and what I saw was nothing short of using an aeroplane for something it was never designed for.... it is so hard to describe - if you want to know what it did I suggest you ask me the next time you see me.

We went back to their two garages; one for the winch and one for the trailer (SZD-51), tractor and VW-bus (launch point tower). It was a nice atmosphere and we discussed many items (see below).

The winch they are using is an old ex Canadian army truck (with a steering wheel still on the wrong side for Holland) and set up with a V8 for the winching. This truck was one of a batch of ten, converted by the air force some 30 years ago and given (!) to gliding clubs for use as long as the gliding clubs continue to encourage young people to come and glide (of course, hoping they would carry on to the air force..). These trucks have no power steering and it's extremely heavy work to get them out and in the garage. Once on the strip, they are parked and a tractor will pull the two cables to the launching point. The strip is all grass and they use three-strand cable and,

if by any chance it breaks, it is spliced back together (10 minute job). The cable is renewed every year and hence the breakage of normal use is hardly an occurrence. They use the proper weak link shackles for the appropriate gliders and a drogue in the line.

But the biggest surprise was the length of the strip, which is only 700 meters (!). So the height gain by the winch is only 1000'. Their circuit joining height is 700' and non-thermal days are 4 minute circuits, average. They do not have outlanding exercises as we have with the Motorfalke, but must do five successive landings within a 250m square, divided over at least two days. Driving around Holland and looking (checking!) at the meadows, in between the tulips, makes you realise this is not as stupid as it looks because those paddocks are really small. Their gliders are modified in the cockpits with a kind of safety device in case you hit wire fences, that they 'guide' the fence wires OVER your head.

A very different way of operating the club is the costing and membership fee structure. They have a one-off, fairly big membership fee, which includes all the flying cost etc. on the field. If you want to fly, you come on the field and get into line for the list of pilots for the aircraft you can (or allowed) to fly and wait for your turn. And if you fly four minutes or 40 it just counts for one flight and the next in line goes; and after the last has come back, the first in line goes up again; but maximum 60 minutes unless XC. The XC's often finish in outlandings, but it normally takes only an hour or so to retrieve.



Teuge Airport, Holland

After declining to give a hand at polishing their new trailer, I thought it better to leave and left with a very satisfied feeling - a most interesting afternoon without having done any gliding. As it was only approx 3 p.m. I decided to give Terlet Gliding Field a visit, which is only thirty minutes driving.

Terlet is the headquarters of the Dutch Gliding Federation and hence in quite a nice position next to a fairly big nature reservation area (no paddocks, but trees). The weather by this time had improved by now, in so far that the rain had stopped. But the runways and any gliding had been declared shut for the day. Making the last corner of the road

towards the 'office', you can see between 30 or 40 trailers. This was not an actual count, but I am probably on the low side with this estimate.

At the office I inquired about the possibilities and costing of flying in one of their club planes. This would have been not cheap for just an afternoon, but better spread over a full week of flying, as you have to pay a membership and year fee for insurance. These costs are better spread over more than one day. It was here that they informed me of the passing away of Maurie Bradney and I felt considerably down, but also privileged that I had the honor in my short gliding history to have met him on several occasions.

An interesting point when discussing the possibilities of flying - they asked me how many hours etc I had, as I said I am a beginner in the gliding sport. Once I told them that I had 60 hours and 150 odd starts, they suddenly changed and told me that it was very good, as their trainees only get around 25 hours per year (season), which made me feel better. Of course, I was disappointed not to see the actual workings of the gliding clubs, with actual flying and being able to compare the procedures, but I'm sure that other opportunities will come along in due course.

In closing, I have to say that my travel bureau will not organise my next trip. I only wanted to be away for three weeks and they managed to get four weekends in those three weeks! Well, I am back and must say I look forward to flying lots again as the break was too long.

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 message 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:

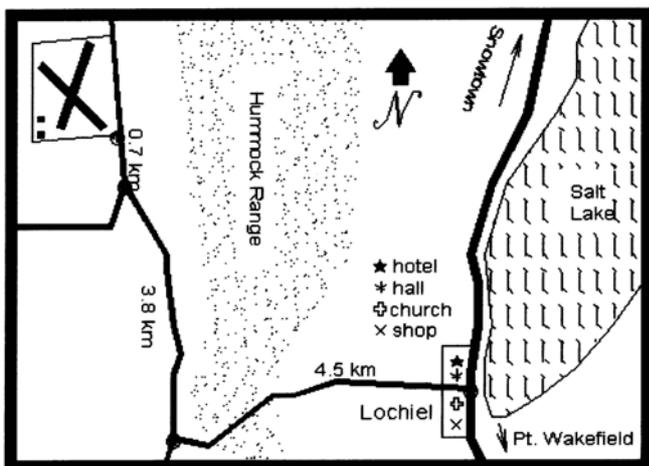
<http://www.augc.aus-soaring.on.net/>

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.

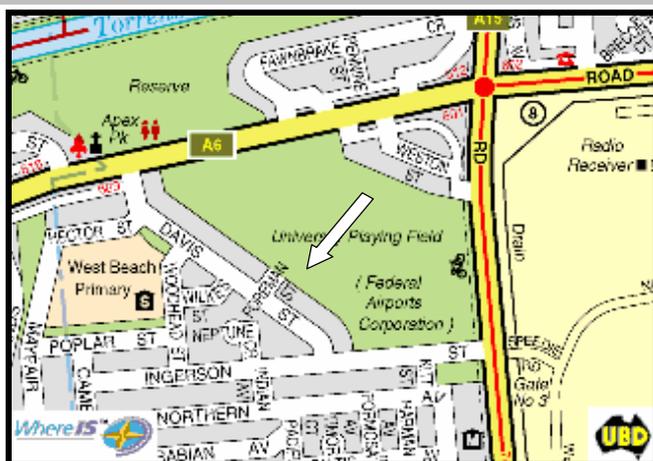
You can either drive up yourself by following the map at left, or Mark can arrange a lift to Lochiel either from the Adelaide University footbridge (meet at 7.15am to leave at 7:30 am), or from the Caltex Service station on Port Wakefield road, Bolivar (meet at 7.45am to leave at 8:00 am)

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

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Upcoming Events

Sun 6 Oct, 6:30pm: Ridiculously huge party at Lochiel. If you're interested in attending, contact Dave Hichens.

Mon 25 Nov—Fri 29 Nov: Cross Country Course and SAGA Performance Week at Waikerie. Most of the club's fleet will be in the riverland that week; Budding cross country pilots should seriously consider attending. Contact Mark Morgan <wgm@riverland.net.au> for the Cross Country Course, or Cathy Conway <conway@agile.com.au> for SAGA Performance Week.

Thu 26 Dec—Sun 5 Jan: Christmas Holiday flying at Lochiel. As usual, we expect to be able to fly on most days during this period, either with instructors or independent ops.

Uni Gliding

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