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Uni Gliding

October 2003

The Official Journal of the Adelaide University Gliding Club



Scenes from the October Long Weekend Feast. (Photos: top - David Conway; bottom - Dennis Medlow)

What's Inside

- Club News - [Page 2](#)
- President's Report - [Page 3](#)
- Calendar - [Page 4](#)
- From the Instructors Panel - [Page 5](#)
- Slightly Dodgy Gliding Glossary - "Ca-Ch" - [Page 8](#)
- Crazy Caption Contest - [Page 8](#)
- Stay In Touch - [Page 9](#)
- Want to fly this weekend? - [Page 9](#)
- Where is West Beach shed? - [Page 9](#)
- Contact List - [Page 9](#)
- Upcoming events - [Page 10](#)

QUOTE OF THE MONTH

"I'm pretty happy actually - I've finally got something to amuse myself with."

(The Great) Hilary Schultz-Byard, referring to a flock of sheep having just surrounded the winch.

Club News

Greetings all,

The **October Long Weekend Feast** took place on Saturday October 4. About 30 or so people came along for a catered meal, enjoyed alongside a roaring bonfire. Not quite as roaring as last year, due to a limitation on the number of pallets Redmond was allowed to stack on, but searingly hot nonetheless and very pretty, as illustrated on this page. **Justine Thompson** celebrated her birthday by paying homage to the sheep trough. **Peter Conway** obviously didn't remember last year's feast, judging by the way he was spraying his water pistol around. Mercifully, he avoided a repeat of that drenching. A big thankyou to **Derek Spencer** for organising the event.



*The impressive "house of cards" bonfire
(Photo: Dennis Medlow)*

Speaking of events, the **AUGC ANNUAL DINNER** is on Wednesday October 29. Details are on the back page.

The Motor Falke has been doing a heap of flying since it arrived on Sept 7. Congratulations are in order to **Mark Newton**, **Redmond Quinn** and **Michael Texler** who have all converted to it. Congratulations also to **Igor Blazujevic** for his conversion to the Club Libelle and **Derek Eilers** for his Arrow conversion.

"Feeling stupid? I know I am!" - Homer Simpson

Also on the long weekend, a funny thing happened. Funny at the expense of yours truly, that is. You might think it strange for the newsletter editor to publish an embarrassing story about himself. However, faced with pledges from various so-and-so's to recount the tale via augc-people, probably with a bit of artistic license thrown in, it seems the best thing might be to accurately tell the story here.

Towards the end of Sunday's flying I used my car to tow a broken cable up to the winch. Upon trying to start it again, it wouldn't. The starter motor turned over but that was all. I knew that I didn't have much petrol in it that day, which was



*Derek Eilers prepares for his Arrow conversion flight.
Anthony Smith looks on knowingly. (Photo: Bill Verco)*

OK because it runs on LPG too and I was pretty sure I had enough LPG to get home. Since it had been running on petrol at the time, I thought that it finally run dry. So I switched to gas and tried again. Nothing. And no reading on the LPG gauge. Bugger. A debate with the winch driver (**Hilary**) ensued regarding the consequences of putting lead-replacement fuel in cars designed for unleaded. Consultation with **Dave Hichens** satisfied me that this would be fine since there is no actual lead in the fuel that can poison the catalytic converter.

Dave put some winch fuel from a jerry can into the tank. Once again, I tried to start it. Still nothing, and still no reading on either fuel gauge - this was a bit confusing. Seeing a red light flashing on the top of the steering column, Dave questioned whether this was part of a security system. The car has an electronic immobiliser which is deactivated by pressing a button on the key ring. Up to now I had thought that the red light was supposed to give thieves the impression that the car has an alarm as well (yes, I have no idea



Peter Temple was back in Adelaide for a couple of weeks. He and David Conway went for a fly in Anthony Smith's Bergfalke, ZQ. (Photo: David Conway)

about modern car security devices). It turns out that little red light keeps flashing as long as the immobiliser is active. I can't remember exactly what I told Dave, but whatever it was, he obviously concluded that there was no immobiliser. Being out of new ideas, we decided this was a job for the RAA (luckily I'm a member, an absolute necessity when I was still driving my previous car).

Half an hour later I was back at the car with the RAA mechanic from Lochiel. I explained that there was a button you have to press on the key ring to switch off the immobiliser. I pointed out the empty reading on the petrol gauge. He pulled the keys out, put them in again, pressed the button and started the car. Apparently the immobiliser, if not deactivated, also stops all the gauges from reading when you turn the key to 'on'. This guy had essentially been called out to the airfield to press a button.

As a conclusion to my sorry tale, I must say that I'm still confused. I've had the car for about 6 months without any such misadventures. I've forgotten to press that blasted button many times, but the indicators will usually flash at you if you try to start it. They didn't this time, otherwise I wouldn't be writing this!(?)

See you at Lochiel,

David
Editor



*Also up for a couple of days over the long weekend, the legendary DON HEIN takes NF for a flight.
(Photo: David Conway)*

President's Report

Trent O'Connor

Hello again. It appears it is already half way through my term as President! Thanks to the committee members, most of whom were new to their current positions, for their good work so far, and also to the former committee members who have continued to participate and have proved invaluable in getting things organised.

Earlier in the year, I mentioned plans to hold an AUGC Regatta before Christmas. Unfortunately, the drought last year has inspired the farmers to leave many fewer fallow paddocks this season, making the countryside less friendly than usual for anyone needing to outland. The Regatta has been delayed to mid- February, after the harvest. Catherine Conway will be the Competition Director. If you want to volunteer for some particular job in organising that event I'm sure she would like to hear from you.

For several weeks, the Puchatek KRO has been out of action due to the appearance of a crack in part of the fin structure. This is related to earlier modification work on the aircraft and is not a reflection on the general state of the aircraft structure but it has to be fixed to prevent further damage. Redmond and Anthony are working on a solution and it should be back in the air next month.

Fortunately, the Motorfalke arrived just in time to partially cover the gap left by the Puchatek and there has been much training by Catherine of new Falke pilots. Congratulations to Mark Newton, Redmond Quinn and Michael Texler for solo flight of the Falke, as well as those gaining other conversions – Igor Blazujevic (Club Libelle) and Derek Eilers (Arrow).

The PIK also has been notably absent from the field due to resurfacing work but will soon be in the air again. Thanks to Catherine for supervising this work and to other helpers, particularly Ian Linke for his work on the paint job and Dirk Seret for the loan of his shed and many hours of sanding.

I am looking for a volunteer to fill the new position of Publicity Officer. This person would be a non-exec Committee member organising promotional activities on campus and in the local community to attract the new members we need to maintain our current fleet size. Also, a person to fill the Assistant Treasurer position is sought. Send me an email if interested in either of these jobs.

Hope to see you all at the Annual Dinner on Oct 29th, where some prestigious (and some less prestigious) club awards will be announced. Contact me soon if you want to nominate somebody for an award!

Happy soaring,

.Trent.

(10 October 2003)

October 2003



TX zooming along the ridge. Pilot saying things like "Woo-hoo!", "Yee-har!" etc etc. (Photo: Ann Sigston)

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
		1	2	3	4 Go Gliding!	5 Go Gliding!
6	7	8	9	10	11 Go Gliding!	12 Go Gliding!
13	14	15	16	17	18 Go Gliding!	19 Go Gliding!
20	21	22	23	24	25 Go Gliding!	26 Go Gliding!
27	28	29 AUGC ANNUAL DINNER 7.00 pm Buckingham Arms (see back page)	30 Presentation by Gerhard Waibel, "Gliders of the Future", 7.30 pm, Adelaide Uni. (see back page)	31 Deadline for November newsletter		

From the Instructors Panel

David Conway

The club now operates a powered glider, the Motor Falke, VH-FQW

There are a few things to watch.

In particular, most of us are not used to operating around propellers and there are a few do's and don'ts:

- always assume the engine can start at any time and act accordingly
- don't put any part of your body in the arc of the propeller
- do not approach the Falke if it has its engine running
- do not hand-rotate the engine unless you know what you are doing and why
- Falke pilots should ensure the area is clear and shout 'clear prop' before starting the engine



Motor Falke FQW. A spinning prop and daisies - the message here is clear. (Photo: Trent O'Connor)

Something about aircraft engines:

The Master switch in the Falke and all other light aircraft only isolates the battery. When the Master is off the engine starter, instruments and avionics, etc. will not function.

The Ignition system on the Falke is self contained and uses a magneto to generate the spark. Magneto's generate their own spark by passing a magnet near a coil. They do not require any external battery power to operate. They will operate with the Master off or even with the battery removed from the aircraft. It is entirely independent of the main electrical system.

A car ignition system uses a transformer (ignition coil) to transform the car's 12V supply to a high tension supply for the spark plugs. If there is no power (ignition off or battery flat or removed) it can not generate a spark.

The Falke's magneto ignition system is always on. The only way to turn it off is to short out the magneto. This is what the ignition switch does. It doesn't turn anything on; it just shorts out the magneto when in the 'off' position.



If the switch fails, or the wiring fails, then the magneto will be on. This ensures the engine will keep running in flight if there is a switch or wiring failure.

However this means that on the ground, even with the Master off and the Ignition off, there is a chance the magneto is live and that the engine could kick if the prop is rotated.

This is why you should always treat aircraft propellers with great caution.

There are cases of engines having sat idle for months giving a serious kick when someone turned them over.

And rest assured that propeller could cause serious injury!

So please be careful and also watch out for new people around the Falke.

From the Instructors Panel

David Conway

GFA SAFETY SEMINAR

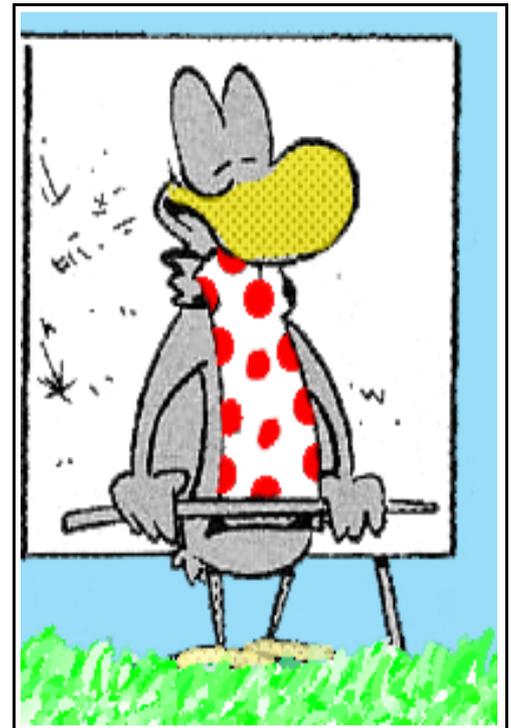
The safety seminar at Lochiel was well attended (about 50 I think) including quite a number from AUGC. I will review the matters raised later in this report for the benefit of those who couldn't attend.

Occasionally someone gets the urge to retract the undercarriage during a winch launch. A recent incident where the cable somehow got snagged on the undercarriage could have had had serious consequences.

Since there is no apparent upside to pulling the gear up during the launch (certainly no significant extra height at least)

Let's examine the downside:

- pilot has to change hands and fly with his or her left hand
- uses right hand to pull gear up
- now distracted from maintaining speed, attitude, lookout, etc
- also unable to pull the release quickly if required
- if the cable breaks or airspeed drops while the pilot is distracted the appropriate action may not happen
- on some aircraft (LS-3's) the release is bolted to the undercarriage frame and retracts into the wheel well with the wheel. This would not be good practice on this type.



So everyone should be aware that there is no upside or benefit from this practice, and plenty of downside (risk) with potentially serious consequences.

The sensible conclusion is therefore that this practice should not be encouraged and that pilots should focus on achieving a safe launch and pull the gear up after release along with other post-launch activities such as re-trimming, setting the flaps, etc.

This conveniently leads on to the subject of **HOOK-UPS**.

The GFA is currently considering changing the rules about the requirement for cable cutters on winches.

Currently the winch driver is expected, in the event of a hook up, to leave the safety cage and attempt to cut the cable.

This is fraught with danger, with the risk of large quantities of cable landing on your head or the cable whipping around if it suddenly comes tight.

The GFA has concluded that this is an unreasonable ask of the winch driver, who should stay safely in the cage in the event of a hook up.

If the winch driver notices there is a hook up (the trace hanging below the glider for example) he or she should stop the launch, put the transmission in neutral and leave the brakes off. This at least allows the cable to reel out.

And just to refresh what you should do if you are involved in a hook up:

Probably the nastiest type of hook up is if the cable tangles around the rear skid or tailplane.

The launch point radio operator should be vigilant and ensure the launch is proceeding normally (cable pulling normally from the release) before putting the microphone down. Anything abnormal should immediately terminate the launch.

Once the launch appears to be proceeding normally and the glider is established in full climb, the launch crew can relax. It is up to the pilot from this time on.

Normally the pilot will not operate the release, but will wait for it to back release of its own accord. Remember it is the winch driver that terminates (a normal) launch by cutting the power. If this doesn't happen the pilot must act quickly and pull the release several times.

If you don't hear or feel the cable drop away, chances are you are hooked up.

From the Instructors Panel

David Conway

You must immediately pull full airbrakes and start turning. This will allow you to descend quickly over the winch and put some slack in the cable. You should try and drift back over the airfield so the cable is landing on the open field rather than around the winch or fence. Dragging around slack cable is quite safe as long as it doesn't get snagged on something, but keep a little extra speed on to cater for the extra weight of cable (about 30kg per 1000 feet). Having the cable come taught is dangerous.

When you are down to as low as you are comfortable turning, level out and land downwind back down the strip. Pull up as soon as you can.

DO NOT assume that the winch driver has cut the cable.

ACCIDENTS / INCIDENTS

While many proclaim the benefits from learning from your own mistakes, it is always better if you can learn from someone else's!

Unfortunately, for relatively inexperienced pilots it is hard to see accidents in the making, in time to make a decision ...

Looking at the accidents and incidents across Australia for 2002 is very useful. It tells you all the mistakes others are making. Once you are aware of the accidents and the circumstances which led to them, you will be better prepared yourself to recognise one heading your way.

Three types of incidents have been prevalent during the last 12 months:

- Canopies opening during flight
- Heavy Landings
- Out landing accidents

These are detailed in an accident summary which can be found on the club's website (www.augc.on.net) in the "Operations" section.

ANNUAL COMPETENCY CHECK FLIGHTS

A reminder for solo pilots that these need to be done within 12 months of your last one. Details were published in September's newsletter (Page 4).

David Conway

Chief Flying Instructor



Mark Tyler on 'Check 1' in KRO during his first solo flight earlier this year (Photo: Trent O'Connor)

Slightly Dodgy Gliding Glossary - "Ca - Ch"

Trent O'Connor

A large number of "C" terms came to light so they will appear in two parts.

Cable – [description unpublishable]

Cable-Break – Failure of the winch cable during launch [Maybe someone has broken the cable at some other time but I have never seen it]

Cage 1) – Receptacle for empty cans and beer bottles.

Cage 2) – Structure on the winch (q.v.) which protects the driver from stray cable (but not from wind and rain).

Camber (1) – Maximum distance between the Mean Line and the Chord Line of an airfoil cross-section.

Camber (2) – Transverse gradient of road surface – prone to be opposite to what you might desire on some parts of the airfield road.

Canopy – disproportionately expensive piece of plastic - shunned by some Arrow (q.v.) pilots.

CAR – Civil Aviation Regulations – Aviation rules enforced by CASA (q.v.) and occasionally by the CFI (q.v.)

CARD – Check whereby ground crew makes sure the pilot has not dozed off while waiting for the winch.

CASA – Civil Aviation Safety Authority [www.casa.gov.au] Body which might have sent a warning letter re beating up of a passing vehicle by a former instructor (but didn't).

CB (1) – Citizens Band. Radio frequency band in which members of the public are free to transmit without individually holding a license.

CB (2) – Cable Break (q.v.).

Centre of Gravity – Average position of the mass in an object. E.g. the Centre of Gravity of winch T2 (q.v.) is approximately 20cm in front of the rear axle.

CFI – Chief Flying Instructor. Person who tells other instructors to watch their speed and has special powers in relation to CB radios (q.v.)

Chandelle – Ill-defined aerobatic (q.v.) manoeuvre of the climbing turn variety.

CHAOTIC (1) – Mnemonic describing the GFA standard pre-takeoff checklist.

CHAOTIC (2) – Apparent nature of activity in the Clubhouse (q.v.) immediately before or after flying.

Charlie (1) – Third item in the phonetic alphabet.

Charlie (2) – Charlie Yankee (q.v.)

Check Flight – Perfect opportunity for post-solo pilot to catch an Instructor (q.v.) off-guard.

Check-One – BGK-speak for "flare" (q.v.)

Check-Two - BGK-speak for "hold off" (q.v.)

Checks – Predefined sequence of actions and observations performed by pilot/crew before any particularly scary phase of flight.

Chord – Length of a straight line joining the leading and trailing edges of an airfoil (q.v.).

.Trent.

Crazy Caption Contest



David Conway was the winner with:

Natalie: "What do I have to do to around here to go solo?!"

Redmond: "Hmmm..these Violet Crumbles are yummy. Did you say something Natalie?"

If you have an intriguing photo that's club-related and you feel needs a caption, send it to editor@augc.on.net

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. There is also a new 'augc-announce' list for official club announcements, courtesy of our friends at Internode. If you are an AUGC member and have provided your email address then you will already be on this list. If you want to join this list or want to change your subscription, e-mail majordomo@lists.internode.on.net and follow the instructions.

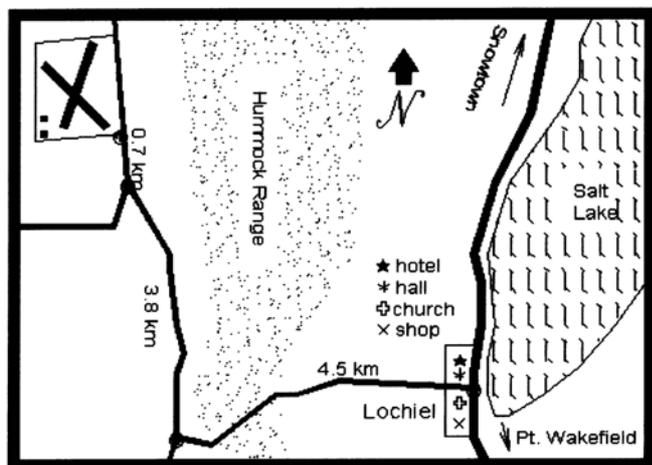
You can also get the latest newsletter and up to date news on what is going on at the club's web page:

<http://www.augc.on.net/>

If your e-mail address is on the membership database the club's Assistant Treasurer can send you your account updates over the internet. Send an e-mail to: accounts@augc.on.net

Want to fly this weekend?

LOCHIEL AIRFIELD



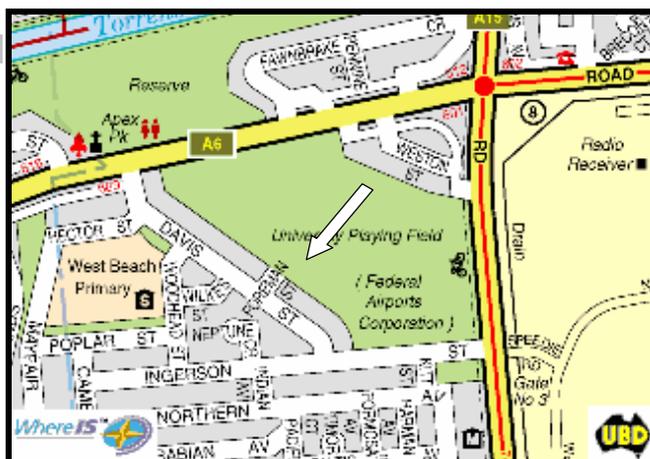
Want to go flying on the weekend? You must ring the club contact person, Mark, on the Thursday before, between 8.00pm and 10:00 pm, on 0412 870 963, (or by e-mail before) so that he can organise instructors and transport for those intending to fly.

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 and Tuesday 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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Chief Flying Instructor:	David Conway	0418 803 705	cfi@augc.on.net
Airworthiness Officer:	Redmond Quinn	8344 5331	airworthiness@augc.on.net
Contact Person:	Mark Newton	0412 870 963	contact@augc.on.net
Newsletter Editor:	David Battye	8331 1451	editor@augc.on.net

Upcoming Events

Wed 29 October:

Derek Spencer's e-mail announcement of the AUGC Annual Dinner is reproduced below.

AUGC ANNUAL DINNER

The AUGC Annual Dinner is on again at the end of this month (October). The Annual Dinner is a time to get together over a meal and a few drinks and reflect on the year just gone. It's also a time to present awards to those that achieved something that we have [or can invent] an award for!

Awards include:

The Harley Award for The Most Meritorious Cross Country Flight

The Duncan Award for Most Improved Pilot

The Viagra "Can't Keep It Up" Award

The Winch Engineer's Award

The Wildlife Award

Conversation rarely stalls as the club has a number of great story tellers who love to spin their tales. The food has been excellent on previous visits and being a smorgasbord, you'll be able to fly-past as many times as you want. Don't forget though to leave enough room for that final-glide to the dessert counter for donuts, cakes and ice-cream.

Day : Wednesday.
Date : 29th October 2003
Time : 7:00pm
Where : Buckingham Arms
 1 Walkerville Tce
 Gilberton
 SA 5081
Cost : \$20:00 for their smorgasbord

No reservation was required (at least they didn't tell me I had to give exact numbers), but if you wish to

confirm, that would be great.

[If you wish to nominate somebody for an award, contact president@augc.on.net before 23rd October.]

Cheers,

Derek Spencer.
social@augc.on.net

Thursday 30 October:

Famous glider designer Gerhard Waibel is on a private tour through Australia and NZ. Gerhard has kindly agreed to present his paper "Gliders of the Future" at Adelaide University at 7-30 pm on Thursday 30 October.

The venue is Lecture Room N 218 in the Engineering North Building, Adelaide University.

Please bring drinks or nibbles to share.

This should be a great night enabling glider pilots of this state to get a glimpse into the future of glider design.

Uni Gliding

If undelivered please return to:
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c/o Sports Association
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