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Uni Gliding: Reloaded

September 2008

The Official Journal of the Adelaide University Gliding Club



MI about to launch from RWY23

Photo: Dennis Medlow

STOP PRESS: 10,000' WAVE LOCATED AT STONEFIELD, NEWS AT 11...

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THOUGHT FOR THE MONTH

"Why? And Why Not? Are both very good questions, the trick is to know when to use which."

Editorial

Howdy,

I've learnt my lesson...

Going to an Exec meeting and complaining about not seeing a newsletter for 8 months, and answering the challenge "well you do it" with the words "all right then" - not clever.

However it does give me the chance to publish all my contributions that previous editors have (unjustifiably) cut from the newsletter, not to mention being able to pontificate on any subject of my choosing so perhaps there is an upside after all. Oh and I can now spell 'Airworthyness' any damn way I want.

However we are still looking for a more permanent (and saner) choice for editor so please feel free to nominate your services to the Executive. In the meantime I will be publishing embarrassing facts about Exec members that do not submit their reports on time in the next Newsletter.

Lastly a big THANK YOU to Transport SA for putting up a nice big new sign just before the turn off to the airfield. Unfortunately they must have



How it was supposed to look...

misread our request because it says something about a 'Quarantine Zone' when it should have said 'Stonefield Gliding NEXT LEFT!'. I'm sure they'll realise their mistake soon enough.

Until next time, safe flying.

The Editor

News You Can Use

Help Wanted!

There are three positions currently needing to be filled within the Club.

The first is the **Social Convenor**—a critical role in helping the Club to organise social activities and remind us that we're all human. Cathy Conway has been doing this since the AGM but she is not able to continue.

The second is the **Newsletter Editor**—essential in providing communications to the membership. No specific skills are needed but the ability to

badger other Club officials for their reports might be useful...

The third is that of **Winch Officer**. Possibly the most exalted member of the AUGC community the Winch Officer is responsible for organising (but not necessarily doing) the upkeep of the winch. Many famous Club personalities have been associated with the winch over the years so here is your opportunity,

If you are interested in taking up any (or all) of these positions please contact the President (Derek Spencer).



September 2008

Don't Forget—flying camp being organised for the Uni Holidays after the October Long Weekend. Contact Guy Harley if you are interested in attending.



Motorfalke Final

Photo: Dennis Medlow

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
	1	2	3	4	5 Go Gliding!	6 GFA Seminar. Kevin Barnes' Birthday celebration
7 Help at West Beach	8 Help at West Beach	9	10	11	12 Go Gliding!	13 Go Gliding!
14 Help at West Beach	15 Help at West Beach	16	17	18	19 Go Gliding!	20 Go Gliding!
21 Help at West Beach	22 Help at West Beach	23	24	25	26 Go Gliding!	27 Go Gliding!
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President's Report

Derek Spencer



I would like to start by saying a big thank you to Mark Newton for his efforts as CFI over the last couple of years. He has done an excellent job and has helped ease the transfer of responsibility over to Dennis Medlow. Please join me

in thanking Mark and welcoming Dennis to the role of CFI.

One of Dennis's first tasks as the new CFI was to prepare the club for an Operations Check, which was performed by Paul Mason (RTO-Ops) last month. Dennis was very pleased to announce that the Operations Check went very well and the club passed with flying colours. Thank you to everyone who assisted on the day and to the members of the club for operating in a safe and responsible manner.

Recently the club participated in Re-O'Week and Open Day at the University. Both events could be regarded as successful with lots of interest expressed on both days. Added to that, we sold over 400 sausages and 100 drinks at Re-O'Week which contributed an extra \$400 to the club. I would like to thank everyone who helped out at these important promotional events; in particular, a huge thank you goes to Anne Philcox for organising, coordinating and promoting the club.

Due to spiralling insurance costs and falling fleet hours, the club simply cannot afford to operate a fleet of seven aircraft. The executive committee has been investigating means to ensure the continued viability of the club. One measure that has been implemented is the reduction of the amount of money the club spends on insurance premiums by only fully comprehensively insuring the core aircraft of the club fleet. This constitutes the Puchatek (KRO), the Motorfalke (FQW) and the Club Libelle (GMI). The Standard Libelle (GTX) is still fully comprehensively insured but when the

insurance policy runs out, the club will not be able to afford to put it back into service in the club fleet. All other aircraft are still covered for ground risk and 3rd party liability.

In order to fund the purchase of the Motorfalke, the club needed a loan. Rather than go through a financial institution such as a bank, the club received help from individual club members. This is a win-win situation: The club gets a good term and rate of interest and the interest from the loan goes back into members' pockets and not on to some financial institution's bottom line. Unfortunately, the Motorfalke is due to have the propeller replaced in the coming months. This is going to be an expensive purchase and without a new propeller, the Motorfalke will be grounded. The club is again calling on support and seeking more members willing to participate. If you can help out please contact Greg Newbold at treasurer@augc.on.net for more details.

On a brighter note, the work on the hangar footings is progressing well. The formwork has been made and the welding for the mounting bolts is nearly completed. Once everything is positioned and the alignments doubled checked, we will be ready to pour the concrete. This will be a significant step towards getting the hangar back into service. The plan is to hold a party at the airfield that day, so keep an eye on the announce list for when this will happen.

Things have been slowly changing for the better at Stonefield. Another improvement is the reduction in the size of the pile of wire. A couple more trailer loads and that area will be wire-free. Thank you to Redmond for his efforts and dragging the 6x4 trailer back and forth. There's still about three trailer loads to go but it's great to see the improvement it's making.

Thanks

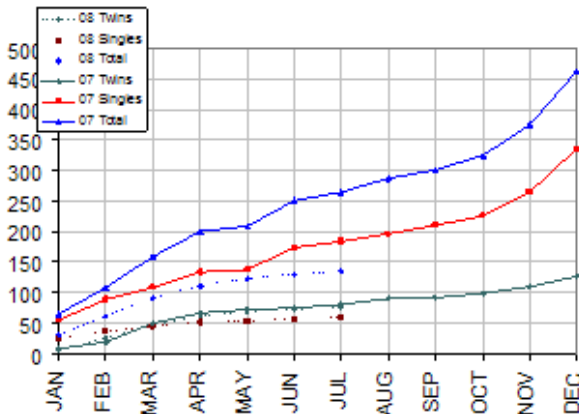
Derek Spencer



Treasurer's Report

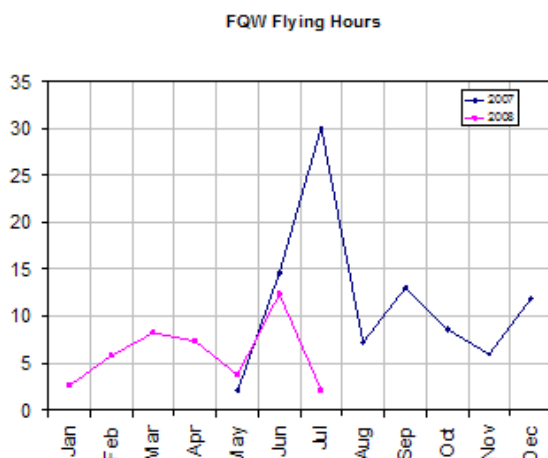
Greg Newbold

Glider Flying Hours



To date flying hours are approximately 50% of 2007 (with a concurrent decrease in pilots/day on-field). Club planning repeatedly assumes flying hour increases, however evidence suggests that optimistic estimates of annual flying hours in club aircraft for planning purposes should cease. There are various thresholds that have been proposed for budgeting purposes that have appeared in GFA magazine articles, etc. Firstly, individual aircraft use should exceed 150 hours per year (!). Secondly, 20 members flying 50 hours/year is a threshold for a sustainable club. Neither of these figures suggests AUGC is viable. However, niche clubs (if AUGC might be considered one) may not conform to these models.

Motor Glider Flying Hours



The Glider Flying Hours graph does not include FQW utilization which is reported separately here. The decision to buy FQW and original budgeting assumed 250 hours per year, while

2007 budgeting was for 150 hours flying time, however 125 hours appears more sustainable. Preliminary budgeting with these lower hours, a concurrent increased fuel price (from \$1.65 to \$1.80) and an acknowledgement that loan repayments are unreasonable for low aircraft utilisation suggests that hire rate increases might be avoided. A contributor to the FQW Member Loan has requested that an alternative loaner be found for his \$3,000 contribution and additional funds will be required for the propeller refurbishment due September 2008 (now).

The FQW cost of ownership is shown in the table below. Airframe income has recently been calculated from flying hours, owing to the use of FQW for AEFs and training and bulk flying packages now common. Avgas is similarly a calculated value. Insurance in the years previous to 2007 reflects the premium (including no claim bonus), however 2007 is an estimate (as the relevant insurance paperwork has not been handed to the Treasurer to the best of my knowledge). It is promising that FQW is now covering its operating costs. The cumulative loss is more complicated than it first appears to be as: the engine overhaul (at a cost far greater than anticipated at the time of purchase) is an asset improvement (and the insured value has concurrently been increased); no accumulation of funds has occurred for propeller refurbishment (due now); and loan repayments have not resulted from flying income generated by FQW. Absent from these figures is a cost component for the

	2003	2004	2005	2006	2007
Airframe Income	\$1,007.55	\$2,777.44	\$2,922.60	\$0.00	\$5,006.40
Engine Income	\$344.57	\$1,433.83	\$1,429.04	\$0.00	\$4,505.76
Donation	\$0.00	\$0.00	\$0.00	\$3,000.00	\$0.00
Airframe Costs	-\$176.00	-\$1,080.17	-\$488.96	\$0.00	-\$545.95
Engine Costs	-\$210.80	-\$102.30	-\$44.73	-\$10,410.74	-\$374.32
POL Expenses			-\$32.70		-\$64.85
Avgas*	-\$313.40	-\$965.10	-\$1,032.75	\$0.00	-\$1,596.28
Insurance	-\$1,162.00	-\$2,989.93	-\$2,629.90	-\$2,327.88	-\$2,500.00
Loan Costs	\$0.00	-\$1,881.25	-\$1,892.50	-\$1,779.75	-\$2,441.85
Total	-\$510.08	-\$2,807.48	-\$1,769.90	-\$11,518.37	\$1,988.91
Cumulative Loss	-\$510.08	-\$3,317.56	-\$5,087.45	-\$16,605.82	-\$14,616.91
Repayments			-\$3,500.00		-\$7,500.00
Loan Balance	\$35,000.00	\$35,000.00	\$31,500.00	\$31,500.00	\$24,000.00

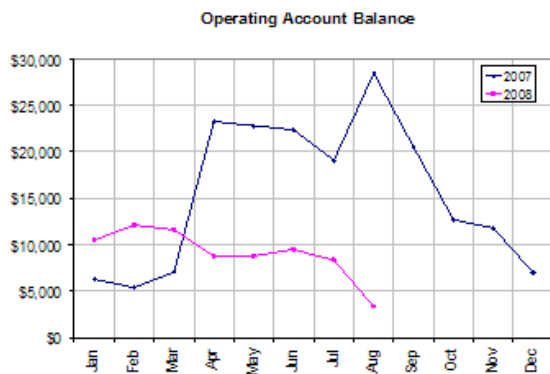
* Avgas cost assumes 12L/tacho hour

proportional amount of general club operating costs including the airfield lease/purchase cost, West Beach operating cost, etc.

Club Finances

The end-of-month balance of the operating

Treasurer's Report Continues...



account for 2007-08 is shown here. The balance during this time frame includes an insurance claim (for GZM), wind farm payment and contributions to the FQW Member loan. As the later two payments have been offset by paying-out the previous FQW member loan and paying down the loan amount, it becomes clear that the funds from the insurance claim have been eroded to pay operating expenses to the point where no funds are available to:

- purchase a canopy for GZM

- construct a replacement two-seater trailer (intended to be covered by the claim)
- refurbishment of FQW's propeller
- payment of SAA debt in full and on-time (Currently \$3,000; \$3,000 lease/purchase payment due post-September 2008).

There is an additional prospect that funds may not be available for the payment of the November insurance instalment and the AUSA loan interest and repayment. As the continuance of the club is contingent on being liquid, budgeting for 2009 will not rely on:

- an anticipation of increased flying
- donations by club members
- the existence of any club funds to meet any shortfall in income.

As club operating costs have risen, largely owing to insurance, changes have been made to "self insure" more aircraft (now including GZM, NF, GMI and WVA). It also provides motivation for the current iteration of 'strategic planning' to consider the future of the club and to better orient itself towards that vision.

Greg Newbold

CFI's Report

Dennis Medlow



As you may have seen from Derek's report I've taken over from Mark as the Chief Flying Instructor. I'd like to also thank Mark Newton (and indeed all the past Club CFIs) for his efforts in this role.

The CFI is just one member of the Club instructors panel. Our goal is to equip AUGC pilots with the skills and abilities to conduct safe and efficient flight operations, whether this is for local flying at Stonefield or cross-country. We meet several times a year in formal instructor meetings to discuss training techniques and operational issues. I am always happy to hear from members about issues that they feel should be considered by the Instructors with regard to our operations.

As Derek also noted we've just had our biannual Club Operations check with the Regional Technical Officer/Operations (RTO/Ops). The RTO raised a few points which I've mentioned in later paragraphs. Whilst it's nice to know we operate at an acceptable standard it is important that all of us continue to monitor our operations to ensure that we do not develop any unsafe habits or practices.

A couple of things we need to be aware of are:

Landing On/Towing Aircraft Over Winch Cables
Pilots should endeavour to conduct landings such that any part of the aircraft is not over the winch cables. This will avoid the potential for damage and injury should a cable be pulled in and snag an aircraft wheel, wing or skid.

Briefing and Managing AEF/Visitors On Field

We already do a good job here but I'd like everyone to make sure visitors/AEFs get a field safety briefing and are aware of the procedures when moving about the airfield. Use the witches hats and barricades to screen off the winch cable anchor areas. If it is possible, assign someone to look after the visitors whilst they are airside.

As the weather is starting to warm up again we should all be thinking about our soaring and cross-country skills for the soaring season ahead. If you would like to acquire new skills or just want to practice some old ones please don't hesitate to ask an instructor for advice or further training—it's why we're here.

Thanks

Dennis Medlow

Upcoming Events



Coming Soon...

Have you been wondering what all those deep holes are just south of the trailer park? A new 4WD challenge? A (very effective) caterpillar trap? Evidence that we were once visited by heavy machinery from a hire company?

No, it's the footing holes for the new (relocated) hanger and its nearly time for the hanger footing holes to be encased in all that sloppy concretey stuff that hopefully hardens just so.

For those that missed The Big Pour I @ Lochiel this is your opportunity to see normally quite reasonable folk get all exited about the arrival of heavy machinery.

Coming Soon...

Flying Camp—October holidays after long weekend. Contact Guy Harley if interested.

Coming Soon...

Waikerie Coaching Week : 28 Dec—3 January 2009.

WANTED!!

Articles, Photos, Gossip, Upcoming events, Experiences, Thoughts, Philosophies of Winch Driving.. You name it—we'll (probably) publish it in 'Uni Gliding'.

Contact the editor via email with your contributions.



Stay In Touch

The club has an email 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, subscribe to the mailing list by filling out the online form at:

<http://lists.internode.on.net/mailman/listinfo/augc-people>

You can still send an email to the list even if you have not subscribed to it. There is also an '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, go to:

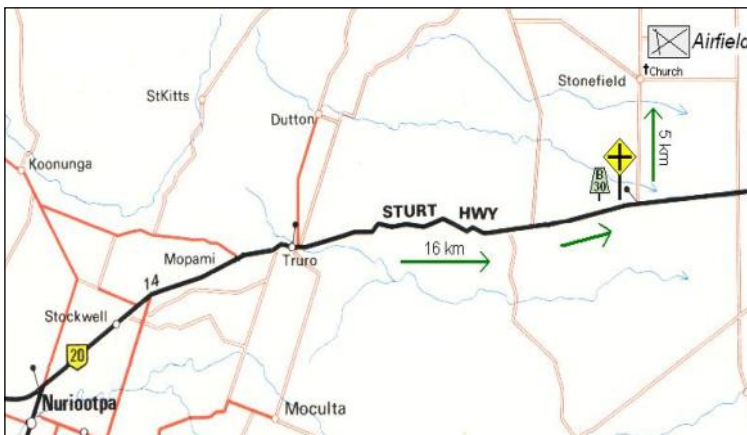
<http://lists.internode.on.net/mailman/listinfo/augc-announce>

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

Fly this weekend!



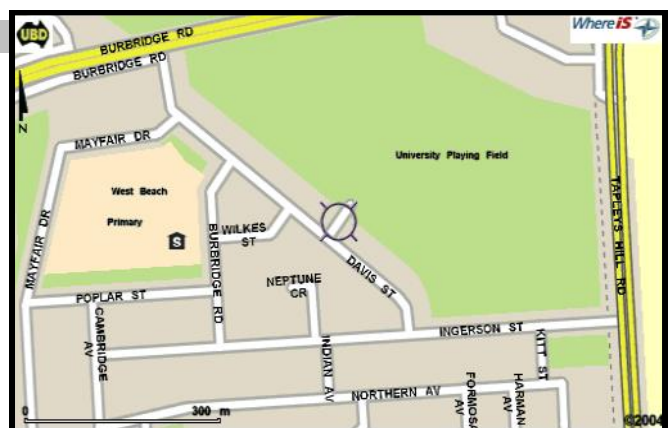
Want to go flying on the weekend? You must ring the club contact person, Gabe, on the Thursday before between 8.00pm and 10:00 pm on 0412 870 963, (or send an email: contact@augc.on.net) so that he can organise instructors and transport for those intending to fly. Members can book via the online booking system at: <http://booking.augc.on.net>.

You can either drive up yourself by following the map at left, or Gabe can arrange a lift to Stonefield either from the Adelaide University footbridge (meet at 7.15am to leave at 7:30 am), or from the Caltex Service station on the corner of Montague Road and Main North Road (meet at 7.45am to leave at 8:00 am).

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 arranged from the Adelaide University footbridge at 7.30pm via augc-people@lists.internode.on.net.



Contact List

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