

Uni Gliding

Vol 35 Number 8 - November 2010



The Official Journal of the Adelaide University Gliding Club Inc.

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

Editorial

The Editor

What's Inside...

Hi,

We had a great AUGC Dinner last month but now there's lots of work now to get the Motorfalke and Pukatek annual inspections and repairs completed. Everyone needs to lend a hand. Don't worry if you don't think you have any maintenance skills - it's never stopped me!

Also the fire ban season starts this month so use the pit whilst you can.

I look forward to seeing you on field.

Regards
Mr. Ed.



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Notice for all Club Libelle (GMI) Pilots

The seat recline mechanism has a spring to ensure that the seat remains positively locked in a fixed position. You must ensure that the seat is locked in place, preferably with material behind the seat to ensure it does not recline during a winch launch. It is thought that backward movement of the seat has contributed to serious accidents on winch launch for this type of aircraft.

Image Credits

Cover photo - Justine Thompson.
Dinner photos, KRO Form 2 - Dennis Medlow.
Flying in France - Robert Parsonage.
Flight in MI - Mark Newton.
Calendar Photo - Jon Keatley.

Uni Gliding

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2010 Annual Dinner

On a rather damp Friday the Club sat down to its Annual Dinner and Awards Presentation, this year at the Royal Hotel.



The AUGC President (Redmond Quinn) presents annual award recipients at the dinner.

Clockwise from top left: Igor Blazujevic & Derek Spencer [absent] (Harley Trophy for Most Meritorious Flight), Michael Conway (Duncan Award for Most Improved Pilot), Jon Keatley (Winch Engineers Award), Anne Philcox (Can't Keep It Up Award), Samuel Taylor-Burdon (Creative Rim Award) & Igor Blazujevic (Keeping It Up Award). Due to an absence of worthy events the Wildlife and Wheels-Up Awards were not awarded in 2010 (for which the CFI is very happy and hopes everyone can keep it that way).

Flying in France

Robert Parsonage



Robert ventures north to find gliding in a far-away land and finds that the paperwork is the hardest part of the journey.



The Club itself is based in the town of Chartres about an hour by train outside of Paris. It operates out of the local airfield shared with powered aircraft on a 1.5km grass runway directly next to the asphalt runway used by the powered aircraft. Due to size restrictions there is only the 1 runway which means crosswind landings are certainly well practiced and a normal part of flying.



Day 1 (of flying)

Having arrived yesterday and been introduced to some of the members I decided to get up early...ish and try and help out getting operations running. First thing that struck me with the club was the sheer number of gliders and the standard of the equipment. Honest I tried squeezing the Mel gliderwinch into my backpack but unfortunately I couldn't quite shut the zip :-P

After the getting the gliders out onto the runway (about 25 gliders for the day, more in the hangar) we all retreated to the briefing room for the morning briefing...

Flying in France (Cont.)



in French! Although I only understood in part what was said it wasn't to be a problem as my instructor for the day Albert De Kersauzon who coincidentally is the French National twin seat champion translated all the important bits. Fast forward a couple hours and I was lined up on the runway in an ASK21, after Albert asking me how many hours I'd flown and what I'd flown and confirming I'd winch launched before he said something along the lines of "you fly I'll just be passenger". This surprised

me as I thought he'd use the first flight to assess me but instead in the deep end I went! Although being a bit rusty at thermaling all went well and just over an hour later it was time to come back to earth as just like at AUGC the twin seaters are in great demand! Oh flying in the metric system at first is a doozy too, but you get used to it pretty quickly!



Day Two – Wednesday flying

Average morning, no flying due to rain. Rain cleared around 12.30 started flying at 1 o'clock. Good flight, 1 hour and 5 minutes in Twin III. Fantastic aircraft, smooth and of great performance. Landing was interesting though as I found I need to keep nose down a bit more on landing as here they don't like it when I come back on the stick on landing to try and land 2 point style, they seem to more so just put it on the ground then hammer on

the wheel brake... hard! Caught me by surprise first time after landing when suddenly just before touchdown the stick was pushed forward to put the aircraft on the ground and after touchdown the air brake handle was taken from my hand as Albert yanked on it hard to bring us to a very short stop! Today was a day of scraping away at weak thermals, completely overcast but some reasonable dark cu forming here and there so some lift to be had. Overall was a great day, Albert told me he would be happy to send me solo which was nice to hear however I'd already found out prior that its not quite so easy to

Flying in France (Cont.)

go solo in France as it is in Australia.

A quick point I also noted today was that circuit entry height is always a fixed 300m AGL at a fixed landmark thus due to the size of the circuits generally done (rather large!) everyone definitely appears to come in on shallower approaches here, much more so than what I've conventionally done home.

Day Three – Thursday Flying

Great morning though the day did overdevelop at times and thus slowed down a bit. Didn't fly till 5pm due to AEF's and a late start of 1pm for decollage (takeoff). As such lift was rather scrappy at first and took a bit of working away at 0.5 / 1ms (1-2 kts) to get to around 500/600m where things started to work a bit better. Took my camera this time so spent a bit of time as a passenger which was great, got to see Chartres from the air and some of its sights. Quite a few good cloud



streets so didn't have to constantly thermal which was a nice change. Finished up with some steep turns to try and burn off height but that didn't work as kept coming across thermals! Thus had to get heavy handed with the airbrake the action of which on the Twin III I noticed once unlocked and past a certain point it wants to slam open all out by itself!

So far I'm loving how easy it is to get thermals here! They may as well be marked with an X with all the lovely dark Cu cloud scattered everywhere!

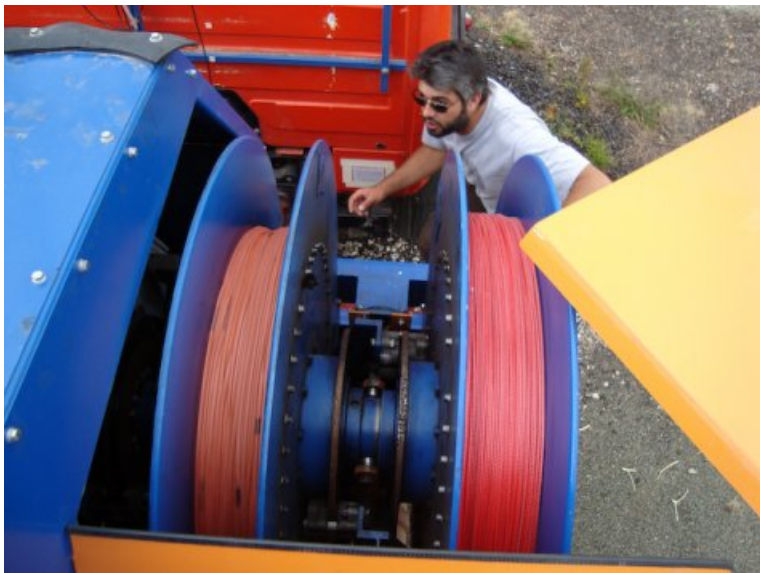
By this point I'd made some interesting observations on how operations were run such as:

Launching – Speed signals aren't given as they're seen to be dangerous, thus if any speed signals need to be given they are done via radio.

However during the whole day I heard no speed signals. It seems that speed during launch is controlled by pitch to some degree leaving speed signals only for times when the speed is very very far out of the given range. Thus



Flying in France (Cont.)



often the aircraft depending on the winching conditions may be at an angle above or below 45 degrees. More weak link breaks back home maybe? The actual winch launch is amazingly smooth however, Quite possibly the high tech winch has a load more technology to try and keep a stable / ideal winch speed and its huge power definitely helps here too. Also they use a Kevlar rope here to winch, maybe this helps by being substantially lighter thus the lower load on the weak link from the cable weight means they can climb more aggressively?

Landing – Most seem to aim to land on the centre wheel rather than a two point landing, unlike when landing home. The first couple landings of mine when I started easing back trying to bring the aircraft towards the back stop I felt the instructor push the stick forward to bring the nose down. On mentioning how we land on two points essentially on the back stop of the elevator travel in Australia, I was told it's not how they land here.

General Flying – Much the same really, checklists and the like however do appear to be quite a lot shorter and less in depth. I was surprised how little was asked of me prior to flying. No speeds were given for launch, no checks done for pilot weights, very few outside checks by the person hooking on the aircraft etc. Prior to launch I asked what the minimum winch speed / safe speed near ground / approach speed should be and there weren't any formulas or the like. Winch speed was a fixed 100kph, no minimum winch speed given, maximum winch speed I noted was on the placard and approach speed was given as a fixed 110kph. I was also surprised when one of my instructors who is extremely experienced (4000hrs) wasn't sure what the stall speed of the aircraft was! Also no emergency procedures were discussed, what to do in the case of a cable break, etc. etc. Really it was just get in and lets go! I do believe however these are definitely covered with new trainees

Flying in France (Cont.)

however it seems by being solo in Australia the assumption was made I had reasonable knowledge about these areas of flight.

Sideslips – I was surprised to find these are illegal in France as they are seen to be dangerous especially with a t-tail aircraft. Thus no pilots who learn to fly here ever side slip or are allowed to. Other countries nearby do such as the UK, Holland, Germany but not in France.

Flying here is also interesting as there is only effectively 2 runways (or 4 if you count each end) which run in the same direction however the bitumen one being reserved for powered aircraft leave the gliding club with the grass strip. Traffic is far far more congested than in Australia, something I think will definitely help me with flying close to other aircraft as my time flying here I had quite a bit of practice thermaling often with 4 to 6 other aircraft.



Day 4 – Friday Flying

Another fantastic morning however high level cloud slowed things down later in the afternoon. Still there was lots of lift about although at times it was a bit scrappy, as always however usually marked with a cloud.

Whenever I was thermaling it was almost guaranteed that if Albert took control he could work it much better (damn him and his 4000 hours :p)! My thermaling was starting to improve more, speed in thermals was much better, finding the core or just getting

close to it and just generally thermaling was getting better too.

Day 5 - Saturday

Flew with Joelle (CFI) today. For a while I was stirring the pot a bit much, an old habit of mine possibly brought on by the nerves of having the CFI go over my flying with a fine tooth comb but otherwise all went fine. He remarked he'd also be happy to send me solo but unfortunately I would be required to complete the necessary paperwork first, damn! I should elaborate on this point now. Basically the biggest holdback from me being able to fly solo in France was the Medical paperwork required. All glider pilots must undertake a full

Flying in France (Cont.)

medical prior to being permitted to fly solo and although this wouldn't have been a huge problem for me to take, since I am a foreigner for me to fly solo it would not only need to take a full medical but I would also be required to have my Australian medical records sent to Paris. After they were received in Paris I would then have to travel back there myself for a whole plethora of paperwork. Thus unfortunately flying solo was chucked into the too-hard-not-enough-time basket.



Final Day, Sunday

Sunday didn't look like flyable weather but it fined up later in the afternoon. I flew in the ASK21 with Bruno, an Air France pilot. First flight I couldn't find any decent lift so that ended in less than 10 minutes. Surprisingly this was the first and almost only short flight I'd encountered in my whole time there. On the second flight Bruno wanted to try and find the first thermal and after getting down to a height I probably shouldn't mention. We finally latched

into one and got up to 1000 or so metres from where I took over. Lots of thermal practice which was fantastic. The ASK21 only has a mechanical vario thus no beeping. This made me concentrate on my technique and positioning in a 45 minute flight only limited by landing to give others a chance to fly. I learnt / refocused on some techniques for finding thermals, keeping in them and centering them. Also re-focused on stopping stirring the pot. It ended up being another fantastic flight, arghhh if only I had the time to get the medical paperwork done!!!

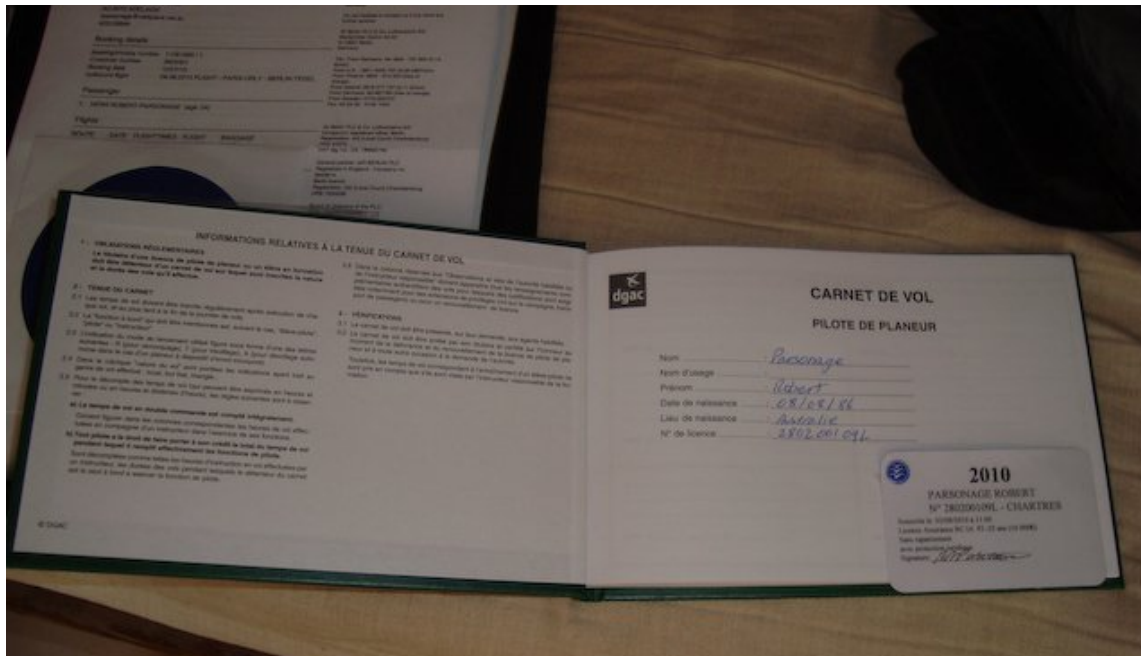
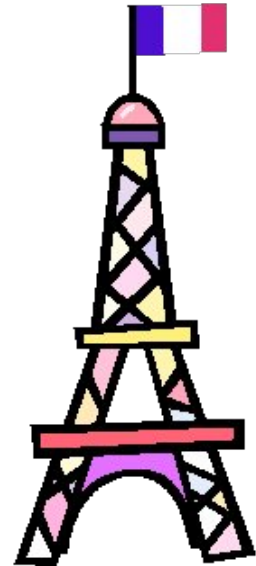
Flew a final flight with Fabien (an old AUGC member and the reason I went to Chartres to fly) in the Twin 3. I love that aircraft, very nice feel and feedback. I flew from the backseat - an interesting feeling, very strange at first but really overall not toooooo bad. I could still fly co-ordinated however coming in for landing was a bit interesting, a very different perspective on things!

All in all over my 6 days I accumulated 6 hours & 40 minutes above the French countryside which was an amazing experience. It was fantastic being able to experience how gliding / aviation functions in a different country and being

Flying in France (Cont.)

able to experience flying in a number of different aircraft in very different conditions to what we are accustomed to at Stonefield. Should anybody from the AUGC ever travel to Europe (or really any other country for that matter) and have the time, I'd highly recommend taking the opportunity to go flying. It's hugely interesting getting to see and compare the differences and similarities between countries and if nothing else clock up a few foreign hours! It makes a pretty good story to tell too!

Hopefully I'll get to practice my flying a bit more (and stamp out some newly introduced French bad habits!)



Be aware that the Fire Danger season will commence on the

15th of November 2010

This means that the fire pit cannot be used on & after this date until the season ends in April 2011.

For more information see

http://www.cfs.sa.gov.au/site/fire_restrictions/fire_danger_season_dates.jsp

Notes from the Executive Meeting



Members need to be aware of the \$25 discount that is offered on AUGC membership if membership is taken up within a month of an AEF.

The Exec strongly encourages briefings to be conducted at the start of every flying day at 10am in the clubhouse. Weather, goals and operations should be discussed. Focus on operational efficiency during the briefings.

The Exec encourages people to arrive at the airfield earlier if they intend to start operations.

Winch drivers need to be mindful of the requirement to back off the power towards the top of launch.

Accounts will be up to date soon and mailed out to members.

Visiting pilots/non-members will be charged 150% of regular club rates (excluding BVGC members).

Help is requested during the time pilots from Ryukoku Uni are flying at Stonefield (February 2011). Redmond will be on field.



KRO's Form 2 Inspection gets underway.

Coaching Corners

Don't forget the Free Annual Coaching week being held at Waikerie from 27 December 2010 to 1 January 2011. Spaces are strictly limited, send enrollment applications to eckey@internode.on.net.



First Flight in MI

Jon Keatley



Jon recently achieved one of his goals and is kind enough to share the experience.

It had been a long time coming and at some points I didn't know whether it would eventuate. Frustrating landing after frustrating landing was the biggest challenge I faced. I had plenty of help and guidance from many Instructors as well as a lot of practice...a lot of practice! I had flown many circuits with Anne, spoken to Cathy at length, had some advice from Peter Cassidy and finally flew more circuits with Mark Newton.

After two flights with Mark I was given the opportunity: perform a good landing and I could take the Club Libelle (GMI) and attempt one of my hour long flights for my 'C Certificate'. The pressure was on, but I rose to the challenge and managed to complete a good landing.

A thorough briefing on GMI followed, how to wear a parachute (as well as a comment that it would most likely remove parts of my anatomy if I were to actually use it...promising!), how all the new instruments worked, the obvious differences between KRO and GMI, launch procedure, landing procedure and an emphasis on having fun and being safe.

I got rolled up to launch point, set the timer on my phone and put it in the pocket, went through the final checks, hooked on, gave the radio call and finally the thumbs up. The time had finally come.

The slack was taken up and suddenly I was away. Onto the main wheel, then a crazy bounce (later revealed to be caused by a conveniently placed tuft of grass), up to initial climb and then rotate into full climb. I was off launch early and searching for that first thermal. It didn't take long before I was retardedly trying to thermal and find the core, successful enough to be rising so that was good!

I managed to fly around for about 30 minutes before I spotted a Standard Libelle about 400ft to the south and a few hundred feet above me thermalling away. After a few rotations in my thermal I decided I might as well have a go at joining a thermal correctly. I managed to do this successfully, got 1.5 rotations and he left. I'm not surprised; that thermal was quite average

First Flight in MI (Cont.)

and shortly after I was scurrying back to the better air I was in previously!

After cycling through that thermal for a while I discovered an eagle off my port wing, flying backwards and rising. I made the decision to head over in his direction but to make sure I could see him every time I swept for lookout. Suddenly I was in rising air; by this stage I was flying a bit better and I managed to centre for an average 7kt climb. Before too long I was a shade over 5,500ft and the eagle had moved away, not too long after I realised that this was because I had stopped climbing.

At this point in time I had been up over an hour and so I thought it was time to come down. A few thoughts went through my head about how to lose all this height and so a HASLL check was done, and it was time to have some fun! 4,000ft worth of fun! At 1,500ft KRO had joined circuit, so once it was clear which runway they were using it was time to join downwind, check the windsock, FUST check, radio call and turn onto base. I turned onto final with plenty of height and was overshooting my aiming point. I deployed full airbrake, reset my speed and remembered Mark's words – "Be patient". As the ground approached, I flared, looked ahead, ballooned a little and held off for, in my opinion, one good two point touch down to perfectly end what had been a perfect start to my flying in GMI.

I would like to thank all the Instructors involved in helping me get to where I am as well as anyone who has launched me or ran a wing – I couldn't have done it without any of you!

Do you have a story of an achievement that you can share to motivate and educate others in the Club? If so please email it to editor@augc.on.net.



Don't let

Distraction

at the launch point turn into...

Disaster!



Concentrate on activities at the launch point.

Make sure checks are completed positively, make clear and unambiguous radio calls and ensure that everyone (members *and* visitors) are in a safe position clear of launching and landing aircraft.

Chief Flying Instructor Comments

Dennis Medlow

It's not just the aircraft and winch that need to be inspected at the start of the day, the pilot also needs to be airworthy prior to flight.



Your aircraft is fine but are you fit to fly?

Some many (many) years ago I watched an obviously hung-over pilot get into his aircraft. He insisted that he was fine to fly and then proceeded to execute a fairly wobbly circuit followed by a fairly ordinary landing. When the pilot went to release his harness he realised he had never done it up in the first place - nor had he fastened his parachute. This person had been just one negative gee bump away from a rather terminal free-fall experience. Fortunately the pilot concerned recognised the foolishness of the situation and grounded himself for the rest of the day.

Just as we want our equipment to be in a safe and airworthy state, we should also insist that our own bodies (and minds) are in a state that allows us to fly safely. The US Federal Aviation Administration (FAA) has a check for power aircraft pilots called IM SAFE. This is an acronym for a series of checks (in the same way that CHAOTIC describes the preflight checks) which can be described as:

- I **Illness** Do you have any illness or symptoms of one?
- M **Medication** Are you taking any medication that could affect your judgement or flying ability?
- S **Stress** Are you under stress from any source?
- A **Alcohol** Do you have a Blood Alcohol Content > 0?
- F **Fatigue** Are you tired and inadequately rested?
- E **Eating** Are you inadequately nourished/hydrated?

If the answer to any of the above is 'yes' then you are unlikely to be in a fit state to command an aircraft and should not fly until the condition/s has/have been rectified. It is important to realise that some medications, including over-the-counter treatments, may have an affect on decision making and concentration. It is also important to understand that the affects of alcohol consumption can last well into the following day for some people. If in doubt the safest option is to defer your flight to another time.

Beyond these physical attributes there are also personal factors

Chief Flying Instructor Comments (Cont.)

that you should consider. There are five hazardous attitudes which can lead to behaviour which is not conducive to safe flying. These are:

Anti-authority "You cant tell me what to do!"

Macho "I can do this!"

Invulnerability "It wont happen to me!"

Impulsivity "I want to do this now!"

Resignation "What's the use?"

Pilots should become familiar with these hazardous thoughts and attitudes so as to recognise these in themselves and in other pilots, question why these hazardous thoughts exist, and to counteract them with what the FAA calls an "antidote thought". For example, when you notice that you are being impulsive, tell yourself 'Not so fast. Think first'. The fusion of 'Macho' and 'Invulnerability' is a particularly potent combination that can generally only lead to bad outcomes.

Next time you're on field, take some time to consider your own circumstances and situation and ensure that you do not unwittingly contribute to a problem in your flight for yourself or for other pilots or passengers.

Fly Safe

CFI

Source ATSB report: '*Improving the odds: Trends in fatal and non-fatal accidents in private flying operations*', ATSB Report AR-2008-45.

Available at <http://www.atsb.gov.au/media/1569697/ar2008045.pdf>.



AUGC on Social Media

Having joined the social media revolution, there is now a Twitter account for @AUGCCFI. Follow it for insightful thoughts 120 characters at a time...



AVIATION AND DRUGS DO NOT MIX



Don't Forget

Update the aircraft flight times and launch numbers in Part 3 of the GFA DI Books at the end of each day's flying.

Diary Dates

Final Semester	25 July - 5 November
Fire Ban Season	Starts 15 November 2010
Executive Meeting	15th November

Hmmm Fire Bans start and Exec on same day - coincidence? Perhaps not...

Aircraft Maintenance Program



Pukatek (KRO)

Tail skid to be repaired. Electrical system to be checked.

Annual Inspection (Form 2) now underway. This is being done on field so to reduce the amount of time the aircraft is out of the air we need members' help to get all the work done quickly.

Club Libelle (GMI)

No known issues.

Form 2 due June 2011.

Pik 20D (WVA)

No known issues.

Form 2 due June 2011.

Arrow (GNF)

Aircraft has been moved to Cathy's property outside Mount Barker. Repair work will continue through the year. There are a number of woodwork repairs to complete - an excellent opportunity to gain skills in wood repair techniques.

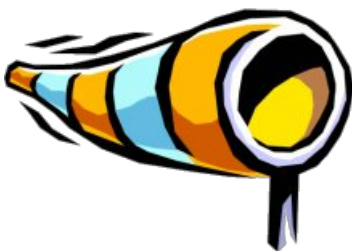
MotorFalke (FQW)

Now out of service for Annual Inspection (Form 2).

Starter motor has recently had a major service.

Flarm also needs to be installed.

Airfield Maintenance Program



RWY 23 and associated landing strip has had grass slashed but needs further work.

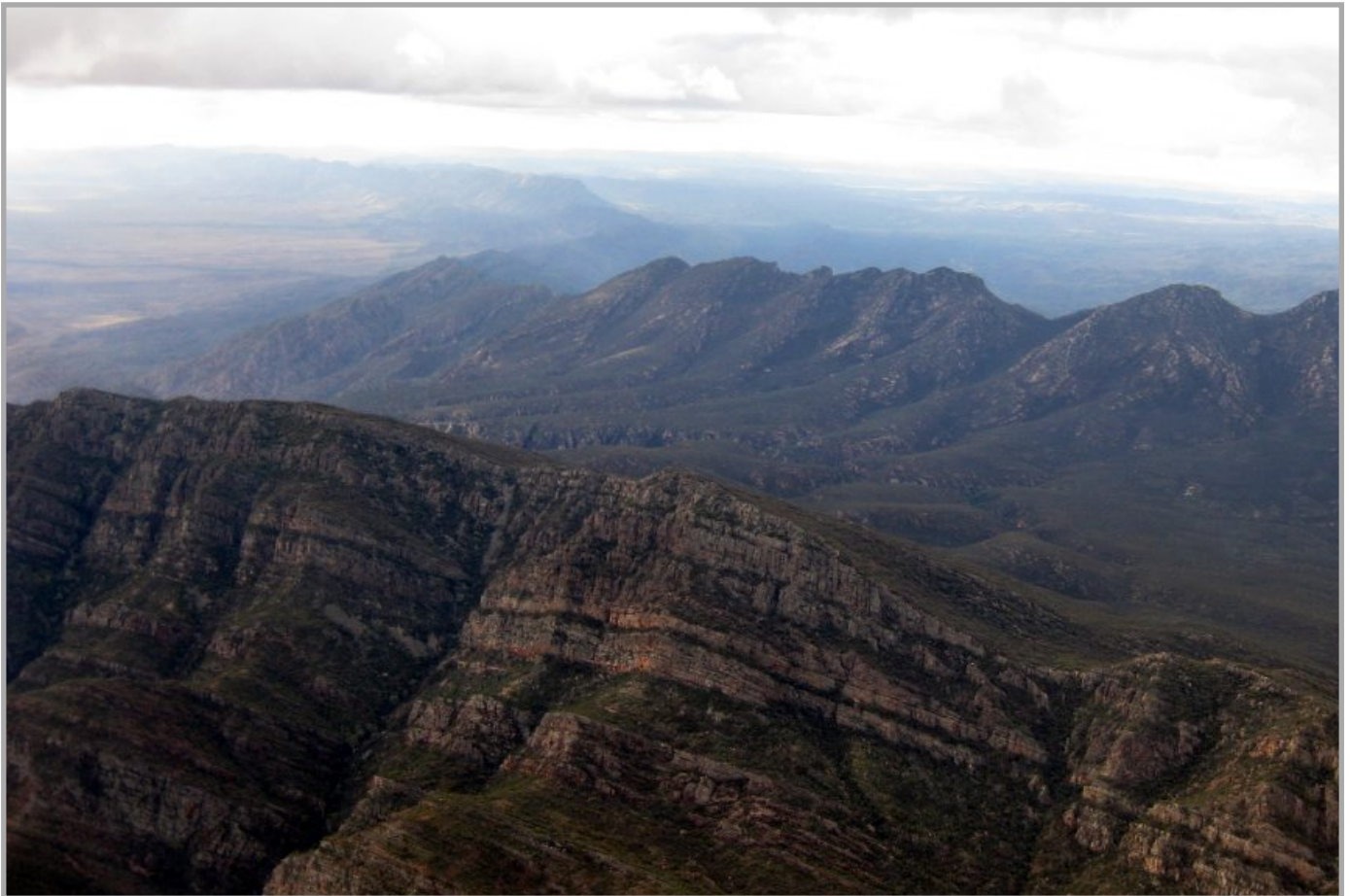
Things to be done:

- Clad main hanger.
- Layout and walk the cables monthly - it will mean less cable breaks, less delay in launching and a greater chance of catching that awesome thermal.

Clean out the slasher after use, tighten all bolts.

Flying Calendar

November



The western end of Wilpenna Pound

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1	2	3	4	5	6 Form 2 work on field	7 Form 2 work on field
8	9	10	11	12	13	14
15 Exec Meeting	16	17	18	19	20	21
22	23	24	25	26 AEF Day	27	28
29	30					

Visit <http://www.augc.on.net/Calendar.php> for the most up-to-date details on Club events.

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>.

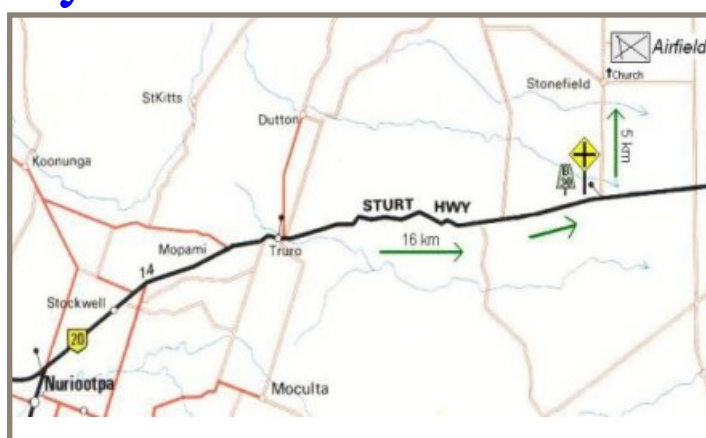
You can also get the latest newsletter and up to date news on what is going on at the Club's web page:

<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 on the **Thursday before between 8.00pm and 10:00pm 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:

www.augc.on.net and go to Gliding > Make a Booking.

You can either drive up yourself by following the map at left, or the contact person can arrange a lift to Stonefield either from the Adelaide University footbridge (meet at 7.15am to leave at 7:30am), 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 out at West Beach!

West Beach is where we carry out the maintenance and repair on our gliders and equipment. There are usually people working down there on Monday and Tuesday evenings most weeks. The entrance is at the end of Foreman St, West Beach.

So you want to help fix the aircraft 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.



Club Contacts

President:	Redmond Quinn	08 8344 5331	president@augc.on.net
Treasurer:	Hugh Round		treasurer@augc.on.net
Secretary:	Anne Philcox	0409 202 250	secretary@augc.on.net
Social Convener:	Jon Keatley	jon.keatley@live.com	social@augc.on.net
Exec Member:	Michael Conway	0457 295 971	fifth-member@augc.on.net
Chief Flying Instructor:	Dennis Medlow	0407 833 565	cfi@augc.on.net
Airworthiness Officer:	Redmond Quinn	08 8344 5331	airworthiness@augc.on.net
Contact Person:	Jon Keatley	0412 870 963	contact@augc.on.net
Newsletter Editor:	Dennis Medlow	0407 833 565	editor@augc.on.net