

# Uni Gliding

Vol 35 Number 7 - August 2010



The Official Journal of the Adelaide University Gliding Club Inc.

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

# Editorial

The Editor

# What's Inside...

August again, only a few more weeks of winter and spring's warm touch will be upon us once again. With not much flying happening we put the Newsletter on a diet and it slimmed down 10 pages! At this rate we wont need to publish one in September.

Recently we held a working bee on field, using the excuse that the winch motor was being replaced so there should be plenty of opportunity to do not-flying things. Thanks to everyone that turned up and pitched in. It was great to see the AUGC main hanger finally get to rise above ground level with the south wall pillars being put into place. A few more weeks' effort and we should have the skeleton of the shed done. After all, how hard can it be?

Regards

Mr. Ed.



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# Uni Gliding

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# The President's Report

Redmond Quinn

We have had a quiet flying month following our trip to the Flinders in the June long weekend.

This has been followed by a working weekend on field with the front engine of the winch being replaced and various other jobs getting done. I would like to thank all those who helped out over the weekend. Apart from the winch job final preparations for erecting the new hangar were completed. We actually got a bit ahead of plan and erected most of the framework for one wall as well. A major weekend exercise will take place over a weekend in the next couple of weeks to erect the main hangar framework. Please help out.

Now is a good time to look ahead to the coming soaring season and set plans in place for what you want to achieve over the coming summer. If you are not yet solo you could plan to be up to cross country flying by end of summer. If you have flown a few cross countries you could be aiming to stretch the length of tasks flown.

If you want to organise club aircraft for particular events, competitions etc put your hand up now so the club can plan its way through the summer. The PIK is already claimed for Khancoban and the sports nationals.

Airworthiness activity at West Beach is pretty quiet at present. We will encounter a bit of an airworthiness rush in a couple of months when the Puchatek and Motorfalke come up for their annual inspections in quick succession. Please lend a hand when we get to that work.

Fly safe  
Redmond



*And then before anyone had realised it, Redmond had erected the southern wall of the hangar...*

# Pimp My BergFalke

Anthony Smith

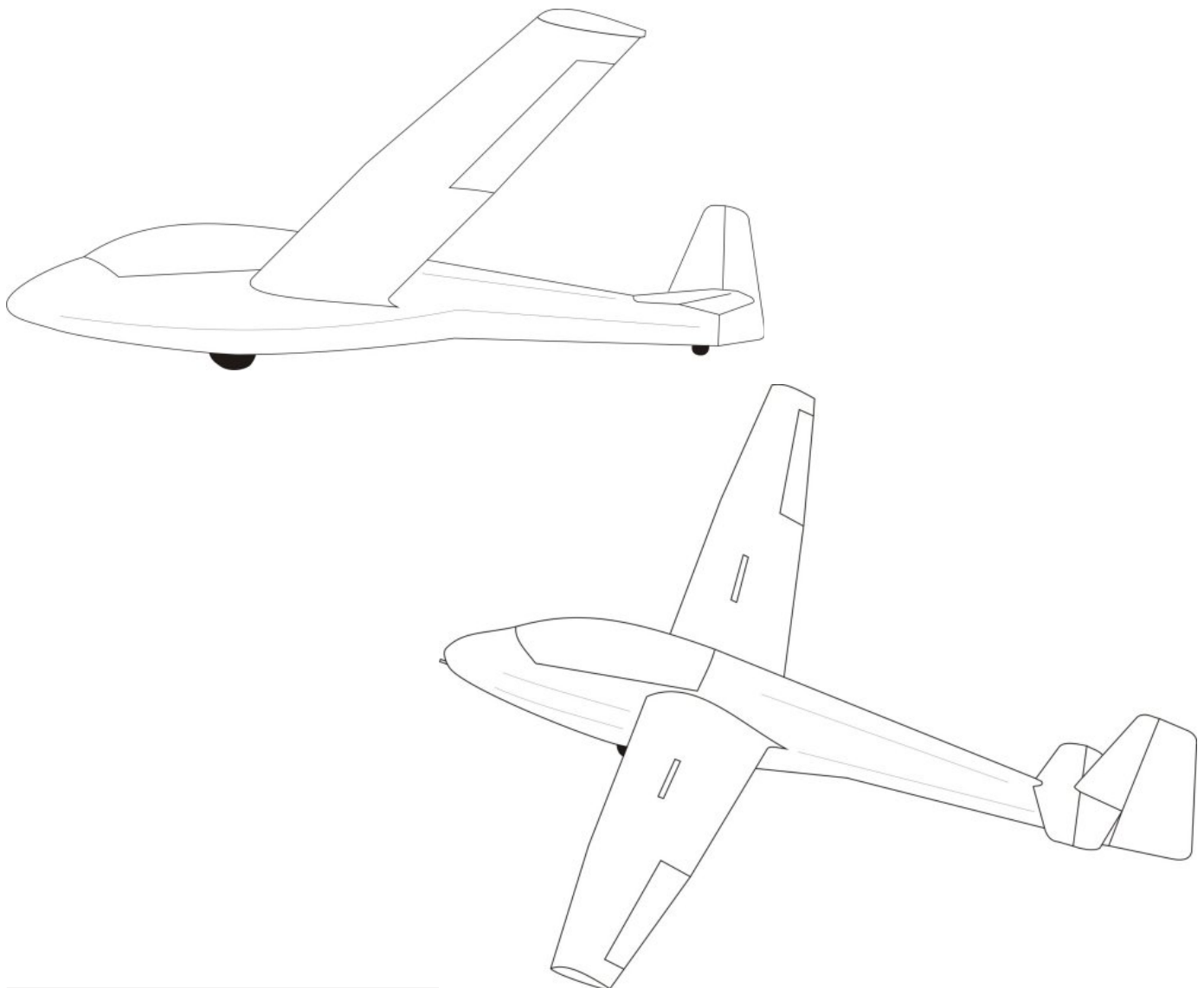
Ever looked at an aircraft paint job and thought "I could do better than that", here's your chance to demonstrate your superior design skills to the (gliding) world.

GZQ is about to start a 10 yearly survey. To facilitate the inspection, all of the fabric covering will be removed. This means that GZQ will get a completely new make over. So the offer is to 'pimp our Bergfalke' and come up with the new paint scheme. There will be a prize for the winner (to be decided).

A couple of line drawings are provided (electronic copy available by e-mail) for ideas.

Send entries to: [anthony.smith@internode.on.net](mailto:anthony.smith@internode.on.net).

*[Ed's note: I might even publish the best ones in Uni Gliding. May I suggest something in Shocking Pink with a bright yellow ribbon...].*



# Chief Flying Instructor Comments

Dennis Medlow

We live in a world full of hazards\*.

Our sport introduces a another set of hazards that would not normally be found in the daily life of the non-aviation minded. Does this mean our sport puts us at great risk\*\*?



I would argue that 'we' (the Government, the GFA, the Club Training Panel and each individual pilot) have put in place a number of defences that enable us to reduce the risk to levels which are acceptable to the people that participate in the sport. Some of those defences are through the practices, procedures and standards of aircraft certification and maintenance, some through the training syllabus for pilots and maintainers, others through the way we operate aircraft and equipment on the ground and in the air. **Every one of these defences** contributes to the reduction of the risk. This means that when we miss one we increase the risk - not necessarily to the point where an accident occurs, but potentially. We should therefore ensure we always put in place the checks, the training, the procedures that we have been taught - correctly, every time.

So if we miss an item on a checklist or forget to check 'all clear above and behind' on launch, or use the wrong weak link because we've run out of the right ones, we just might be setting in train a set of circumstances which, for the want of a simple preventative action, results in a hazard creating an accident.

Fly Safe  
CFI

\* Ways in which objects or situations may cause harm.

\*\* The chance that harm will actually occur.

## 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

# July Working Bee



Due to the front engine changeover on the winch, a working weekend was recently scheduled at Stonefield.

The winch front motor was being replaced, here you can see the old engine having been removed with the ancillary bits being transferred to the new engine (the cleaner one).



Meanwhile at the new hanger site a crew was busy preparing the column bolts that were concreted into place 14 months ago. This mainly consisted of levelling the concrete and removing the foam positioning to allow the bolts to align with the columns when they were put on them. Michael demonstrates the use of the engineer's tool-of-choice, the hammer.



In a bout of unbridled enthusiasm the crew decides to erect one part of the southern wall onto the newly prepared footings. This section was later followed by another meaning that the full southern wall is now upright.

## July Working Bee (Cont.)



Roy Milne helps out with the runway marker preparation.



I think this photo of Mark deserves a clever caption but I can't think of one....  
(perhaps he just looks tired out)

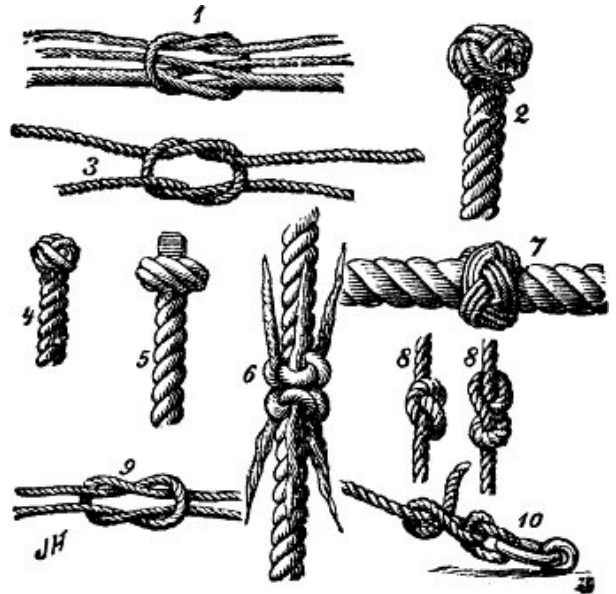


Tom Wilksch demonstrates to Redmond how to conduct fencing duels with retractable tape measures.

# A Knotty Issue

Don't know the difference between a sheet bend and a bowline? Misplaced your autographed copy of the Ashley Book of Knots?

Well all your knotty questions can now be answered courtesy of the Royal Australian Navy. Point your browser at <http://www.defencejobs.gov.au/campaigns/LearningTheRopes/default.aspx> and watch the ropes knot before your eyes.



## Did You Know?

A reef knot is not recommended to join 2 ropes of unequal diameter. For this task a sheet bend is the better choice of knot. But which of these knots (1-10) is it?

## AUGC @ Club Fest '10



The Adelaide University recently held a Clubs Fest on the Uni Grounds. Anne Philcox was there to represent AUGC. Unfortunately as you can tell from the photo at left, there was no room for a glider... (We also had some folks buy AEF flights during the event so please make them welcome on field when they turn up!)



# Aircraft Maintenance Program



## **Pukatek (KRO)**

Cockpit window rail needs to be reinstalled when Mark remembers to bring it up to the airfield.

Flarm to be installed.

Form 2 due 3Q 2010.

## **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)**

Starter motor has recently had a major service and as a result now actually works. Hotelier coupling lubrication is due in a few flight hours and an exhaust inspection is due a few more hours after that.

Flarm also needs to be installed.

# Airfield Maintenance Program



Things to be done:

- Fix grass slasher (currently at West Beach)
- Erect main hanger.
- Slash and roll landing strips and runways after rain.
- Improve winch rear drum brakes (the cause of many cable tangles on layouts).
- 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.

Jon has put in a lot of effort to replace the front winch motor. It is putting up a bit of a fight but should be finished in early August.

## Diary Dates

2nd Semester	26 July - 5 November
SAGA Winter Lecture	29 July
October Labour Day	Monday 4th October
Annual Dinner	TBA



## 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.



## PLEASE !!!

If you are the last to leave the airfield on the weekend please take the rubbish bag from the Clubhouse and dispose of it properly.

If rubbish is left in the Clubhouse for a week the result can be very bad for the next people that use the building.

# News & Notices

## Keep it clean please!

Now that we've had a big clean up on field, please help to keep the Clubhouse and Bunkhouse areas clean!

After each day's flying sweep out the rooms.

If you've used the showers please get the mop out and clean the floors.

Take the rubbish back to Adelaide at the end of the weekend.

## AUGC Biannual Audit

The biannual check of the Club will be held on Saturday 11th of September, we need to make this a flying day - and a BBQ and bonfire as well for good measure.



# Coaching Cornerner

Once again SAGA has organised the popular Winter Lecture series that is held once a month at Adelaide University. The program for 2010 is shown below:

Tues 17 August	Outlandings RASP	Nigel Baker Alex Wallis
Wed 15 September	Badge Flight Reqs. World Comps Report	Mandy Temple Peter Temple
Thurs 21 October	Flight Analysis World Comps Report	Bernard Eckey Graham Parker



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](mailto:eckey@internode.on.net).

# Flying Calendar

## August



*Not the usual view of the Pound! Taken from the West on the way back from lunch at Parachillna.*

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
						1
2	3	4	5		6	7 8
9	10	11	12		13	14 15
16	17 SAGA Lecture	18	19		20	21 22
23	24	25	26		27	28 29
30	31					



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](mailto: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>.

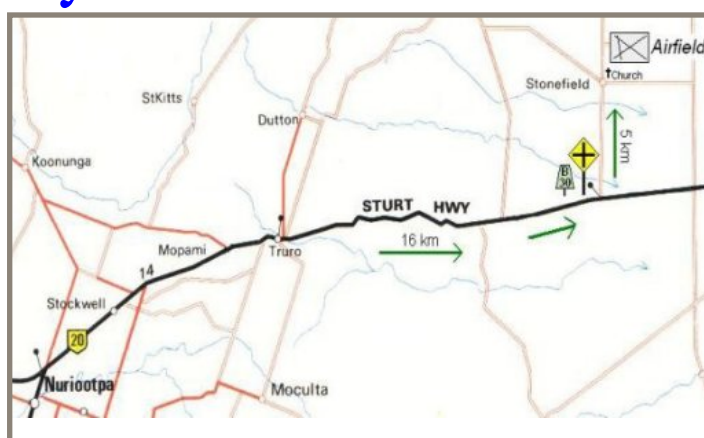
You can also get the latest newsletter and up to date news on what is going on at the Club's web page:

<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](mailto: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](mailto: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:

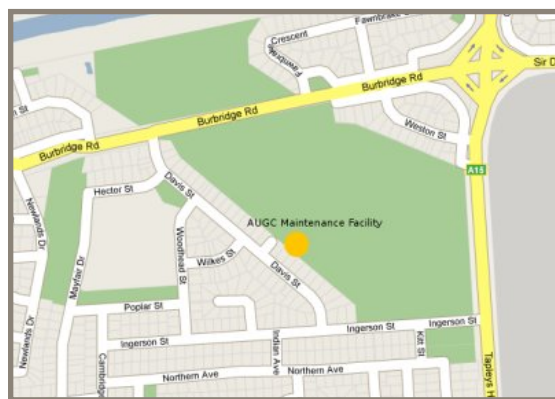
[www.augc.on.net](http://www.augc.on.net) and go to Gliding > Make a Booking.

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](mailto:augc-people@lists.internode.on.net).



## Club Contacts

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