

# Uni Gliding

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The Official Journal of the Adelaide University Gliding Club Inc.

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# Editorial

The Editor

# What's Inside...

June has rolled around again. That means shorter days, colder nights and of course the annual Flinders Camp. For those lucky enough to partake its 3-5 days in one of the most scenic places in Australia, drives (or flights) through the ranges to lunch in quant pubs and cafes, roaring fires at night, and ... and don't forget a bit of fantastic flying.

This month we have an article from Mark describing his journey in gaining a Private Pilot License. Well worth a read for anyone contemplating this journey. I certainly agree with his thesis that getting gliding experience first saves a whole wad of money during the PPL.

So what's next for the rest of the year? Getting the club hanger up of course, preparing for the summer seasons and don't forget the Stonefield Cup always awaits a winner - its been too quiet for the last few months.

Regards

Mr. Ed.



Editorial	Page 2
President's Report	Page 3
Aircraft Flight Time Recording	Page 4
The June Flinders Camp	Page 6
How Much Does it Cost for a Glider Pilot to get a PPL?	Page 12
CFI's Message	Page 17
Know Your Checks	Page 18
Aircraft & Airfield Maintenance	Page 19
Emergency Response Procedure	Page 20
News & Notices	Page 22
Coaching Korner	Page 22
Gliding Calendar	Page 23
Stay In Touch	Page 24
Fly This Weekend!	Page 24
Help at West Beach!	Page 24
Club Contacts	Page 24

### Image Credits

Cover photo - Rawnsleys Bluff from Point Bonney with the cabins in the background (D. Medlow)

Flinders Camp - Various (see captions).

Power plane - M. Newton.

Calendar Photo by J. Thompson.

# Uni Gliding

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# The President's Report

Redmond Quinn

The newsletter editor has once again severely twisted my arm for a President's report. *[If you can think of a better way then tell me ... Ed]* So here goes.....

The recent June long weekend Flinders event was great fun. Everyone who went got in some good flying, it was a great social event and we consumed an environmentally unsustainable quantity of firewood! Anne Philcox even managed to crack a wave flight - the day after I went home! I'm sure there will be more on this event scattered through the newsletter.

In the immediate future two events are planned to improve our flying experience at Stonefield. The winch will have a heart transplant i.e. the front engine will be replaced by one that runs on all cylinders! Jon Keatley is looking after this job. If he requests help please lend a hand. The other event will be a major hangar frame erection weekend somewhere around end of July. We will need help from many people to make this happen efficiently – stay tuned.

Now is the time to start thinking about the next soaring season. Set yourself a soaring achievement target for the season and plan how to achieve it. We've had a significant number of pilots go solo recently. With a bit of planning you could achieve single seater cross country flying by the end of summer.

A European gliding group called Fly Down Under has been negotiating over the past couple of months with the Stonefield Aviation Association for the right to fly out of our airfield over the summer seasons. They plan to bring in container loads of gliders from Europe each summer then ship them back for the European season. The first season will be pretty low key with just a few gliders and pilots coming over, however it is expected to grow after that. While here this summer they will finalize construction of a large hangar which will make the existing hangars at Stonefield look like toys. The club plans to cross hire some of our aircraft to Fly Down Under when they aren't required for club use. When Fly Down Under pilots turn up we should do everything we can to make them feel at home and help them acclimatize to our environment.

Fly safe

Redmond.



# Aircraft Flight Time Recording

Just like every pilot, every aircraft is required by law to have an accurate record of the number of hours and flights so that the total amount of airtime and landings is known for maintenance purposes.

At every Daily Inspection (DI) (i.e. every flying day) the person performing the inspection is required to check that the aircraft has not yet reached a time or flight count limit that requires further maintenance. Without reference to the aircraft's flight times and landing count the inspector cannot do this and therefore cannot tell if scheduled maintenance is due.

In the past we have used the AUGC database to tally the aircraft statistics and publish a weekly report on the web so that anyone flying the aircraft can download and print the latest aircraft hours for the entire fleet. This meant that we did not need to update the aircraft hours manually in the DI books at the end of each flying day. This practice was in accordance with the GFA's Airworthiness Notice 150 and is known as a AN 150 system.

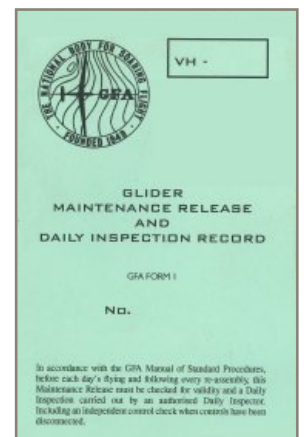
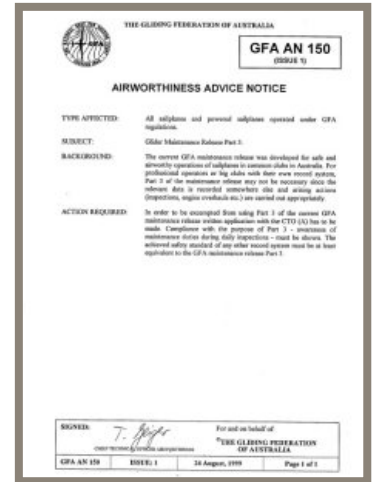
However as the database is currently not up to date it is necessary to revert to the practice of manually completing the DI book entries at the end of each day's flying for all aircraft that flew that day.

**To be clear this means that the updates must occur at the end of each day's flying, not the end of the weekend's flying.**

If the DI books are not up to date and there is scheduled maintenance that has to be done by a certain flying time or number of launches then the DI inspector is not able to sign out the aircraft.

So what do we have to do?

1. From the flight sheet work out the number of flights and the total flight time (and engine time for the Motorfalke) in hours & minutes for each Club aircraft on that day
2. Write these totals in the applicable columns in Part 3 of the DI book.
3. Calculate and write down a new accumulated total for aircraft time and landings in the adjacent columns.



Each aircraft has a (green) DI Book that must be carried in the aircraft which contains the Maintenance Release and time in service records.

## Aircraft Flight Time Recording (Cont.)

and you're done!

Now its also a good idea after you have done this to check the new accumulated time/landings numbers against the scheduled maintenance recorded in Part 1 of the DI Book and let an Instructor, Exec Member or Airworthiness Inspector know if there is only, say 10 hours or 20 landings before the next scheduled maintenance. This will be a useful cross check to ensure we dont get on field and find that an aircraft is grounded because no-one organised the scheduled maintenance for it.

### What happens if we don't do this?

It means that any subsequent updates can't be done and the aircraft record gets progressively out of date. What is worse is that this time record is part of the airworthiness safety system and is therefore no longer able to assist in alerting inspectors and airworthiness personnel to the need for scheduled maintenance activity. We will need to stop flying the aircraft until the record is brought up-to-date.

MAINTENANCE RELEASE PART 3					
<i>NOTE: Part 3 need not be used if a GFA approved alternative</i>					
Date	Since last entry		Progressive total		Total landings
	Hrs	Mins	Hrs	Mins	
Brought Forward			2103	35	3233
12/7/2010	1	09	2104	46	+3 3236
13/7/2010	2	34	2107	20	+5 3241

For each day record the total time (in Hours and Minutes) and the number of launches for that aircraft. For both of these create a new progressive total.

If upcoming maintenance is due within 10 hours flight time or 2 weeks let an Exec member or Instructor know.

MAINTENANCE		Maintenance Release Part 1.		
This Maintenance Release is issued subject to the following conditions:				
1. A Daily Inspection as detailed in the GFA Manual of Standard Procedures shall be performed on the aircraft each day before flight <i>and following any re-rigging occurring at any time.</i>				
2. Maintenance required during the validity period of this Maintenance Release must be performed.				
Item No.	Maintenance to be Performed Items which may be performed by Daily Inspectors must be marked "DI"	Due Date or Time in Service	Maintenance Certified by: (With Authority No.)	Date Completed
1.	Lubricate hotellier couplings.	2200 Hrs		
2.	Inspect wing root fittings.	12/9/2010		



# The June '10 Flinders Camp

Dennis Medlow &  
Anne Philcox

In mid June a slightly smaller than usual number of AUGC pilots and aircraft descended on the Flinders Ranges for the annual June Long Weekend camp.

## Dennis writes...

In a welcome change from previous years the June Long Weekend weather was fine and mild. Whilst the moderate wave-producing winds were absent early on in the camp, so also was the pouring rain that had wiped out many days of flying in previous camps.

This meant that thermals and ridge lift were the order of the day, with many pilots having flights of over an hour in either ridge lift from the Pound or in thermals all over the local area (or both).

As usual aero-tow was the launch method for all the non engine-equipped aircraft and Pete Siddall and the Waikerie tug did an excellent job in providing a tug-on-demand service (assisted at times by Cathy Conway) throughout the weekend. This year we had less competition for the use of the airstrip as the local tourism operator's Cessna was not



*Anthony & Justine's BergFalke (GZQ) is aerotowed from Runway 03 under beautiful skies. (Photo D. Medlow)*

flying due to a problem with the aircraft.

Most aircraft arrived on Friday afternoon or evening and the early part of Saturday was spent rigging and in many cases completing the Annual Inspections with a test flight.

AUGC had three aircraft attending - GMI (Club Libelle), WVA (Pik 20D) and FQW (MotorFalke). In addition there were 2 private gliders GZQ



*The Camp dinner at the Woolshed Restaurant was well attended. (Photo D. Medlow)*

## The June '10 Flinders Camp (Cont.)

(BergFalke) and GTX (Standard Libelle). Mark Newton flew the MotorFalke up from Stonefield on the Friday.

Joining in with some serious engine grunt was Simon Hackett with his new shiny toy the Cirrus (YSH) and Peter Cassidy on Sunday with a hired Cessna 172 (which incidently



*On tow behind the Pawnee WGC flown by Pete Siddell.  
(Photo D. Medlow)*

was fitted with a very effective shark scaring device ensuring that at no time was the operation at risk of shark attack!).

On Saturday we rigged the aircraft, had the usual comprehensive briefing, met the local power operator and finished off the annual inspections on three aircraft by running through their test flights. Weather wise it was pleasant but not spectacular with marginal ridge and thermals in the

valleys and off the slopes. Flying continued until just before sunset and everyone retired back to the camp fire ahead of the traditional dinner at the Woolshed restaurant.

Sunday dawned bright and clear (and cold) with the wind shifting somewhat to the north. This meant convenient operations from the tie down point at the end of runway 03. Due to the change in the wind Point Bonney on the Pound was generating good lift, with other pound faces having thermals periodically lifting off them. I was able to have a very pleasant hour in the Pik in a combination of ridge and thermals over the Pound wall.

Monday dawned bright and clear (and colder!), a number of people decided to fly off to Parachilna for lunch. GMI was derigged and returned to Adelaide



*With fine clear nights and plunging temperatures the fireplace was a popular venue in the evenings. (Photo D. Medlow)*



## The June '10 Flinders Camp (Cont.)

after lunch.

Cabins have been booked for 2011 for the long weekend in June (Sat. 11 - Wed.15) so assuming we have a tug and pilot, we can go back and do it all again...

Next year (all going to plan) we may be returning to the Arkapeena strip which will provide more landing space and an East-West runway that would better suit the winds we tend to get in the June period.

### **Anne writes...**

This year's Flinders Camp was missing something fairly important- wind of a decent strength. Sure, it was strong enough to sustain lengthy flights, but I got the impression that was thanks to a lot of thermal activity.

Wednesday was touted to buck the trend with 20km/h winds blasting up the Chase Range from sun-up. And what did Wednesday morning bring? A still, beautiful day just like all the others. However, we weren't to be disappointed- while in the final stages of packing the trees rustled a pretty clear suggestion that we should get down to the airstrip.

Anthony and Justine launched first in the Bergfalke. Sitting in GTX, I was intrigued and hopeful when Anthony radioed back to warn us about severe turbulence under the scrappy rotor clouds between the airstrip and the Chase Range. Rotor you say? That implies wave, doesn't it? Sweet! ...and an interesting aerotow to boot.



*The Chase Range viewed from the South  
(Photo A. Philcox).*

At the time I couldn't appreciate how bad that turbulence would be. Imagine getting thrown violently up and down in a little Libelle while trying to maintain station behind a tug that's also getting thrown around. Challenging stuff! Ultimately the only negative consequence of the psycho tow was watching my iPhone disappear up and behind my head somewhere, sabotaging my ability to photograph and video the spectacular scenes I was presented with later. At least I had the



## The June '10 Flinders Camp (Cont.)

presence of mind to shut the side window!



*A rainbow appears over the Chase Range.  
(Photo C. Conway).*

I said thanks to Pete and established myself on the ridge with ZQ. Track and bearing had a decent angle between them, suggesting a pretty stiff breeze up the Chase. For some reason the lift up the northern end of the range was perfectly smooth. Predictably, it petered off as the range curved off to the... east? Bah, I'm so bad with directions.

Anthony and Justine were staying high in the smooth, ~1kt ridge lift. I clearly missed the adrenaline of the tow since I chose to investigate the conditions further south under the

rotor clouds. Unpredictable and violent! Frustratingly, I found that I consistently lost altitude on each pass that ventured this far south. I was also sick of seeing ZQ above me. So back to the northern end I went.

Clearly Anthony was scared off by a gradually approaching Libelle from below: He flew out from the ridge towards the Pound. I didn't really know what he was doing... Landing to give Jon a go? Trying to find some thermal activity? I wasn't left wondering for too long before I saw ZQ turn tail and scoot back to ridge well below me. At least I knew where I WASN'T going to fly- Thanks Anthony!

The ridge allowed me to maintain a comfortable 4000-4300'. After establishing this fact, it was time to try something different. Anthony and Justine had already explored way down the southern end of the Chase and now were trying their luck out from the ridge again; oh and a Cessna 172 with Peter Cassidy in it had departed via the ridge to say goodbye. My mission became turning this persistent rotor into a stepladder to wave heaven.

It was clear my concentration level had to go up a notch or three to win this battle. I threw away about 400' of altitude before I really put my serious face on. Chunks of rising air were often too small to circle in and I was pushed over the back of the

## The June '10 Flinders Camp (Cont.)



*The approach to RWY 03 at Rawnsley Park. The glider tie-down and rigging area can be seen on the lower left. (Photo C. Conway)*

Chase into sinking air every time I established myself in a suitably sized chunk. It must have been half an hour's worth of circling and slaloming with my arse gauge and internal horizon sensor in super sensitive mode before I saw the altimeter crack 5000'.

From there cloud base seemed tantalisingly close. I accelerated upward as the aspect above transitioned from a sky scattered

with dynamic cloud to the sharp edge of an impenetrable blanket. Ah... Success; at least partially. I increased my airspeed as I circled in the misty air at 5600'.

Popping out in front of the cloud at high speed allowed me to pull up into... Lift? I kept meandering around and... More lift? Wow, it was everywhere! Suddenly it dawned on me that flying in a straight line could be sensible, but what line do I follow? My new



*The Flinders Cabins from above with the Rawnsley Strip in the background. (Photo A. Philcox).*



## The June '10 Flinders Camp (Cont.)

perspective successfully obscured the orientation of the cloud streets. Wilpena Pound being upwind and my earlier observations told me it shouldn't be as straightforward as flying parallel to the Chase Range. No matter: I didn't have a whole lot of choice if I wanted to stay out of cloud.

This experience I really savoured. With the lightest touch on the stick, I effortlessly adjusted my path up the side of the cloud to the tune of 'beep...beep...beep'. Fantastic. I looked down on wispy cloud curling up around calendar-worthy views of Wilpena Pound and the surrounding ranges. I guided TX up to 6200' before losing a bit of height to some frivolous cloud dodging.

Since Anthony made his circuit call some time ago, I had been periodically checking whether ZQ still had her wings on as a guide on when to land. Unfortunately my distant altitude and cloudy playground now made that practically impossible to determine. I tried calling Rawnsley base, but to not avail- I thought: Awesome!



*The tug ferry home had a ferocious tail wind - the ASI reads 85 kts and the GPS shows a ground speed of 120 kts. (Photo P. Siddall).*

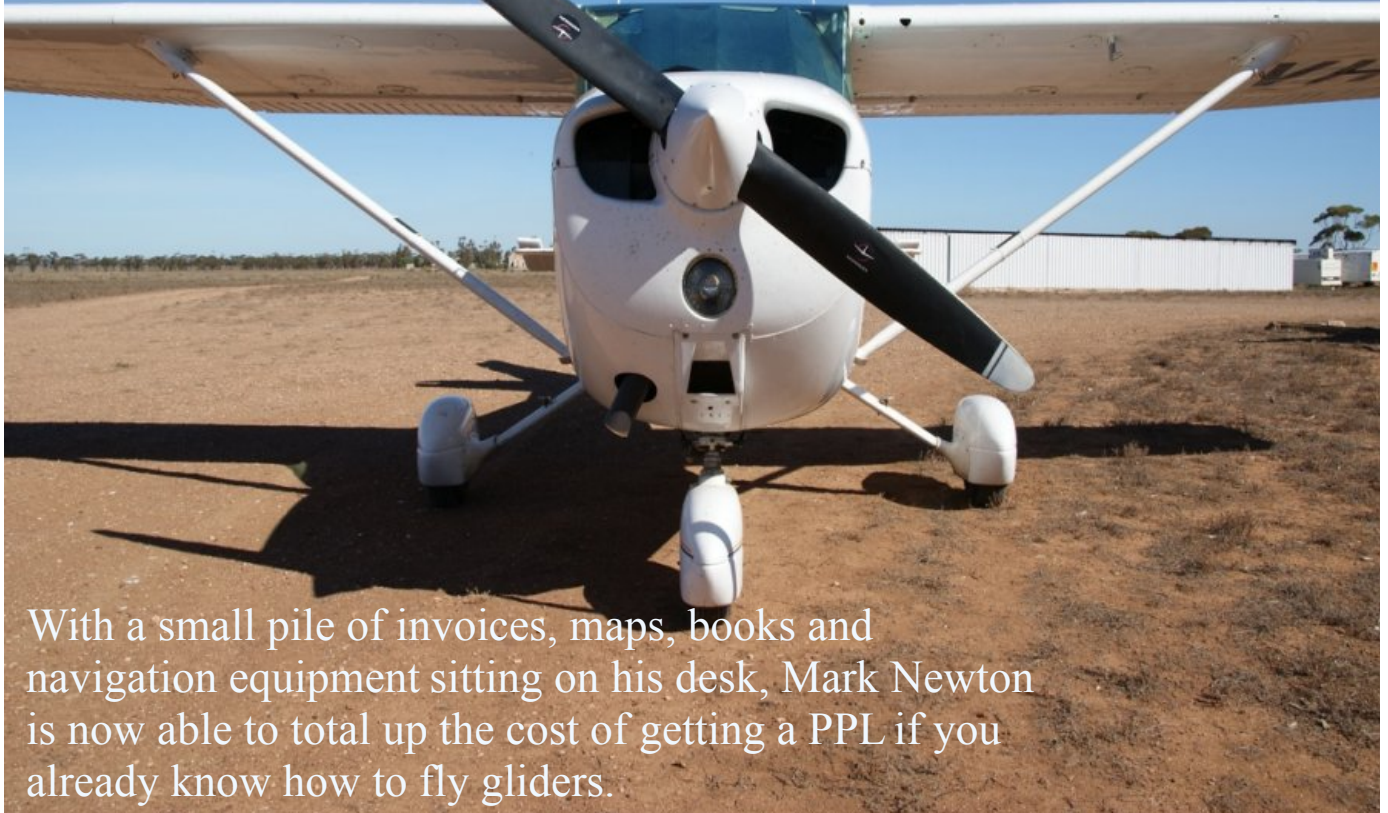
Soon enough, unfortunately, I was called by Pete who was wondering where I was. I managed to convey that I thought I was in wave; the response being a query as to my current altitude. Reporting 5800' was sufficient to hear validation of the form "Well done". Pete started to break up and after the fifth or six attempt I got the idea those on the ground were keen for me to land. Oh well- making it into wave was really the goal of my flight and I'd certainly achieved that.

Full airbrake and two minutes later saw me crabbing down final a lot more than I expected. The wind had certainly picked up, but was not going to stop me from executing a "perfect example of a crosswind landing" (thanks Anthony :).

Two hours and eleven minutes of pure Flinders gold. Thanks everyone and Mother Nature!

# How Much Does It Cost a Glider Pilot to Get a PPL\*?

Mark Newton



With a small pile of invoices, maps, books and navigation equipment sitting on his desk, Mark Newton is now able to total up the cost of getting a PPL if you already know how to fly gliders.

To start with, it was estimated that the typical cost for a typical person to gain the typical PPL was somewhere in the vicinity of \$15,000. It varies a lot, because different people have different aptitudes and the training regime is based on demonstrated competency rather than counting hours (so it's more expensive for a slow learner).

It was also suggested that the normal pre-solo syllabus is about 20 hours (at \$200 - \$250 per hour, depending on which aircraft you fly), and the normal time between solo and issuance of the license is another 30 hours or so, bringing the total airborne time for the license to 50 hours. The balance of the costs are for things like textbooks, regulatory compliance, application fees, and so on. With over 600 hours in gliders amassed over about ten years, I figured I'd come in under that.

So I started in July 2009. First flight covered take-off, speeds for max climb rate and max climb angle, coordinated turns at varying rates, introduction to GAAP procedures, cruise descents, the circuit, landing and taxi. All relatively mechanical stuff, directly translatable from motorgliders to Cessna 152s.

***"I haven't been bullshitting all those gliding trainees I've had over the years, who've asked if gliding helps with getting a pilot's license."***

\* Private Pilot's License



## How Much Does It Cost a Glider Pilot to Get a PPL? (Cont.)

Second flight did various types of stall, rate-1 turns, steep turns, then 4 touch-and-gos. I did the Cessna 152 engineering test in the briefing room afterwards.

Third lesson was more circuits, and I did the pre-solo and pre-area-solo written test before I went home. Fourth lesson was engine failure after take off (EFATO) exercises and glide approaches.

Then I had a bit of a hiatus, because it takes about six weeks to get the Student Pilot License required for solo, and I hadn't yet done six weeks of training. Solo happened in early October after a few circuits and a flapless approach. Total elapsed airtime: 3.7 hours, significantly less than the 20 normally required by the syllabus.

By that time I'd spent money on aircraft hire, landing fees, an aviation medical, an ASIC+SPL application, an ERSA (En-Route Supplement Australia) and some maps and charts. Total elapsed expenditure: \$1449.

Since then there's been a goodly amount of post-solo exercises (including instrument time, short-field takeoffs and landings, lots and lots of practice forced landings, precautionary searches, advanced stalls, steep turns, you name it). I had to reach minima of 3 solo hours in the training area and 2 solo hours in the Parafield circuit. I had a written Basic Aeronautical Knowledge (BAK) test to prepare for navigational training.

Then I've had navs: First one was going to be Parafield-Morgan-Wunkar-Mannum-return. Then another that was supposed to be via controlled airspace transiting Adelaide Airport-Loxton-Stonefield-Saddleworth-Edinburgh-return, a solo flight to a gliding day at Stonefield and back. The only one which actually reached all of its planned waypoints was the solo one; In all of the others the expectation was that the instructor would get bored and give you a diversion.

Then the PPL pre-test: Across Adelaide CTR to Goolwa, then Murray Bridge, then back. Our diversion was forced on us by meatbombs (parachutes) at Goolwa, inspiring us to turn early to Murray Bridge. Work through the low-level bits of the syllabus, do some circuits at Murray Bridge, fly home with a tick in the box.

That brought on the written exam (90%) followed by the PPL test flight with a CASA examiner, then a fortnight of paperwork to bring us to where we are now.

### **So, what did it cost?**

Broken down:

Regulatory compliance (medical, license fees, ASIC, etc):\$ 469.00

*"...in GA it's taken almost an entire year to get almost 20 hours."*

## How Much Does It Cost a Glider Pilot to Get a PPL? (Cont.)

ERSA, maps, AIP, and nav equipment:	\$ 268.75
Textbooks:	\$ 160.00
Test fees (including flight test):	\$1102.01
Other flying + landing fees:	\$5021.50
<b>Grand total:</b>	<b>\$7021.26</b>

... which is a bit under half of what I'd expect it to cost if I'd had no prior aeronautical knowledge and had to learn everything from first principles, and about \$3k under the conservative budget I set for myself back when it all started.

The license never expires, so that's pretty much it. I need a medical every few years, a BFR (Biennial Flight Review) every couple, and enough other flying to stay current and competent, but that's reasonably small beer compared to the initial commitment.

If I'd kept good records of what I'd spent on gliding over the last decade, it'd be interesting to calculate a discount rate: How many dollars would I spend on gliding for every dollar saved on the PPL? Gliding is pretty cheap, I reckon over the ten year period it'd be less than 2:1 - but that's just a gut feeling.

### What about time?

Total time in GA aircraft required to reach PPL standard was 19.4 hours, including the test/exam. That puts it in a bit of perspective, I think: If I was a complete neophyte in a formal flight school doing every syllabus item from scratch, I'd not have reached solo yet. I'd be on the 20 hour pre-solo course, with one lesson to go before commanding an aircraft for the first time.

The really surprising thing for me has been the amount of wall time it's taken. During the ten months between my first lesson and the receipt of my license, I've accumulated gliding hours faster than GA hours. And that's when I've pushed gliding to a back-seat position to make room for GA, and where I spent the final month and a half prioritizing finishing my license above and beyond almost everything else (4 Corners interviews in Sydney on the Anzac Day long weekend notwithstanding :)

We get gliding days cancelled due to bad weather. But I've also had GA days cancelled due to low cloud, rain, excessive heat, aircraft unavailability due to maintenance, sick instructors, excessive crosswind (despite the availability of another runway :). It's much easier to cancel a GA flying session than a gliding session: Normally we spend the entire day at a gliding field, and if a couple of are unusable due to weather we just kinda wear it, and bring out the gliders when/if the conditions improve. But if you've booked a GA lesson at 10am and it's raining with a cloud ceiling at 800', the lesson

*"GA approaches aviation from a different angle to gliding, and it's worthwhile to experience both as a horizon-broadening exercise."*



## How Much Does It Cost a Glider Pilot to Get a PPL? (Cont.)

is cancelled even if the weather clears an hour later. In my gliding pursuits I've had the odd month where I've accumulated in excess of 20 hours. But in GA it's taken almost an entire year to get almost 20 hours. And that's when I've had no financial pressure, and the latitude to prioritize flying over other things. Heaven help anyone with other higher-priority life commitments (like, say, kids). I have no idea how they're supposed to get pilots licenses, other than by doing intensive courses.

### So, what did I learn?

GA approaches aviation from a different angle to gliding, and it's worthwhile to experience both as a horizon-broadening exercise. Although the mechanics of physically flying the aeroplane aren't that much different from flying AUGC's motorfalke, the procedures and navigational techniques are totally different. I think being familiar with both approaches makes me a better, safer pilot, but time will tell.

I also learned that I haven't been bullshitting all those gliding trainees I've had over the years, who've asked if gliding helps with getting a pilot's license. I've always pointed out to them that gliding hours count towards the required minima, and the concepts are the same so it's better to learn in gliders where it's cheap then do an abbreviated version of the syllabus in the expensive aeroplanes. I feel like I've put my money where my mouth is, and with the benefit of hindsight I now see no reason to adjust the advice I've been giving.

### What's next?

I plan to take a 172 to the Flinders this year, probably cost sharing with a couple of other club members. I'll fly Genaya around a bit (she wants to take her parents to Kangaroo Island, which sounds like a pleasant way to spend a day). Then I'll probably do a tailwheel endorsement and help out with glider tugs (the gliding movement doesn't have enough tug pilots, apparently. If I can contribute I will.)

My eyes are open to one of the major differences between GA and gliding, which is that in a GA aircraft you can reasonably expect to get where you want to go, and, having arrived, you can expect to get home again afterwards :-). A lot of motorgliders don't even offer that kind of reliability, and sailplanes are the world's second least-practical means of transport. Having a form of aviation under my belt that'll actually get me from point A to point B is a powerful thing.

But gliding is still where the fun is. After all, anyone can fly in straight lines with an iron thermal up the front.



# Diary Dates

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



## 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.

# Chief Flying Instructor Comments

AUGC will have its bi-annual operations check some time in Q3, probably in September.



During this check an operations inspector appointed by the Regional Technical Officer/Operations (RTO/Ops) will visit the airfield and observe our activities as well as fly with a selection of pilots with different experience levels. They will also ensure our paperwork and airworthiness procedures are up to form.

The purpose of this inspection is to ensure that there is independent assessment of our operations, to ensure we aren't developing any bad habits as well as providing some third party insight and suggestions for improvements.

When we fix a date for this we will need to ensure we have operations on the day with motorfalke and gliders operational. I'll post a notice on this to augc-people once the exact date is known.

On a different topic I would like to thank all members that helped to make the recent Flinders Camp an efficient, safe and enjoyable weekend. I was pleased to see a disciplined approach to our flying whilst still remembering to enjoy ourselves.

Fly Safe  
CFI

## 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



# Know Your Checks

## Pre Take Off Check - CHAOTIC

Performed by Pilot in Command.

- C** Controls work in correct sense.
- H** Harness/es tight and secure.
- A** Airbrakes cycled, closed and locked.  
Flaps set for take-off.
- O** Outside launch area clear.  
Wind speed & direction.  
Ground crew ready.  
Options on launch failure
- T** Trim set for take-off.  
Ballast secure.  
Tail dolly removed.
- I** Instruments reading normally, no damage.  
Altimeter set to QNH.  
Radio set to correct frequency.
- C** Canopies closed and locked.  
Undercarriage down and locked.  
Controls have full and free movement.

Refer to the back of the GFA Logbook for a list of GFA Standard Checks.

## Pre Hook-On Check - CARD

Performed by Launch Crew.

- C** Canopies closed and locked.
- A** Airbrakes closed and locked.  
Flaps set for take-off.
- R** Radio on and set.
- D** Wing and tail dollies removed.

## PAYMENT OF FOOD & FLYING

Everyone please note that:

Payment for FLYING goes into the beige cash tin.

Payment for FOOD & DRINK goes into the black cash drawer near the sink.

AUGC Members can use the tick sheets located on the fridge doors to have their purchases charged to their AUGC account.



# Aircraft Maintenance Program



## **Pukatek (KRO)**

Multiple testimonials have established that the VHF radio in KRO transmits very clearly - however reception is extremely poor to useless.

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)**

The Motorfalke has recently had a 50 hour inspection and has returned to service. Intercom and radio need substantial work. This may end up being done by a contractor as several attempts have already been made internally to resolve the problems to no avail.

Flarm will also 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.
- Replace front winch motor. (Jon is coordinating this activity)

# Emergency Response Procedure

Whilst we will do everything we can to avoid an emergency on field, everyone should be aware of the steps that need to be taken should one arise. A more detailed explanation is provided on laminated sheets in the Clubhouse and in the pie-cart on field.



## 1. Assign Roles

Without delaying any applicable first-aid response, personnel should come to an agreement about who should occupy the **Incident Coordinator, Gatekeeper & Communications Coordinator** roles.

## 2. First-Aid

The immediate physical life-critical needs of any victims should be dealt with as a priority. All other responses are secondary to this step. Where possible, the Incident Coordinator should nominate a qualified **First Aid Responder** to make qualified, informed judgements about the most effective and efficient way to provide comfort to victims.

## 3. Contact Emergency Services

The Communications Coordinator should call 000 and request appropriate services.

The airfield is property number Stonefield 439-987 on Stonefield Road.

Latitude 34.3435S Longitude 139.3017E.

## 4. Secure the airfield perimeter

A Gatekeeper should be appointed and equipped with a phone. The Gatekeeper should close the airfield gate and wait for the arrival of emergency services.

This step can be carried out in parallel with the first three steps if enough personnel are available to do it without detracting from the first aid response.

## 5. Contact External Parties

ATSB Accident/serious incident hotline: 1-800-011-034 (GFA MOSP Pt 2 27.3.1).

SA RTO/Ops: Paul Mason, 0408-847-751.

AUGC CFI: 0407 833 565.

If a club member is incapacitated, a friend or relative should be contacted by way of notification.



## Emergency Response Procedure (Cont.)

### **6. Escort Emergency Services to the scene**

The Gatekeeper, or a delegated Assistant, should escort emergency services from the gate to the scene as they arrive.

### **7. Assist Emergency Services**

Once Emergency Services attend the scene, they assume the Incident Coordinator role. All other unassigned personnel should follow their instructions and render all available assistance. Do not crowd the scene.

### **8. Debrief**

The Incident Coordinator should lead a debriefing session. Participants in the response will no doubt have questions and commentary about what happened, and about the conduct of the club during the response. This time may also be used to formulate a media response if one has been promised. The response should not mention any names, nor speculate on the cause of any accident, but should stick to the facts as known.

This opportunity should also be used to gather written statements from witnesses which may be required for the written report to the RTO/Ops and ATSB.

### **9. Clear wreckage**

After emergency services have departed, the ATSB should be contacted and asked if they wish to release the wreckage. Aircraft must not be disturbed without the ATSB's consent.

### **10. Non-emergency medical attention**

Some injuries, particularly those associated with internal organ damage or spinal swelling or bruising, are not apparent in the immediate aftermath of an accident. Life-long pain and suffering can result if those injuries do not receive rapid attention by qualified medical personnel.

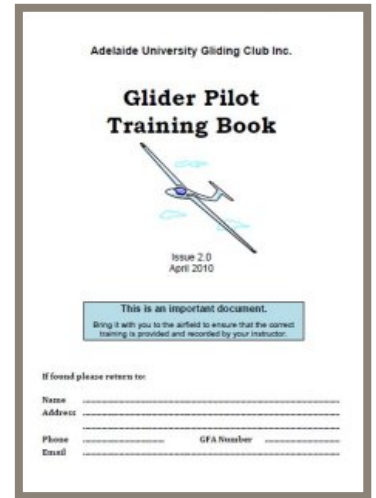
Anyone involved in a “high impact” event should be encouraged to check themselves in to a hospital emergency room before going home that night. Hospital staff should be given a summary of the nature of the accident and the role played by the patient so that they can appropriately target their examinations. Where possible, someone should accompany the patient to the hospital.

# News & Notices

## New Pilot Training Book

Its taken a while however the AUGC Training Panel has released an update (Issue 2.0) to the AUGC Glider Pilot Training Book. This new book combines the old Training Book and Advanced Training Book and is aligned with the new GFA Glider Pilot Certificate (GPC) syllabus. The new publication also includes a number of diagrams and notes that should assist students and instructors when discussing aspects of the training sequence.

A number of copies are now available at the airfield thanks to Anne. If you have any comments or suggestions regarding the new book, please pass them to the Training Panel via [cfi@augc.on.net](mailto:cfi@augc.on.net).



## Changes to Non-Tower Aerodrome Procedures

CASA have announced changes to procedures for non-tower aerodromes that came into effect on June 3. These changes are documented in Civil Aviation Advisory Publication CAAP 116-1(0). All pilots should download and read this prior to any flight into, near or transiting an aerodrome to which this CAAP applies.

GFA have produced an Operations Directive (OD 01/10) on this subject which is available from the GFA website <http://www.gfa.org.au>.



# Koaching Corner

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:

Thurs July 29	Wave Flying	Frank Johann
	Basic Thermalling	Andrew Horton
Thurs August 17	Outlandings	Nigel Baker
	RASP	Alex Wallis
Wed 15 September	Badge Flight Reqs.	Mandy Temple
	World Comps Report	Peter Temple
Thurs 21 October	Flight Analysis	Bernard Eckey
	World Comps Report	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).

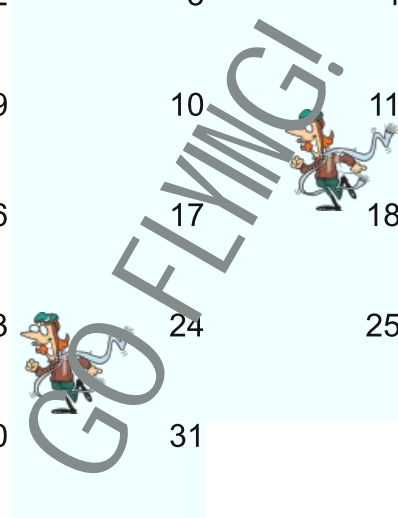
# Flying Calendar

# July



*TX Soaring the Chase Range*

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



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>.

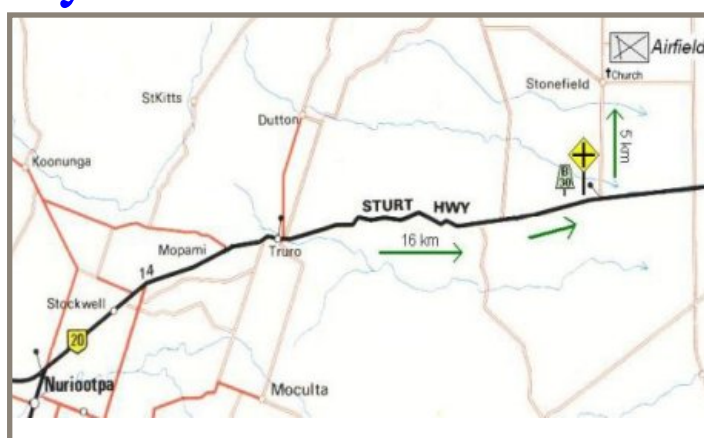
You can also get the latest newsletter and up to date news on what is going on at the Club's web page:

<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:

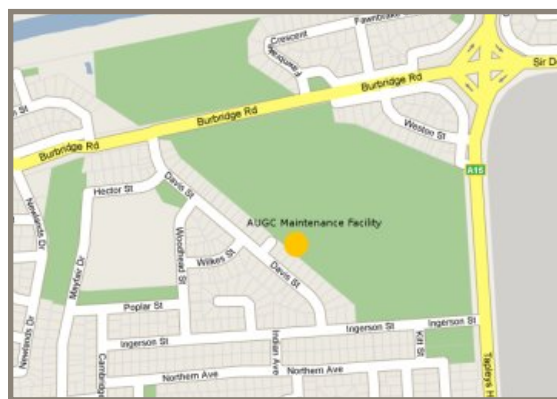
[www.augc.on.net](http://www.augc.on.net) and go to Gliding > Make a Booking.

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).



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