



Why is Jonothan so happy? See page 2 for details (Photo J. Thompson)

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Now
slimmed
down to
4MB!

Thought For The Month

"What is the ground speed of an Australian Wombat?"

In Next Month's Uni Gliding

Stretched to the Limit - See how far a wing can go.

Visit us at <http://www.augc.org.au>

Bonus 9 Page Issue



Editorial

The Editor

Howdy,

I am painfully aware that I thought last issue was to be my last in this august role, but unfortunately when the Club has to choose between the ramblings of a deranged systems engineer and finding someone else to edit the newsletter it decided that, well, the engineer 'aint half bad.

Therefore I will suppress my extreme disappointment with the democratic process and concentrate my energies on extracting information, photos and other things that can be considered 'newsletter-worthy' from anyone in the Club that I can find. This has previously involved emails that plead and beg but whose success rate is on-par with the European Space Agency's attempt to land on the Sun at night. This year I think a different approach is required, one that involves harrassment and sinister overtones - at least until the inevitable restraining order arrives.

But dear reader, I hear you ask what YOU can do to prevent this unfortunate course of events? There is a simple and effective solution, simply go across to your camera/mobile/laptop or (shudder) iPhone, and suck any imagery and information out of it that you can and email it to me at the usual address.

Until then I have added some new columns into the newsletter that describe the things we have planned for the airfield and aircraft. Some of these - like Form 2 maintenance - will require active input from members in order to keep the aircraft flying, Don't wait to be asked to do anything on these lists - volunteer and ask how to help!

Until next month...

Mr. Ed.



News You Can Use

Congratulations!

Jonathan Icimsoy for his solo flight on Easter Saturday.

Thomas Knaufmann for (re)soloing in Australia and conversion to the Libelle over the Easter long weekend!

Next General Meeting

The next General Meeting will be a Condor pylon race (for those without a clue as what this means - come along and find out!)

AUGC Flinders Camp

Once again AUGC will spend the June long weekend at Rawnsley Park for a weekend of wave, ridge and thermalling fun.

Requests for cabins at Rawnsley Park Station are now being accepted. Dennis Medlow is coordinating cabin accommodation for this event. If you haven't already done so please contact him at dmedlow@adelaide.on.net if you wish to stay in a cabin for the camp.

STOP PRESS: A new link is available on the AUGC Website which will (eventually) contain details of the Flinders Camp operational notes and cabin accommodation!

Fleet Notes

Please note that TX has been taken off line.

WVA and MI are only insured for ground risks.

ZM has been sold to a Club syndicate.

Annual General Meeting

The Annual General Meeting was held on Monday the 6th April in the Sports Association office. The meeting was poorly attended with only 10 members. The new Executive elected at the AGM is shown on the back page of the newsletter under 'Contacts'.

Webmaster & Contact Person

Guy Harley has agreed to continue in the webmaster role for www.augc.on.net and continue as contact person. Thanks Guy!



From the Prez...

Redmond Quinn

At the annual general meeting in early April I was entrusted with the role of club President.

Accordingly I have the privilege, together with the committee of setting our directions for the coming year.

I would like to thank the following for also volunteering their time to serve on the committee for the coming year;

Anne Philcox - Secretary

Derek Spencer - Social Convener

Kolin Rajapaksha - Executive Member

The Treasurer's position still needs to be filled for the year. If you would be interested in helping out in this function please give me a call on 0400 299 571.

Because my employment seems to be anywhere except Adelaide I will largely steer the ship by delegation. Your support will be needed to drive the club to greater heights and improve the flying opportunities for all members.

Due to a combination of circumstances the club has suffered a decline in membership in recent years. We need to reverse this to ensure our future.

This will be a focus of the committee over the coming year. Building membership in a gliding club is always a difficult process and requires serious short term support from existing members.

Bringing in a new member requires a major commitment to their induction and training. This

is not just a problem for the instructor's panel.

Every existing member can help new members and less experienced members up the learning curve. I also ask that recently joined members make every effort to learn how to help with our operations as quickly as possible. Please be proactive in learning how to help. In particular seek out training on launch point management, winch driving and daily inspection of gliders. You don't need to get to solo before venturing into these activities.

Gliding operations utilize equipment which is subject to maintenance and failure. If any club member sees equipment that requires maintenance or fixing there are 3 possible solutions:

- 1. Fix it on the spot.**
- 2. Personally arrange to get it fixed promptly.**
- 3. Inform someone who knows how to deal with it.**

Doing nothing is not a solution!

I find it very pleasing when a club member uses their initiative and sorts a problem. Over Easter the winch had a couple of hassles. I would like to thank Anthony Smith and Mark Tyler for getting them sorted over the following week.

Don't forget the Flinders long weekend is coming up. It's always a great fun event so try to get there. Fly often, fly safe.

Redmond



Caption Competition



A wombat was recently seen sprinting (if that is the correct term) across the airfield with Derek Spencer in hot pursuit. Markus Broecker took these shots and gives us an opportunity to answer the age old riddle "what goes through the mind of a wombat" (or for that matter a Derek chasing a wombat)?

If you have any thoughts (pun intended) on the matter feel free to email the editor with your creative and amusing suggestions, the best (subject to scrutenisation by the Conroy regime internet filter) will be published next month.

Chief Flying Instructor's Comments

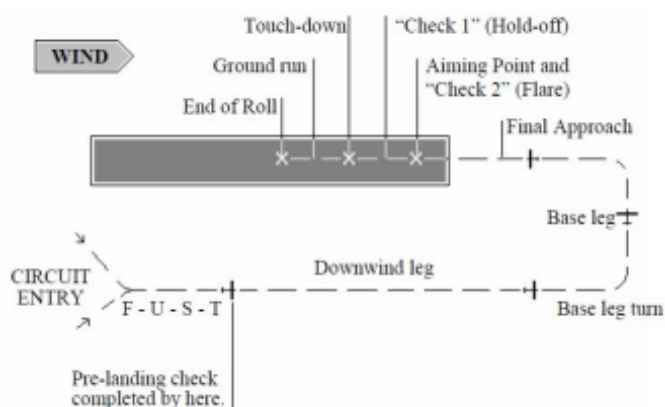
Dennis Medlow

Energy Management

No I'm not referring to changing all the light bulbs over to CFDs or turning the TV off at the power point. I'm referring to how you manage to get your aircraft from flying at some point above ground to resting at a point on the ground in a configuration that allows us to use the aircraft again (i.e. in one piece).

Gliders pilots are amazingly good at doing this - we have to be as we get exactly one chance to get it right on every flight. We do this through a number of steps: (1) determining where and when to join our circuit, (2) flying the downwind and base legs of the circuit so that we maintain a correct descent profile to the top of approach, (3) managing our airspeed, direction and glideslope on final approach and (4) landing the aircraft correctly and rolling to a halt. Each of these steps is aided by correctly performing the previous one. Getting them all right is not a guarantee for a good landing, however getting one wrong tends to increase our workload in the subsequent ones. Let me explain.

Where and when we join the circuit will be determined by where we intend to land. When we're not flying cross country this will be back at the airfield. Where we join our circuit will determine how long the legs of the circuit are and what directions the turns are made in. We need to ensure we have sufficient height to complete three legs of the circuit and still be able to make an approach with the use of (about) half airbrake. The figure below (from the GFA's BGK) illustrates the various points in a circuit but it is NOT drawn to scale! Note that how far upwind we are determines the length of the downwind leg and how far out from our runway determines the length of our base leg.



As we fly the circuit we should be constantly monitoring our situation - this means assessing our position with respect to our planned landing point and our airspeed. In this part of the flight we are aiming to position the aircraft at the top of our approach path such that we need to use (about) half airbrake in order to arrive above our aiming point. On the base leg we obtain and maintain our approach speed (1.5 stall speed + 0.5 wind speed).

As we complete the base leg we turn so that the aircraft at the completion of the turn will be lined up with the runway we have selected for our landing. Our air speed should be as required and held constant allowing us to judge whether we are under or over shooting the aiming point on the runway. If (and only if) we have identified an overshoot then we need to use the airbrakes to increase our rate of descent. We can then continuously monitor these three things all the way down the approach path (speed-direction-glide slope, and repeat...). If we have done a good job in flying the circuit we won't be using either full or no airbrake on the approach whilst maintaining the necessary clearance over obstacles (50').

As we fly the approach, monitoring our situation (speed-direction-glide slope) we should find that we arrive above our aiming point - ready to commence the final part of the landing, through the 'check 1' and 'check 2' points. At this point the glider still has considerable energy, it is after all still flying, but if we have flown the approach correctly the aircraft will be positioned such that all we have to do is apply gentle elevator movements in the right amount to effect the landing.

Note that I haven't discussed pre-landing checks, radio calls, cross winds, scanning for other aircraft or cross-country landing area selection which are all topics large enough for an article in themselves. You can read about these and other aspects of gliding by viewing the Basic Gliding Knowledge document at http://www.gfa.org.au/index.php?option=com_content&task=view&id=267&Itemid=142. I would also encourage you to ask your instructor any questions you may have about this or any other topic when you are next on field.



Airfield Departure Checklist

Things to do before leaving the airfield...

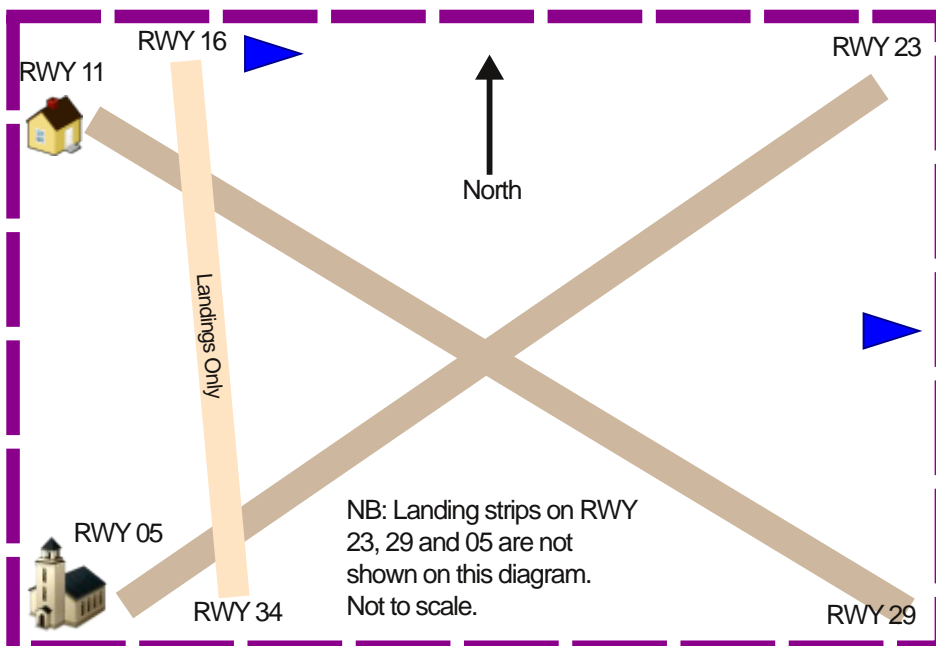
If you are the last person to leave the airfield **please, please, please** ensure that you have completed the following checklist:

1. Winch battery isolated.
2. All hanger lights are out.
3. All hangers locked.
4. Fuel Bunker locked.
5. Hot Water Heater turned off in meter box.
6. Bunkhouse lights out and bunkhouse locked.
7. Garbage bag collected for disposal.
8. Clubhouse lights out, appliances off.
9. CB radio batteries on charge.
10. All keys returned to key board in Clubhouse
11. Clubhouse locked.
12. Clubhouse key returned to meter box.
13. Water turned off at mains meter.
14. Gate closed and locked.

Please do these checks even if there are people due up at the airfield on the following day, that way we leave the field secure in case the following day's flying does not happen.



Runway Quick Reference Guide



Cut out and keep this diagram handy to prevent on-field embarassments.



Aircraft Maintenance Program

Please lend a hand with the following tasks...

Pik 20 (WVA)

Wings and tailplane are having surfaces sanded and polished at West Beach.

Form 2 (Annual Inspection) due 6th June 2009, We will go straight on with the WVA form 2 following the surface work with the aim to have it signed out and test flown PRIOR to the Flinders!

Pukatek (KRO)

Form 2 due 26th September 2009.

Club Libelle (GMI)

Form 2 inspection due by the 14th of May. As for the Pik it needs to be done prior to the Flinders.

Arrow (GNF)

Repair work will continue at West Beach once WVA and FQW prop work is out of the way.

There are a number of woodwork repairs to complete - an excellent opportunity to gain skills in wood repair techniques.

MotorFalke (FQW)

Propellor to be removed and sent back for repair with Agent.

Form 2 due 6 Dec 2009.

Standard Libelle (GTX)

Currently off-line and not operational.



Airfield Maintenance Program

Runway / Taxiway Marking

We will be gradually marking the runway strips with the sidewalls of tyres. To make these stand out against the ground we paint them white (or whiteish). Using just the sidewalls for this purpose means we get 2 runway markers from each tyre and they do not protrude above the ground as much as a whole tyre - and therefore should not damage aircraft that run over them.

Assistance is needed in (1) cutting the side walls out and (2) painting the INSIDE of the tyre with white paint. We paint the inside because we place the sidewall on the ground with the outside part of the tyre facing downwards.

New Hanger Construction

The following immediate jobs need completion:

- * **Stripping of formwork (wood is not to be burnt but must return to Adelaide - see CFI)**
- * **Cleanup of the southwestern quarter of the floor area**

When these 2 activities are complete we will order in the quarry rubble for the floor. This will be dumped on the cleaned out area. Once we have the quarry rubble delivered we will organize a weekend when we will hire some big boys toys and carry out the following jobs:

- * Cut back the bank at the rear of the hangar and

place the material at the front to improve the slope.

- * Clean out the other $\frac{3}{4}$ of the floor area and dump the material out the front
- * Compact the material on the front slope
- * Spread the quarry rubble over the hangar and front slope
- * Level and compact the quarry rubble

Once the floor is sorted we will be ready to build the hangar!

Winch

3 new traces have been made up.

The back motor on the winch has had the timing adjusted so that the flat spot at around 1500 rpm isn't so noticeable. This resulted in some launches which were a bit over exuberant on the 'all out' as far less throttle is needed to get through the flat spot now.

Winch drivers please note this and adjust your launch technique or we will have a rash of weak link / cable breaks at 'all out'.

The timing adjustment is somewhat crude having been done with one eye on the tacho and one ear listening to the change in revs. If anyone has a timing light and some better experience at adjusting the timing, their help would be greatly appreciated.



Flying Calendar



"What's that big thing in the sky above me - will it be friends with me?" Photo: Justine Thompson

May

Oh God it's May already!

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
				1	2 GO FLYING!	3 GO FLYING!
4 Help @ West Beach	5 Help @ West Beach	6	7	8	9 GO FLYING!	10 GO FLYING!
11 Help @ West Beach	12 Help @ West Beach	13	14 GMI Form 2 Expires!	15	16 GO FLYING!	17 GO FLYING!
18 Help @ West Beach	19 Help @ West Beach	20	21	22	23 GO FLYING!	24 GO FLYING!
25 Help @ West Beach	26 Help @ West Beach	27	28	29	30 GO FLYING!	31 GO FLYING!

New Rules on Alcohol & Drugs

CFI & GFA

As a result of a fatal accident on Hamilton Island in 2004, the Australian Transport Safety Bureau recommended that the Department of Transport and Regional Services and the Civil Aviation Safety Authority (CASA) jointly examine the safety benefits of a testing regime for alcohol and other drugs in the aviation sector. Following receipt of the joint Department of Transport and Regional Services-CASA report, the Australian Government directed CASA to commence work to implement the Alcohol and Other Drugs (AOD) initiative, which would include AOD testing for aviation safety-sensitive personnel.

Starting April 2009 **CASA will conduct random drug testing for Safety sensitive parties involved in aviation at any site** of operations. Details on this program can be found at <http://aod.casa.gov.au/aod/> The http://aod.casa.gov.au/aod/what_i_should_know/individual_limits.html page describes substances and medications that may result in a positive AOD test result.

Testing and checking regimes and other related information can also be found on the above site.

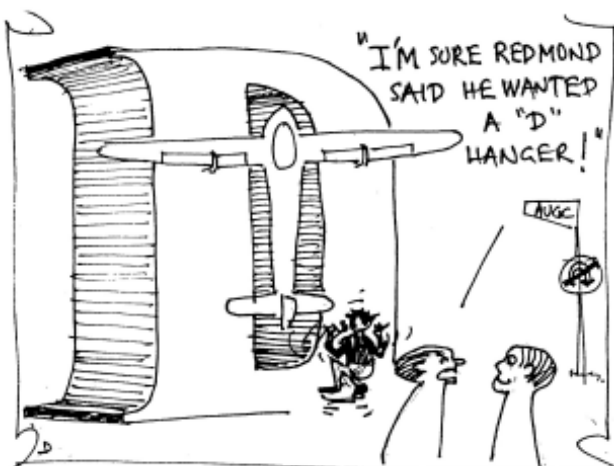
Note that the term 'parties involved in aviation' can be interpreted broadly. The AUGC interpretation is that **you are involved in aviation if you are involved in the launching, piloting, recovery or maintenance of an aircraft on or away from the airfield**. This includes winch drivers, tow car drivers, personnel operating radios, duty pilots and operations at West Beach or other places where aircraft maintenance is being performed. Should CASA wish to conduct AOD testing at Stonefield I expect all personnel to cooperate fully with the CASA inspectors who are required to carry and produce an identity card on request.

The issue of alcohol and other drugs has not been an issue at AUGC in the past and with the cooperation of all it will not be a problem in the future. Those that wish to can enjoy a drink or two (in moderation of course) - once all the aircraft and winch are tucked in for the night.

Dennis Medlow
CFI

AVIATION AND DRUGS DO NOT MIX

From the AUGC Vault



Back in the days when *Uni Gliding* was not the august journal of taste and sophistication that it is today, the editors had to resort to publishing some low-brow humour in the form of cartoons.

This month's quiz is: Can you name the artist? (1 point), the reason for the cartoon (5 points), and other misrepresentations that the artist has made of innocent club members in *Uni Gliding* (200 points per act)? Note that on the third question there is no need to publish details of these on augc-people, simply send a *discrete* email to the editor.

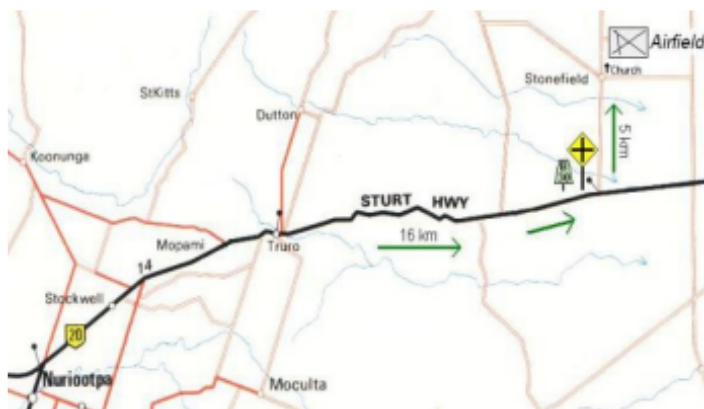
i Stay In Touch

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.

i 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: <http://booking.augc.on.net>.

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).

i Help 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.



i Club Contacts

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Social Convener:	Derek Spencer	0429 028 065	social@augc.on.net
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