

Uni Gliding

Vol 37 Number 3 - April/May 2012



The Official Journal of the Adelaide University Gliding Club Inc.

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



Editorial

The Editor

What's Inside...

Hi,

How did this happen? A disaster of monumental proportions. Legions of historians will be combing over this for eons to come, each with more contraversial opinions on the cause and consequences. What possible excuses are there? Excess fizzy drink inhalation? Cranial bloating brought on by excessive pizza consumption? WHAT?

I'm referrring of course to the AGM decision to continue to ~~press-gang~~, I mean, honor the Newsletter Editor with yet another 12 months of publications. Kleeerly there was no wan that felt that they new howw to spel as whell as i do to chalengg for the pozitron. Oh well, back to the buttorny thingy with all the square letters on it.

A real milestone occurred last month with the completion of the hanger roof. Whilst there is still more work to do - it now actually looks like a building. If we keep up this frenetic pace, we might have another one up by 2022!

See you up on field on the 5th & 6th! Bring flammable items (back issues of newsletter do not count).

Regards
Mr. Ed.



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Uni Gliding

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The Beauty of Flight

David Conway

Easter 2012

A few years ago I had an excellent weekend of flying at Mt Beauty with Bernard Eckey and some friends. Mt Beauty is a picturesque little town at the bottom of the road up to the ski fields of Falls Creek, similar

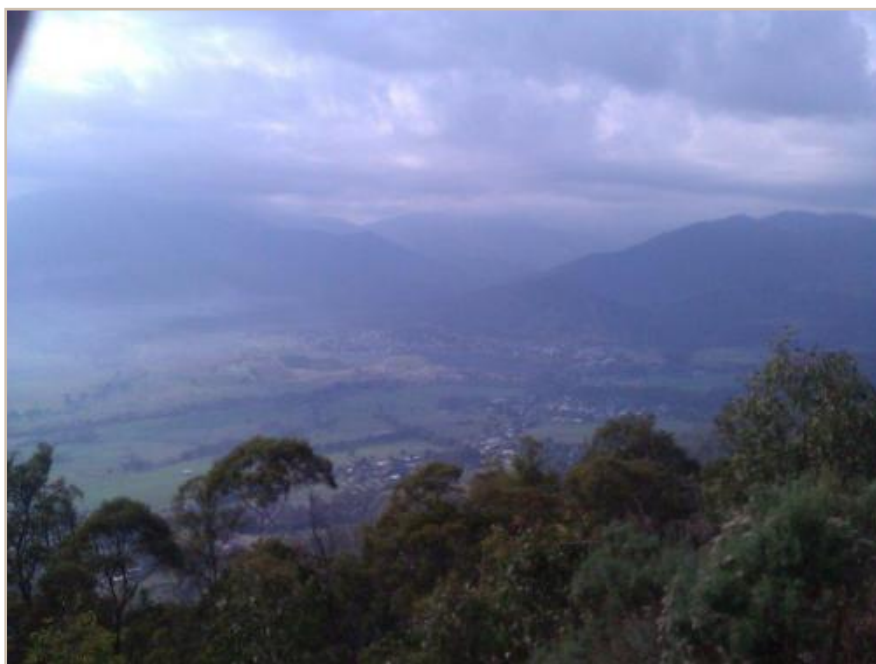


Mt. Beauty locale

to Khancoban. There is a gliding club based at Mt Beauty and they operate a K21-M and several other aircraft, and run a winch operation. The airfield elevation is 1,200', and right nearby is Mt Bogong elevation 6,500', and Falls Creek at 6,000' is only 18 km away.

VMFG bring a number of aircraft and their tug for a gliding camp over Easter and the following week. Talking to Bernard at Waikerie at Christmas, we thought we might do the same again this year.

Bernard and Andrew Wright drove over on the Thursday, towing Bernard's ASH25. After the AUGC AGM Wednesday evening, I drove to Stonefield to pick up Libelle GTX which Peter Cassidy kindly lent me.



Smoke over Mt. Beauty

Mt Beauty is a 940km, 12 hour drive from Stonefield so I left Stonefield early Thursday morning with TX in tow. Having a reputation for shedding tyres on previous trips (even deserving a trophy for one effort) the Landcruiser had just been fitted with four brand new tyres. So I was quietly confident that I might make it at least to Mt Beauty without any tyre-related dramas. So I was mildly

The Beauty of Flight (Cont.)

annoyed, returning to the car after grabbing a coffee in Mildura, to hear air hissing from the front right tyre. Fortunately, Bridgestone was right around the corner and I got there before it was completely flat and they fixed it in short order.

A faulty tube had split! Fortunately, Redmond wasn't there to collect photographic evidence and we shall not speak of it again. (*Umm ... but it's printed in the newsletter? ... Ed*)

I arrived in Benalla in good time for dinner with a friend and finished

the drive to Mt Beauty next morning, to find the area covered in smoke from controlled burning and barely VFR. I helped Bernard rig the ASH and then TX was rigged (with rather less effort), and since I was still bereft of a DI rating Roger Druce (airworthiness guru from VMFG) went over TX and a DG1000 with me and re-authorised my DI rating.

TX had a few things that needed sorting out before I could fly it but eventually they were but with cloud base at only 5500' it was local soaring only, but good fun exploring all the local ridges for a couple of hours.

Unfortunately the weather was a bit ordinary the next couple of days, although it was perfect for model flying and since Bernard and I took our models we had a lot of fun in the evenings with the local club.

Monday was particularly ordinary weather-wise and Bernard and Andrew drove back to Adelaide, and I visited some friends at Falls Creek,



A couple of model pilots?



Falls Creek at 10,500'

The Beauty of Flight (Cont.)



intending to head back to Adelaide on Tuesday.



More wave magic in the Due Discus

However, Tuesday morning Roger Druce invited me to fly with him in the Duo-XT so that was the new plan for the day, I didn't need much convincing!

We launched into a cumulous filled sky with cloud base about 7500', with a 10 knot southerly but with much stronger southerly winds forecast at altitude, suggesting the wave might be on. After at least a dozen attempts to contact the wave on the upwind side of the clouds, we finally found a climb up the side of the cloud and suddenly

The Beauty of Flight (Cont.)



Duo ready for launch

the air went from rough and bumpy to silky smooth. We climbed up to 10,500' in 3 knot lift, and spent the next few hours exploring the wave systems over Falls Creek.

This was one of the best flights I've had, in one of my favourite gliders over beautiful countryside and I learnt a lot from Roger who is a very experienced pilot. In particular, that you have to be very patient and persevere to get into the wave, but it's worth it!



TX & ASH-25 at Mt. Beauty

We landed after four hours, after sunset, and put the glider to bed. A magic day!

Next morning I derigged TX and was about to leave when Roger invited me to fly the Duo again, how could I refuse?

Not much wind today so no chance of wave, but when the first wisps of cumulus appeared over Mt Emu, we launched and got dropped off

The Beauty of Flight (Cont.)



The Duo Discus getting ready for bedtime

any spare seats for the next couple of days :-).

Alan and I had the dubious pleasure of being bailed up by a very irate

there, a bit early as we struggled for a while looking for a decent climb. Then the day popped and we found good climbs to 7,500', we were able to climb up the side of Mt Bogong and then over the high plains towards Falls Creek for a few hours of very enjoyable soaring.

After putting the Duo to bed, we all met at the local pub for dinner. Alan Patching had arrived meanwhile and assured me the Duo would not have

farmer with a shotgun after we both outlanded in his paddock at Horsham Week one year, so we reminisced about that for a bit!

So a very pleasant gliding camp, with excellent flying and good company.



*An ASH-31 only Homer could love!
(Actually I could love an ASH-31 ... Ed)*

CFI's Message

Dennis Medlow

This report is an edited version of that provided at the AUGC AGM in April.

It would be hard to describe 2011 as one of AUGC's better years. Whilst the majority of the year was free of any problems, the last quarter (and early 2012) saw us write off or ground most of our fleet due to accident or airworthiness issues. The accident with GMI was the most serious and has been the focus of a number of Training Panel discussions. We were extremely fortunate for the pilot not to have suffered any serious injuries (or worse) as a result.

The Club's operational status was withdrawn by GFA early in 2012 which is an extremely serious action. In hindsight however considering that many of the problems occurred in a short space of time I cannot say that I would not have blamed anyone for doing so. What this has done, and what it has to continue to do, is to shake the Club out the complacent situation that it has been in and ensure that it never finds itself in similar situations in the future. I note however our status was reinstated in early February and I would like to thank those Club members that were able to assist in proving to the GFA that we can conduct our operations in a safe manner.

The situation in 2011/2012 actually provides several opportunities to AUGC, if it chooses to pursue them:

Operational Goals for 2012/2013:

- Two new AEF instructors
- One new Level 1 instructor
- 3 Silver C flights
- 2 Gold C flights
- Treating documentation as seriously as flight discipline (i.e. very seriously).

- Firstly it provides an opportunity to renew the fleet with aircraft that are closer to our traditional role. Whilst the Pukatek was an excellent aircraft to fly, it had proved itself to be have a number of maintenance issues for our Club as we have traditionally operated wood & fabric twin seater aircraft.

- Secondly it provides us with an impetus to reset our attitudes and the manner in which we approach the sport. Our operations need to take on

the attitude of zero tolerance to shortcuts in procedures. Any thought of 'it'll be OK if we launch quickly' or 'we can just do one more weekend with that problem' should be stamped out. All members, not just instructors, need to know they are empowered to say 'stop, should we be doing this?' when we see something that should not be done and saying 'why aren't we doing that?' when we see something that should be done but isn't. We should be looking at ways to correct and improve, not just seek the fastest expediency to overcome an obstacle or to complete a maintenance task.

I believe the Club needs to approach the return to flight later this year in

CFI's Message (Cont.)

a considered manner, and ensure that we all act conservatively towards aircraft that we have not flown recently or at all (in the case of the K-13 or K-8). We are effectively converting the whole Club to a new set of aircraft and we will be soliciting assistance from other organisations that have experience on these types. I ask members to be patient if this takes a number of weeks to ensure we have the Training Panel up to speed on the operations of the aircraft before we recommence full training activities.

I believe we should also be setting ourselves goals to improve, and from my viewpoint there are three that we should aim for:

- At least 2 new AEFs and one new Level 1 instructor by the end of 2012
- At least 3 Silver C and 2 Gold C flights in the 2012/2013 summer
- Ensuring documentation is treated as seriously as flight discipline (i.e. very seriously), whether this is personal log books, training books, aircraft logs, GFA forms or any other element associated with our operations.

Some might say that these are hardly ambitious goals and I would agree. We need however to set achievable goals in order to improve and grow into the future.

Everyone is empowered to say
'stop, should we be doing this?'
when we see something that
should not be done

Flying aircraft is a serious activity, we can have fun doing it, but at the end of the day we need to ensure that we are disciplined enough to earn the privilege of doing so. Aviation in any form is extremely unforgiving of the smallest mistake – unfortunately the tragic events that have occurred in other clubs recently reinforce this fact.

Congratulations!



*Michael Conway has been appointed a AEF by AUGC.
He has also been awarded his Instructor Wings by AAFC Director Sean Jorgeson-Day at RAAF Edinburgh.
Michael also converted to the ASC Discus and the Air Cadet Grob 109 Motorglider during the week.*



*AUGC Member Nathaniel Shearer converted to Aerotow and his first single seater at Gawler during the Cadet Camp.
Nat was also awarded with his solo wings by AAFC Deputy Director Gliding SQNLDR Sean Jorgenson-Day*

Congratulations! (Cont.)



*Ted Bowden of BVGC recently celebrated his 70th Birthday at Stonefield
(we also celebrated the roof going on the hanger that day!)*

Congrats also to:

Marcelle Barnett who went solo in the Air Cadet Motorfalke and was also awarded her solo wings by AAFC Deputy Director Gliding SQNLDR Sean Jorgenson-Day

Alex Eime who has advanced through his training and is progressing well.

From the 'strange but true' Dept....



*Is this Peter Conway demonstrating
a novel way to fly the Air Cadet's
MotorFalke or is he just trying to
fix the radio?*

Or perhaps he is just taking a nap?

President's Report

Redmond Quinn

Past Year:

The past year has been a year of unusual highs and lows.

We have suffered the following lows over the year:

- Launch accident to Club Libelle – write off / injury
- Landing accident to Puchatek – write off
- Problems associated with airworthiness audit. This is still ongoing to final resolution.
- Problems with operations scrutiny. This was resolved when we passed through an operations audit without problem.
- Problems with operations/airworthiness paperwork. This has been resolved.

This report was that provided at the AUGC AGM in April.

The lows were balanced with a series of highlights:

- We have received a generous donation from Simon Hackett, one of our long standing members. This has allowed us to eliminate all outstanding loans and consolidate our fleet renewal.
- The write off of 2 aircraft allowed us to seriously reconsider the makeup of our fleet. Thanks to a lot of legwork by Catherine Conway we have now successfully sourced 2 x K13's (2 seaters) and 2 x K8's out of Europe. They have been packed in a container and are now in transit. We expect them to arrive in Adelaide late May.
- Hangar construction at Stonefield is now rapidly progressing.
- We have seen wider use of the Motorfalke over the last half of 2011. Hopefully this trend will continue when the aircraft returns to service.
- We have had a mostly good relationship with Fly Down Under in their first season of operations at Stonefield. Where possible we have supported FDU and they have been generous in their response.
- As part of the relationship between FDU and Stonefield Aviation the airfield now has a resident tractor/slasher. The airstrips are vastly improved as a result.

The Future:

Near Future

- We are going to have a busy period getting 4 aircraft registered and through major survey so they can be issued with an Australian Certificate of Airworthiness. We will prioritise one of the K13's

President's Report (Cont.)

to ensure training operations resume as quickly as possible.

- We need to complete the hangar to accommodate additional aircraft.
- A significant effort will need to be made to pick up the pace and attract new members once we have our flying operations running steadily.

Medium Future:

- We are in the early stages of considering a new clubhouse/accommodation facility at Stonefield. Adelaide University Sports Association has incorporated support for this in their current strategic plan. Other sources of support are also being considered. This is likely to be a 3 year project.
- If we can get the club operations up and running well a need will develop for an aircraft with performance between the K8 and PIK to fill the pilot progression gap. Provided utilisation of the fleet is good, adding this aircraft should not strain the club too much.
- The remaining hangar still at Lochiel needs to be transferred to Stonefield. We should look at this once the existing hangar project is completed.

Thanks:

Many club members have made considerable effort over the last year in support of our activities. In particular I would like to thank the following:

- The club committee who struggle with difficult systems and processes.
- The instructor's panel for continuing to provide sterling service to our operations and training.
- Our maintenance personnel who continue to work behind the scenes keeping us in the air.
- Catherine Conway for burning her frequent flyer points going to Europe to inspect gliders on behalf of the club.
- Derek Spencer for an extensive hours on the winch.
- Club members who have helped out on clean up days and hangar building efforts at Stonefield.
- Club members who spent long days on the tractor slashing the strips and getting them looking first class.
- Fly Down Under for providing support to the club when needed.

Our New* Aircraft

*OK technically they're not new as in brand-new but they are new to AUGC.

Our two K-13s (twin seater training aircraft) and two K-8s (early solo single seaters) will be with us in the next month (maybe). Cathy Conway has provided these photos for the newsletter so we can recognise them when we see them!



A bold yet sensual Italian, this K-13 likes to be called 'GIRI' (that's with a soft 'g'). With her metallic paint and swept wings, she enjoys threesomes with experienced pilots. Has been known to flirt with BergFalkes.



A no-nonsense proper German aircraft - this K-13 is all about the numbers (3843 to be precise) but her two-tone colour scheme and one-piece canopy is likely to make her desirable to many pre-solo pilots.



The K-8 likes to stand out from the crowd - painted like a rising sun she wants to take her pilot higher than they've ever been. (Does not come with disembodied hand - we hope). May find lack of grass at Stonefield disturbing at first.

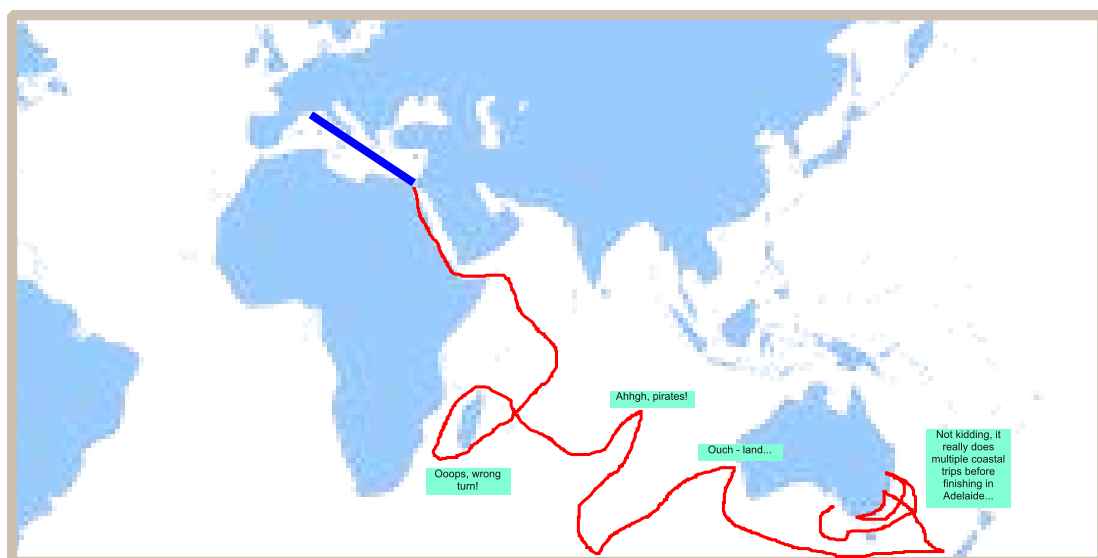


With a paint scheme that looks like its a refugee from an advertising company, this K-8 has airbrakes that will frighten the stripes off of a striped animal. Yet we will find she will be a delight to fly. (Stern faced German pilot not included in package.)

Club News (or where in the world is..)

New Glider Sitrep

Unconfirmed reports have indicated that the AUGC container-o-gliders is currently steaming through the Gulf of Aden having successfully navigated the Suez Canal. Progress has been good but there are still many sea miles to go as the map below indicates. Stay tuned to Uni Gliding for the latest updates.



Club Annual General Meeting

The Club held its AGM at Epitome* Software's offices at Torrensville on April the 4th at 7:30pm. Minutes have been distributed on Augc-People but are also reprinted in this issue of Uni Gliding. Thanks to the retiring Executive and other officials for their efforts in 2011 and welcome to the new team (which looks a bit like the old team) with a brand new Treasurer.

(*Apparently it's pronounced 'E-pit-o-me' which is not obvious at all, nonetheless thanks to them for allowing the use of their rooms for this event!)



Airfield Changes

The RWY 23 landing strip has been extended all the way to RWY 11/29 as can be seen in the photo to the left. The same will be done to the RWY 29 landing strip (it will extend from the RWY 29 landing area through to RWY 05/23. This work should be completed in early May.

AUGC 2012 Maintenance Schedule



Despite everyone's fervent hope, maintenance at Stonefield does not happen by magic. In 2012 the AUGC will dedicate four specific weekends on field at Stonefield to performing preventative maintenance, airfield improvements and aircraft inspections. The first and second of these has now been held and thanks to those that attended they were a great success.

The remaining weekends are:



Special Bonfire of the Hangerties Weekend: 5 & 6 May! Includes Tom's 'world famous' spaghetti bolognese dinner.

Weekend 3 Sat/Sun 21/22 Jul (Weekend before Semester 2)

Weekend 4 Sat/Sun 18/19 Nov (Weekend after final Uni exams conclude, primarily for aircraft maintenance)

The purpose of the weekend is to get as many of the things on our 'to-do' list completed. This will include aircraft Form 2s, hanger, winch maintenance, clubhouse maintenance & cleaning etc.

There will be a Club BBQ on the Saturday night with a number of ground school courses on offer if there is sufficient interest from the attending members.

These days are compulsory attendance for all Club members for at least four (out of the eight) days scheduled for 2012 - we haven't seen too many members at the first 2 events so your time is running out.

If you want to fly the new aircraft you'll need to contribute.

Flinders 2012

The annual Flinders Camp is being held over the June long weekend (9-11 June) at Arkapena Airstrip near Rawnsley Park. This year we do not have as much accommodation but since we are taking less aircraft and less people have expressed an interest this may not be an issue.

Club aircraft planned to attend this year will be FQW (assuming the current maintenance jobs are complete) and WVA. We are hiring the Super Dimona from FDU for aerotows and Cathy Conway will be the tow pilot for the weekend.

A pilot briefing will be held on Saturday at 9am at the Arkapena Strip (subject to weather - if its pouring with rain we'll be in the cabins!).

Cabin accommodation with Rawnsley Park Station is booked through the Club - email dmedlow@adelaide.on.net - **all bookings will close Friday 4th May**. There will also be a dinner on either the Saturday or Sunday depending on availability of bookings. A \$10 per head deposit is required for bookings for dinner.

Those wishing to stay at the Rawnsley Park cabins need to book directly with the Caravan Park to arrange accommodation.

The cancellation policy and schedule of other fees charged by Rawnsley Park is reproduced below for the attention of those intending to stay in a cabin or fly an aircraft in for the weekend. Enquires should be addressed to activities@rawnsleypark.com.au.

Cancellation Policy for Holiday Cabins:

All cancellations outside 14 days prior to arrival, an administration fee of \$40 will apply and the balance of the deposit will be refunded.

If cancelled within 2-14 days of arrival, one night's tariff will be charged. If cancelled less than 48 hours before arrival the total amount will be charged. No refund applies if you leave earlier than the departure date.

Cancellation Policy for Fly-Ins:

Due to a number of fly-in bookings that have cancelled recently - we have developed a booking/cancellation policy specifically for fly-ins.

We recognise that there is a higher risk of cancellation with fly-ins because of weather issues. We are prepared to accept some loss when bookings are cancelled at the last moment due to weather, however, we will charge a reduced cancellation fee that is in line with our normal cancellation policy.

Cancellation Policy

All cancellations outside 14 days prior to arrival will incur a \$40 administration fee. The balance of the deposit will be refunded.

Flinders 2012 (Cont.)

- . If cancelled within 2 - 14 days of arrival, one night's tariff will be charged. If cancelled less than 48 hours before arrival the total amount will be charged. No refund applies if you leave earlier than the departure date.

Vacate: by 10.00am Occupy: After 2.00pm

- . If cancelled less than 48 hours before arrival due to weather conditions, one night's tariff will be charged or 50% of total fees (whichever is the lesser).
- . If cancelled less than 48 hours before arrival due to reasons, other than weather conditions, the total amount will be charged. No refund applies if you leave earlier than the departure date.

Vacate: by 10.00am Occupy: After 2.00pm

Airstrip and Transport Fees

- . Landing Fee of \$22 per aircraft.
- . One pickup and one return to airstrip provided FOC.
- . Extra trips to airstrip \$10.
- . Extra trips to shop \$10.
- . Transfers to Wilpena/Hawker @ \$1.00/km.



AGM Minutes

The AGM minutes reproduced in the following pages are copied from the official version promulgated by the Secretary on the augc-people email list. These minutes have been reformatted from their original format in Word.

DATE 4TH APRIL, 2012

TIME: 19:46

**LOCATION : EPITOME SOFTWARE, LEVEL 1, 16D ASHWIN
PARADE, TORRENSVILLE**

Meeting Called By Redmond Quinn

Secretary Meeting Regius Asiimwe

Apologies Kim Z

Present Dennis Medlow, Sarah Allen, James McNeil, Regius Asiimwe, Redmond Quinn, David Conway, Peter Conway, Michael Conway, Catherine Conway, Peter Cassidy, Derek Spencer, Greg Newbold, Guy Harley, Tim Bartlett, Tom Wilksch, Mark Newton

Accept Minutes Of Last Meeting

AUGC AGM-Minutes from the meeting held on 4th April were past around to all the members present.

Reports a. Presidents Report

i. Summary

Airworthiness problems with Paper work have been solved.

The unmaintained “Maintenance release” for aircrafts attracted attention

Operations

GFA was very strict on GFA paperwork: Flight sheets, etc...

Solution: >> new set of rules have been put in place in terms of how paperwork is to be sorted out

Samuel Hackett: generously donated money to the club.

Puchatek – an amount of \$27000 was to be paid for its insurance. The Puchatek Parts are very rare.

In addition the aircraft had no support as a result it has been written off.

Club Status

>> Not healthy

AGM Minutes (Cont.)

- a) Bird Falke –not flying
- b) Need a new fleet of aircrafts
 - a. K13 : good training aircraft, has extremely balanced controls
 - b. Two K13 and two K8 have been bought
 - i. The aircrafts still need a surveying and servicing before they are in operation.
 - ii. Objective: get all the 4 aircrafts flying by mid-summer

>> Club Still maintains a great relationship with FDU(Fly Down Under)

University sports Association

- Need a new club house
- The development plan for the sports club needs to be reviewed
- Start working on the conceptual theories to be addressed to the University of Adelaide Sports Association
- Goal
 - o By the end of June: New Concept must be ready and sent to the Sports association.

In the Near future : A new aircraft should be bought to bridge the gap between the K8 and PIK

- Hanger at Lock hill has be retrieved
- Acknowledgements
 - o Thanking all the instructors Panel
 - o All people who worked on the gliders in the past year
 - o Catherine Conway:
 - o Derek: working on the winch
 - o Dennis: For organizing all the cleaning activities
 - o AUGC people for the Tractor and slashing
 - o FDU : for supporting the club

b. Treasurer's Report

- i. Report by Sarah Allen

AGM Minutes (Cont.)

1. Financial status
 - a. There are a lot of outstanding payments from many club Members
 - b. Committee should prioritize the debts in the Flying months May through to April
 - c. There are no major Outgoings but a few minor e.g. electricity (paid by SAA) etc...
2. A new Counting system
 - a. Upgrade from current system
 - b. Suggesting updates to be carried out the airfield
 - i. EFTPOS : set up at the airfield
3. All Club Loans have been paid off, however Members accounts still need to be paid
-4000 still has to be paid to Catherine Conway
 - c. Other
 - i. MI- trailer could be sold and the money used to buy another trailer
 - ii. Paper work
 1. Lots of Flight sheets have been lost
 - a. ALL Paper work MUST be left in tray at the club house
 - b. Flight sheets must be photocopied before being taken from the airfield
 - c. There is a Fax, photocopier, scanner , NOW AVAILABLE at the clubhouse (still needs setting up)
 2. MUST Buy GFA membership before flying
 3. AA Forms, GFA must be paid immediately [ALL prices are available on a LAMINATED paper at the clubhouse]
 - iii. Individual accounts will be linked to their online accounts (In the near future)
- iv. **(CFI) Report By Dennis Medlow**
 1. Safety

AGM Minutes (Cont.)

- a. ALL members are responsible for the safe operations around the airfield
- b. Flight discipline MUST be treated seriously
- c. Instructors
- i. The club must work on getting:
 - 2 new AF instructors
 - Level 1 Instructors
 - Gold C
 - 2 Silver C

All members present accept the report presented by Dennis Medlow

Airworthiness Report (from Redmond Q)

Do Not take aircrafts though Scrubs to avoid damaging the bottom of the aircrafts

The Motor Falke Prop had been repaired and replaced

Elections of the Executive

Position	Nomination	Moved, 2nd'ed	Accepted
President	Redmond Quinn	Sarah Allen, Cathy Conway	Yes
Treasurer	James McNeil	Sarah Allen	Yes
Secretary	Cathy Conway	James Cassidy, Dennis	Yes
Social Convener	Tom Wilksch		
	Sarah Allen,	Redmond Quinn	Yes
5th Member	Derek S	Sarah Allen	Yes
Public officer	Catherine Conway		Yes
Delegate to SAGA	Redmond Q, Derek S		Yes

AGM Minutes (Cont.)

>>Thanking Epitome for allowing us to use their Facilities

Club Maintenance day

Held on : 14th April, 2012 (Please be there to help with the Hanger)

Winch Fluids

>> need to be checked/ inspected

New GFA & Club Paperwork Processes

The Club has instituted a new method to process and handle GFA, Sports and Club Membership forms. In the past we have had issues with forms being lost and this can be both an inconvenience to the member involved as well as a potential insurance liability.

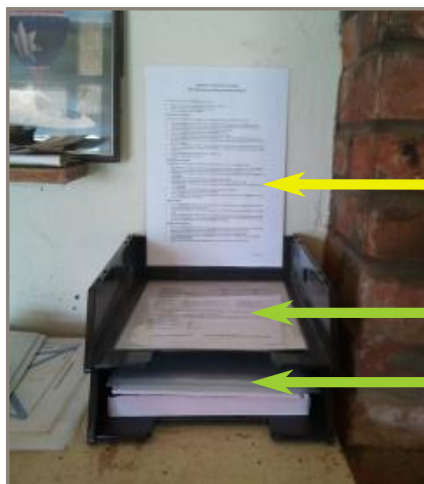
Therefore the following changes have been made to the way we handle this paperwork which are outlined below. All members will comply with the new procedures.



1. UNDER NO CIRCUMSTANCES are the GFA Form books or membership form books to be removed from the Clubhouse.
2. Members will be given their AEF or GFA Membership form copy once completed AND witnessed. They need to keep this as their GFA proof of membership until their card has been received. Instructors may request to see this at any time.
3. Once completed the Club, Sports Association & GFA copies of the forms as well as completed flight sheets must be placed in the TOP tray in the Clubhouse.
4. Only the Club President, Treasurer, CFI or Derek Spencer are to remove completed forms from the Clubhouse.

Members are encouraged to photograph forms and flightsheets for emailing to treasurer@augc.on.net, but this is only to provide a back-up check so that we know the physical paper form is there to be collected.

Detailed instructions are located above the trays in the Clubhouse - Please read them (reproduced on next page).



Completed forms go in the top tray.

Form blanks can be found in the bottom tray.

New GFA & Club Paperwork Processes (Cont.)

This document covers the following procedures:

- GFA Introductory Membership (Air Experience Flights)
- GFA, Club and AUSA annual memberships
- On field handling of flight sheets

Air Experience Flights:

A prospective member may engage in Air Experience Flights on the following basis:

- The prospective member must make the appropriate Air Experience Flight payment (see separate Charges sheet) and complete a GFA 9 Day Introductory Membership Application.
- The payment must be recorded on the back of the flight sheet.
- The form must be witnessed and activation date entered.
- Parent/Guardian signature is required under 18 years of age.
- This membership is effective for 9 days (effectively 2 consecutive weekends) and cannot be repeated. If the person returns on the second weekend they must bring the yellow copy of the form with them.
- No club or AUSA membership is required while flying under the GFA Introductory Membership.
- The white copy of the form must be placed in the completed forms tray on top of the safe in the clubhouse.
- The prospective member shall keep the yellow copy
- Leave the pink copy in the book.

Annual Memberships:

Training beyond the initial Air Experience Flights will only occur on the following basis:

- The prospective member must make the appropriate payments (see separate Charges sheet) to join for 12 months each of AUGC, Adelaide University Sports Association and GFA.
- Following payment both the long term GFA form and club membership application will need to be completed
- The GFA form must be witnessed and activation date entered.
- Parent/Guardian signature on the GFA form is required under 18 years of age.
- The white copy of the GFA form must be placed in the completed forms tray on top of the safe in the clubhouse.
- The prospective member shall keep the yellow copy of the GFA form
- Leave the pink copy of the GFA form in the book.
- The completed Club Membership Application form must be placed in the completed forms tray on top of the safe in the clubhouse.

Flight Sheets:

- All completed flight sheets are to be placed in the completed forms tray on top of the safe in the clubhouse at the end of the flying day.
- All payments made on field whether electronic or cash must be recorded on the back of the flight sheet.
- Cash collected must be bagged with a note identifying associated flight sheet date and removed to Adelaide for banking. This must be done by the instructor of the day or other authorised club members. Bank transaction should identify flight sheet date.

Further Requirements:

- GFA and Club Membership forms must be completed in the clubhouse. Do not take them to the pie cart. The books of forms/blank flight sheets etc shall remain on top of the safe.
- Completed forms will be returned to Adelaide by authorised club members only.
- It is critical that forms be filled out neatly and accurately. The form witness should ensure the documents are legible.
- If any books of forms etc are running low put a note on the back of the flight sheet.

Club Maintenance Days - April

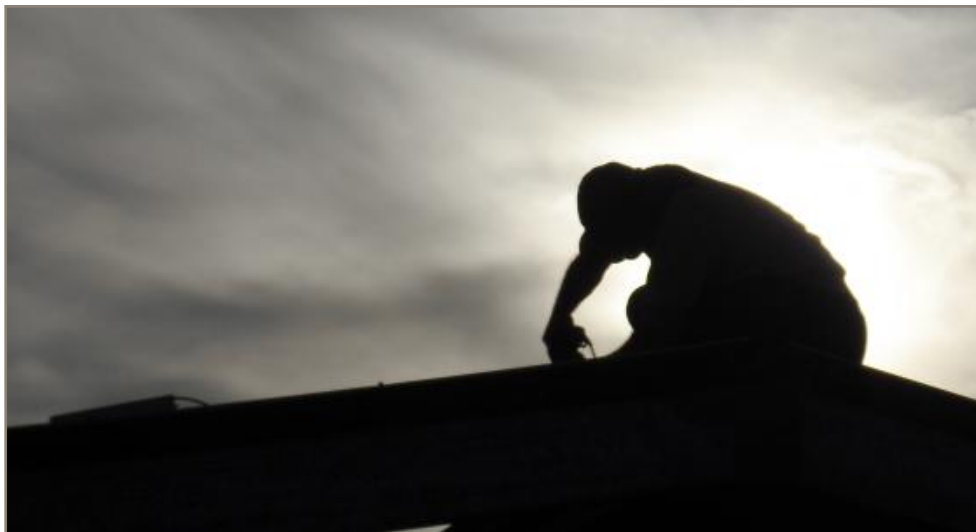
The second of four Maintenance day weekends was held recently in April. Whilst there was



a relatively poor turn out of only five Club Members we were still able to get the roof on the 'new' hanger.

Thanks to Derek S, Redmond Q, Dennis M, Greg N and John D for their efforts on Saturday with Greg, Redmond, Derek and John helping out on Sunday.

The pic above shows AUGC's crack team entry for London 2012 in the synchronised 8mm tek-screw fastening competition (the team needs some work on their their style and deportment). The team's new lycra uniforms unfortunately were not available for this shoot.



Whilst the roof is a major milestone in the construction the next step will be to prepare and concrete the footings for the door tracks. This work, along with some earthworks for the next hangar will be done in the May working bee weekend.

Pre-TakeOff Check



The GFA pre take-off check is known by the pnenomic 'ABCD-CHAOTIC'.

All pilots must use this form of the check. For more information see the GFA Operations Bulletin OD 01/11 available at <http://www.gfa.org.au>.

Pre-Take Off Checks (from **OUTSIDE** cockpit)



- A** AIRFRAME inspected and ready for flight.
- B** Need for BALLAST determined. Ballast weights installed/secured or removed as required.
- C** CONTROLS checked for correct sense and operation to full extent incl. airbrakes and flaps.
- D** Check that no tail or wing DOLLIES are attached to the aircraft.

Pre-Take Off Checks (from **INSIDE** cockpit)



- C** CONTROLS checked for correct adjustment and seating position.
- H** HARNESS/ES tight and secure (front and rear if applicable).
- A** AIRBRAKES closed and locked.
FLAPS set for take-off.
- O** OUTSIDE strip clear, wind, airspace clear.
OPTIONS launch speeds, launch failure actions.
- T** TRIM cycled and set for launch.
- I** INSTRUMENTS set to QNH, intact, avionics on,
radio set to 126.7 MHz.
- C** CANOPY closed and locked.
UNDERCART down and locked.
CONTROLS full & free movement.

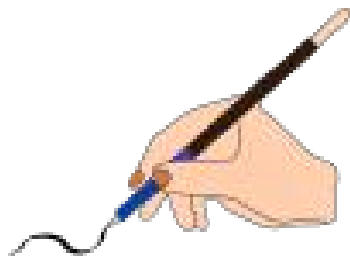
Cut this page out and have it handy.

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...



Logging Aircraft Flights Reminder



So far we've been pretty good at updating the DI books at the end of the day - thanks to everyone that has been doing this and please keep up the good work!

Please remember that the aircraft DI books need to be updated at the end of **EVERY** day's flying.

It is not good enough to leave it on the assumption that someone flying the next day will do it.

If you fly it - then record it.

(If you don't know how - please ask an instructor).



CALLING ALL PILOTS

If you are solo (or approaching solo) then you should be applying for a Daily Inspector (DI) rating for the aircraft types we fly.

A DI rating means that you can help others by inspecting and signing out the aircraft to fly for the day. It is also essential if you want to gain an independent operator rating.

Form 2 Inspectors (Redmond Quinn, David Conway, Anthony Smith, Cathy Conway) can advise on the requirements and process for obtaining a DI rating. Make it happen!

Diary Dates

Club Maintenance Days 5-6 May, 21-22 July, 18-19 November.
Flinders Ranges Camp 8-12 June

Aircraft Maintenance Program



K13s: (GQC) and (GQS), K8s: (GQU) and (GQW)

In an ISO container on a ship heading to Australia.

Pik 20D (WVA)

Next Form 2 inspection due June 2012. It is currently in West Beach - some issues with bent pushrods are being rectified by an approved workshop.

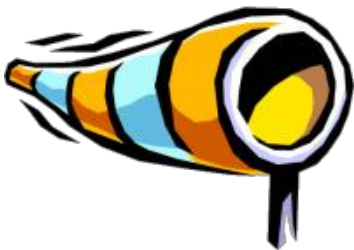
Arrow (GNF)

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

MotorFalke (FQW)

Currently out of service whilst undertaking a range of maintenance items. The old exhaust has been removed and the new one is ready to mount. The prop has been inspected and the oil seals that were leaking replaced.

Airfield Maintenance Program



New Tractor/Slasher

The Stonefield Aviation Association (of which AUGC is a member) has taken possession of a second-hand tractor and slasher combination that is being used to widen and extend a number of the runways and landing areas on the airfield.

This equipment is dangerous to operate without the proper training and very expensive to repair. Therefore it is OFF LIMITS to everyone with the exception of Redmond Quinn, Derek Spencer, David Conway, Dennis Medlow & Cathy Conway. A training and preventative maintenance program will be developed to allow other members to be able to safely and correctly operate the equipment in the future.

Windsock

Our primary (white) windsock has been replaced thanks to the efforts of Dennis, Redmond and Derek. True to form as soon as it was serviceable the secondary (yellow) windsock broke. A replacement is now on field and Derek will need to supply another of his awesome windsock frames.

Calendar

May



The 'new' hanger makes a loooong awaited return to Stonefield.

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
	1	2	3	4	5 Bonfire! Dinner! 	6 Working Bee
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			

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>.

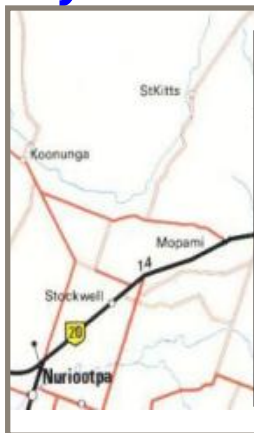
You can also get the latest newsletter and up to date news on what is going on at the Club's web page:

<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!



Currently flying, including air experience and training flights at Stonefield are suspended whilst we perform maintenance on our aircraft. Please help us get the aircraft back into service by volunteering your time to assist.

Want to go flying on the weekend? You must ring the club

contact person on the Thursday before between 8.00pm

and send an email: to arrange instructors

and transport for those intending to fly. Members can

book an online booking system at: www.augc.on.net Make a Booking.

You can either drive up yourself by following the map at

www.augc.on.net or arrange a lift to Stonefield

bridge (meet at

7.15am to leave at 7.30am), or from the Caltex Service

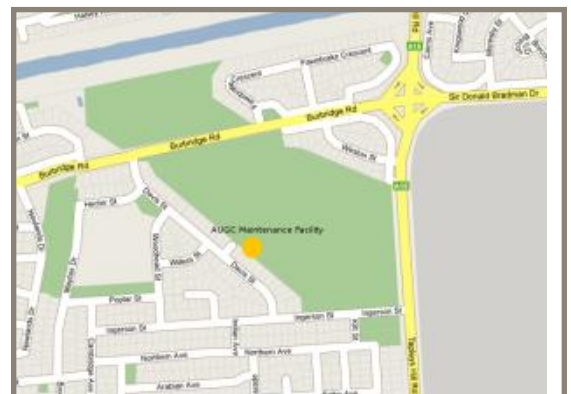
station on the corner of Montague Road and Main North

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.



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