

Uni Gliding

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

What a busy month!

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 through the ranges to lunch in quant pubs and cafes, roaring fires at night, and ... and don't forget a bit of fantastic flying.

Of course the event itself needs a lot of preparation, aircraft and trailer maintenance, accommodation bookings and a long long drive to get there. On top of everything else it tends to make late May / early June a really busy time.

This year we've also had a few more things to contend with. The Great Stonefield Flood has dumped a lot of water on our field but fortunately we came through relatively unscathed. However I suspect the strips will be *really* green this spring.

But it gets better. I have been overwhelmed with articles and photos for the newsletter! Keep 'em coming gang - it's the sort of problem I like to have.

Regards

Mr. Ed.



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Pik Display (A. Philcox)
West Beach Shed (Photos by D. Medlow & S. Kittel)
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Uni Gliding

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The Great Stonefield Flood (in colour)

A few weeks back a particularly active storm cell dumped a few decilitres of rain onto the area north of the airfield. The water proceeded down the road and into our gate and covered most of the clubhouse area to a depth of several centimeters. Redmond, Anthony and Igor provided these photos...



A Busy Time at West Beach

It's May so it must be time for the Annual Inspections (Form 2 inspections) on the single seaters WVA (Pik) and GMI (Club Libelle).

WVA Form 2

The Annual Inspection (Form 2) started on Monday the 10th with the aircraft moved into West Beach. The flaps and ailerons were removed, hinges and control circuits cleaned, greased, inspected and reassembled. Wings tapped and wing root fittings checked. The wings were given a polish to bring them back to a more glossy surface.

Instruments and pneumatics were checked and the seat removed for release and fuselage inspection.

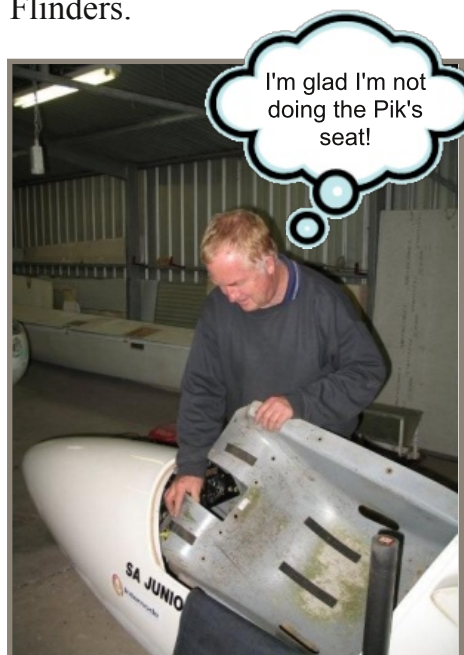
The control rod fairings on the wings had a number of screws that were becoming loose, requiring the use of a small amount of resin to provide a firmer foundation for the screw threads. A few other hex screws in the cockpit were replaced as their hex drives were too worn to tighten. Jon procured a new brake cable which was replaced the week before the Flinders.



The Pik WVA undergoing Form 2 inspection at West Beach. Igor works on the syndicate Bergfalke IV GZM in the right background with Steve Kittel working on his Hutter in the left background.



The CFI ponders why he has had to reinstall the Pik's seat for the third time that evening... (something about poor planning perhaps?)



Being an Official Observer

Michael Scutter writes on how to take the pain out of declarations on cross country flights.

Matthew and I went to Waikerie for Performance week as part of our continuing "Flying Fest". As you no doubt would expect, Matthew did very well and won the Bernard Eckey's "Rising Star Trophy". We had many excellent flying days in which a number of people attempted and achieved their personal cross country firsts.

Many people enjoy the challenge of setting and achieving personal bests in cross country flying. For many just setting the task or even flying it, without a plan is sufficient for their own self satisfaction. Many others have independent observation of their flight through an official observer. The outcome of this is that if successful, a badge claim or World record claim can be made from the Fédération Aéronautique Internationale (FAI). It is also possible to make an Australian Record claim if the performance is superior to previously claimed Australian Records.



On about the second day of Performance week a person about to be launch called out to me "Could you be my Official Observer?" I walked over to him, where he was seated in his glider (already strapped in) with about five gliders ahead of him on the grid for launch. I agreed to his request and asked "Where is your declaration?" He replied "Can't I just tell you?"

Demonstrating my enormous short term memory, I asked "What did you want me to do again?" Without getting an answer, I added "For record flights the declaration must be recorded in an .igc file from a flight recorder. For badge flights using evidence from a flight recorder or a GPS position recorder and barograph, the declaration shall be recorded in an .igc file or written on a single sheet of paper". He then indicated he was going on a 300km FAI triangle for a Gold Distance. I asked "Did you know that if you do that task in a specified order, you can also claim a Diamond Goal, if you meet some other requirements?" He said "Good".

I asked what flight recorder he was using, and he indicated an OzFlarm and a Barograph. In that case, I told him, you would have to use a paper declaration as an OzFlarm could not store a task declaration and in addition before I could sign off on the claim, either the OzFlarm or the Barograph would have to be calibrated and I would need to view that. Further, I said, "OzFlarm is approved as a Position Recorder for Silver and Gold Badge Flights only, not for Diamond claims"

Just as an aside here, it turns out that an OzFlarm can be calibrated for \$35 and a Barograph most recently cost \$175 to calibrate. On another issue while an OzFlarm quickly demonstrates that it is working for detecting aircraft in close proximity, the matter of whether it is recording is only

*you can never
have too
many loggers
on board*

shown when the trace is downloaded and different methods (cables) may not produce a successful communication with the logger.

I happened to have a blank declaration sheet in my car. When I came back I filled in the details and I asked for each of the waypoints for his task. He pulled out a laminated map that had little boxes on it indicating the codes for points. I wrote down each. It is required that Latitudes and Longitudes MUST be specified for all waypoint on the declaration, but since I could see the points on the map and I recognised they were the Waikerie Multi-National Competition code names for these locations, I accepted that this would be filled in later and I would have to deal with the validity of that. I indicated to the pilot that the actual Latitude and Longitude would have to be filled in on the form. I could not record the serial number of the OzFlarm as it was buried under the cover of the instrument panel.

*I ... asked
“Where is
your
declaration?”
He replied
“Can’t I just
tell you?”*

I asked for the Barograph to be removed from the aircraft. I recorded the serial number of the Barograph on the declaration, signed the recording sheet and dated it, placed it in the aircraft. I secured it so it would not give the pilot permanent brain injury in the event of turbulence and I listened to the “Tick, Tick, Tick” that is was on. I had no idea that it was working correctly or any idea as to how the pilot was going to get the recording out and preserved!

Twenty minutes later, he was off! Two Hours later he was back! He was disappointed, as he had not achieved his task. I said “Don’t worry you can have a go later in the week and I am prepared to be your observer. Perhaps you will have a little more time to prepare”. He agreed.

The next day was hot! Very Hot! I was helping Matthew DI the DG1000 as he was going to have a coaching flight with Peter Temple. It was 12 noon. My phone rang. It was the pilot saying, “I’m at the launch point and ready to go!” I asked where he was on the grid and he replied he was first. I hopped in the car and drove to the launch point. There was no tug, and the aircraft was to the side by the pie cart. I spoke to the pilot and indicated he should call me closer to the time that he was launching and get his declaration ready.

I drove back to help Matthew. About an hour later, I received a call saying that they were launching and could I please come over and observe his launch. I was about to tow ZDG over to the launch point but there seemed to be some urgency, so I hopped in the car and drove over to the launch point. As I crested the hill, I could see that he was indeed in the queue and launching had just started, but he was number 12 on the grid. A little mental arithmetic of a launch every 5 minutes meant I would be waiting an hour, so I turned around and continued with helping Matthew to tow ZDG over.

I arrived at the launch point at 1.30pm and went over to the pilot and asked him if he was prepared. He indicated he was. I asked for his declaration and he pulled out the same declaration from yesterday, without any changes! I

changed the date, and I asked him to confirm he was flying exactly the same route as the previous day. He agreed. I signed the barograph as before. At 2pm I watched him launch.

Over 5 hours later he came up to me and indicated he had succeeded. I said "Good. Now, can you get me the OzFlarm trace?" and I received a very BLANK look. He had no idea of how to download a trace and he had no computer in any case to download or analyse the trace. It was still really hot and he looked really hot. I really did not want to go outside but I felt sorry for him. I rounded up a Waikerie computer and another person kindly lent me a serial cable. The OzFlarm, as I said earlier was buried behind the control panel, but there was a serial cable outlet mounted on the panel.

I went out in the heat and connected it all up. Nothing! There was no power in the aircraft. I went back to the club house and asked the now cooler pilot where the batteries were and he pointed to the bag alongside him and was surprised they were important. I went back out and this time the OzFlarm showed some life, but the computer would not connect to it. I was worried about the compatibility of the serial cables and all that. So I lifted off the instrument panel cover that had only some thumb screws holding it in place. There in the tangle of wires I could see the normal RJ connectors for the OzFlarm. I went back to the club house, feeling hotter and got one of these cables. YES, now it worked! It connected, I selected his flight and it downloaded.

Another aside, is that you can never have too many loggers on board. Matthew flew on the last day of JoeyGlide 2009. He had a Volkslogger and a Collibri. When we went to download the trace we found that the battery had gone flat on the Volkslogger during the flight, and the cable had dislodged on the Collibri so there seemed to be no record of Matthew's flight and so no points for the competition for that days flying. Heath L'Estrange, the contest director then said "What about your OZFlarm? Every aircraft in the Comp has to have one?" There was a record of the flight and so his flight was counted!

I got back to the club house and felt very hot. I loaded the trace into SeeYou. Of course, since there was no prior effort to set up a declaration it was difficult to determine if the flight paper declaration had been achieved. I fumbled my way through setting up the task and to our dismay it showed only 289km! At that point I rechecked the waypoints. Then the pilot indicated that for one of them "I went to a point North of There and it was not on the map I showed you, but I told you yesterday at the launch point, when you were recording the names of the Waypoints!". "OK!" (I said really slowly)..... "Let's give you the benefit of the doubt on that". Sure enough, when I searched on the Australian waypoints data base there was such a waypoint. He had picked this point of another set of documents when he decided the task he was flying. He now had a 302km task completed, setting aside the little problem with declaration (latitude and longitude) and the anomaly with declared waypoint and the one used.

Micahel's Tips for a better Cross Country Task

- Enter your planned task into SeeYou and show it to the observer. This will also help to establish if there are any problems or “GotchYa’s” that you may not have seen or are in the rules that the observer knows about.
- Ensure you have a declaration completed that is recorded on appropriate medium and contains all the required information for the task and claim you intend to attempt.
- Have a spare paper declaration, if you change your mind at the very last minute, particularly if you find an entry is wrong in your electronic declaration.
- Use loggers and flight recorders that are appropriate and work. Test uploading the task, and do a test flight to ensure it records, and that you can download it.
- Choose a logger that is already calibrated or give consideration to the cost of calibrating one. While you can normally calibrate a logger after the flight, altitude and gain of height records are required to be calibrated before and after! Have a backup logger if possible.
- Don’t expect your official observer to be your retrieval crew (if you outland) or your search and rescue person.
- Give your observer enough time to get to the launch point before you depart, as if you don’t your claim will not be valid. Try and consider that the observer may have other things to do apart from observing your flight.
- Remember to cross the start and finish points in accordance with your plan (line, cylinder or sector) and ensure you meet the requirements of each waypoint. Thinking that you are within the 1km cylinder and being 100 metres short on a 500km flight will be entirely your fault.
- Contact the observer as soon as you get back and let the observer see you remove the recorders from the aircraft. Follow the correct process to preserve Barograph recordings
- Make sure the file is a secure .igc file
- Ensure you have a computer with SeeYou installed to analyse the recording in the presence of the observer and ensure this is overlaid with the declared task.
- Have a claim form filled in and give the observer a pen with which to sign the claim.

But wait there’s more! For the life of me I could not get SeeYou to indicate the declaration was valid. I asked Mandy (the OO Guru) to help. Finally, we found the task was not valid! The pilot had not crossed the start point. Yes, he had been towed from the start point, but released outside of the cylinder AND sector AND did not cross the START line. He did not purposefully return and cross the starting point after release from tow. After release he had not met the first requirement of the FLIGHT.

I too was disappointed, but in a way relieved, as I no longer had the problem to resolve of the declaration errors.

So what is the lesson here? For those of you that immediately thought,

Michael Scutter is an idiot and incompetent and you never want him to be your official observer! Let me now suggest that I have thought of something else that I am going to address in the following paragraphs.

If you plan to fly a task that requires an official observer, you should strive to reduce the chances of not succeeding. The role of the Official Observer is to OBSERVE, that you are doing the task according to the rules and that all the documentation is in order. The Official Observer can and will give you advice that may help you from making mistakes, optimise your performance and possibly achieve more than you set out to do.

If you intend to fly a task that is for a badge claim or a record, actually plan it. Contact the Official Observer well before the flight, perhaps days before!

I really enjoy the excitement of helping another achieve their personal objectives. I hope this helps you to better understand what is involved in setting about undertaking a low hassle flight for a badge claim or higher!

Diary Dates

1st Semester	1 March - 18 June
2nd Semester	26 July - 5 November
June Flinders Camp	12th - 16th June
October Labour Day	Monday 4th October
Annual Dinner	TBA

An Accident Waiting to Happen?



Two tyres sitting on the inactive runway, about 150m from the end fence, obviously placed there to let the winch driver know where to stop. Fair enough?

But this could also be something that causes an accident with an aircraft landing, possibly into the sun without noticing the obstruction right in the middle of the runway. Undercarriage or propellor damage or worse could result.

NEVER leave any obstruction on a runway.

We're getting more and more visiting pilots and members flying up in powered aircraft, so don't assume we're the only ones that will use the airfield.

The Pik Gets Displayed at Adelaide U.

The Pik was recently displayed on the Barr Smith lawns at Adelaide Uni. After a somewhat shaky start (the rigging pin was left behind at West Beach) the final result (below) looked very impressive.



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 to use the building.

Chief Flying Instructor Comments

Are you too eager to fly?



Understandable I suppose - its really nice up there, but we need to be very careful about how we start this process (i.e. the launch). We use a winch to launch our aircraft and I would argue that it is a safe, practical and economical method of launching gliders if executed according to the GFA standards. However over the years a number of accidents have occurred on winch launches, some with experienced pilots, so there is no room for complacency.

One of the main areas of concern is pilots rotating the aircraft into full climb prior to achieving a safe flying speed (which is the minimum winch speed [$1.3 \times V_s^*$]). The problem is that the pilot that does this is deliberately placing the aircraft (and him/herself) into a position such that (1) the margin of safety (in airspeed) is eroded at (2) a high angle of climb and (3) at a point where a winch break is quite likely to occur due to the load on the cable during rotation (4) at a point quite close the hard, hard ground. Not only is the probability of a launch failure higher, but the pilot's capacity to deal with it is diminished. Doesn't sound too clever does it?

The GFA instructor's manual makes it quite clear... "*(Ground run & Separation) is the stage during which the attitude of the glider is carefully controlled by the pilot in accordance with the build-up in speed; the intention being to gently and smoothly steepen the climb to the full climb attitude if the speed is building up as required. Minimum speed for steepening the climb is $1.3V_s$. Failure of the speed to build up to $1.3V_s$ must result in the climb being terminated and if necessary the launch being abandoned.*"

So please, ensure you obtain safe airspeed when you start your launch - and maintain it throughout the launch.

Fly Safe
CFI

* V_s or Stall Speed - Don't know what this is? It will be in the aircraft's flight manual available on the web at <http://www.augc.on.net/Document.php>.

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.

Form 2 due 3Q 2010.

Club Libelle (GMI)

The seat recline detent mechanism has been fixed during the Form 2 done in June. We will evaluate the fix during the next few weeks.

Arrow (GNF)

Aircraft has been moved to Cathy's property outside Mount Barker. Repair work will continue throught 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.

Pik (WVA)

The Pik's form 2 was completed during June just in time for the Flinders. A last minute drame occurred when the flap level detent spring broke as the cockpit was being reassembled! Some deft mechanical engineering by Redmond and Jon enabled a replacement to be fashioned.

Airfield Maintenance Program



Runway / Taxiway Marking

All intersections have been marked out. Further work is needed with the roller in order to make the landing areas better defined.

Grass Slasher

Still unserviceable and sitting at West beach. If you have a desire to practice your superior mechanical skills on a large collection of steelwork - here's your chance.

Winch

The Winch rear drum brakes are poor and are the cause of many cable tangles on layouts.

Please remember to layout and walk the cables monthly - it will mean less cable breaks, less delay in launching and a greater chance of catching that awsome thermal.

A quote has been obtained for a replacement front motor. Activity on this will occur in the next month or so.

Windsocks

Both windsocks are servicable. The one on the Northern fence is becoming a little ragged and will need to be checked each weekend.

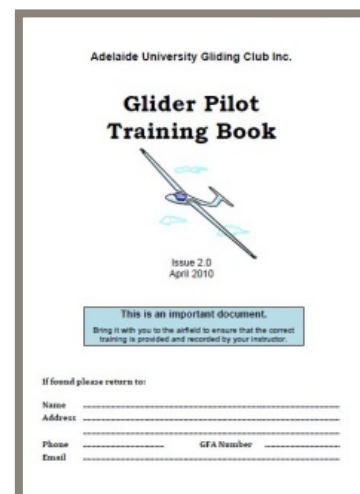
New Hangar Construction

The hangar steelwork has had rust removed and repainted and moved to the hangar pad.

News & Notices

New Pilot Training Book

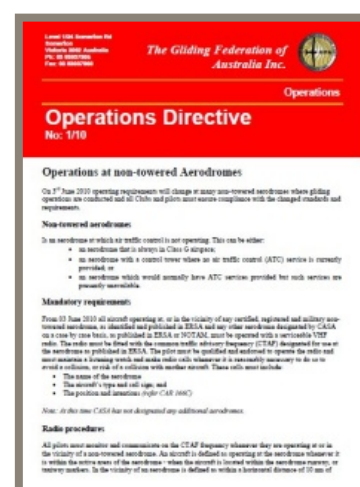
Its taken a while however the AUGC Training Panel has released an update (Issue 2.0) to the AUGC Glider Pilot Training Book. This new book combines the old Training Book and Advanced Training Book and is aligned with the new GFA Glider Pilot Certificate (GPC) syllabus. The new publication also includes a number of diagrams and notes that should assist students and instructors when discussing aspects of the training sequence. We are currently arranging for the printing and binding of these and copies should be available soon. If you have any comments or suggestions regarding the new book, please pass them to the Training Panel via 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>.



Coaching Korner

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



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

Flying Calendar

June



A Wedge-Tail Joins GZQ in a Thermal

	1	2	3	4	5	6
			Flinders Camp Pilot Briefing			
7	8	9	10	11	12	13
					Flinders Camp	Flinders Camp
14	15	16	17	18	19	20
Flinders Camp	Flinders Camp	Flinders Camp				
21	22	23	24	25	26	27
Winter Solstice						
28	29	30				

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

Stay In Touch

The Club has an email group address, augc-people@lists.internode.on.net, that is used to either discuss or arrange things within the club. If you want to stay in touch with the club, subscribe to the mailing list by filling out the online form at: <http://lists.internode.on.net/mailman/listinfo/augc-people>.

You can still send an email to the list even if you have not subscribed to it. There is also an 'augc-announce' list for official club announcements, courtesy of our friends at Internode. If you are an AUGC member and have provided your email address then you will already be on this list. If you want to join this list or want to change your subscription, go to:

<http://lists.internode.on.net/mailman/listinfo/augc-announce>.

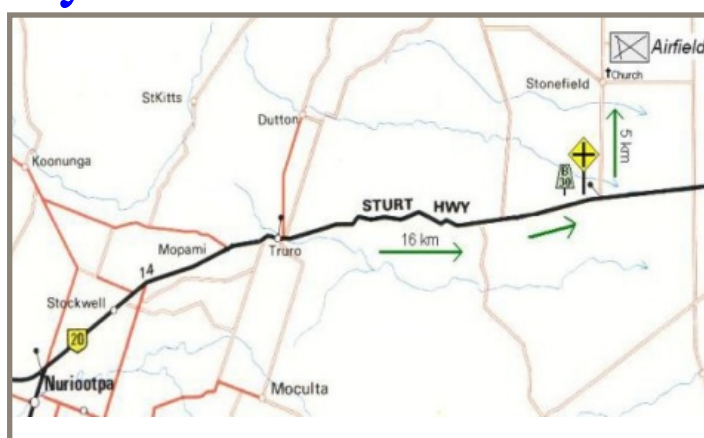
You can also get the latest newsletter and up to date news on what is going on at the Club's web page:

<http://www.augc.on.net>. If your email address is on the membership database the Club's Assistant

Treasurer can send you your account updates over the internet. Send an email to:

accounts@augc.on.net.

Fly This Weekend!



Want to go flying on the weekend? You must ring the club contact person on the **Thursday before between 8.00pm and 10:00pm on 0412 870 963**, (or send an email:

contact@augc.on.net) so that he can organise instructors and transport for those intending to fly. Members can book via the online booking system at:

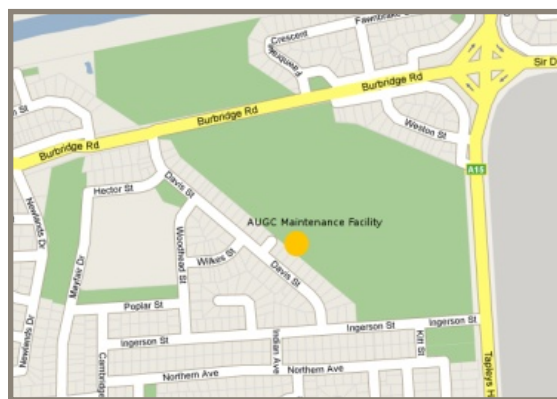
www.augc.on.net and go to Gliding > Make a Booking.

You can either drive up yourself by following the map at left, or the contact person can arrange a lift to Stonefield either from the Adelaide University footbridge (meet at 7.15am to leave at 7:30am), or from the Caltex Service station on the corner of Montague Road and Main North Road (meet at 7.45am to leave at 8:00 am).

Help out at West Beach!

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

So you want to help fix the aircraft at West Beach, but can't get there? A lift can be arranged from the Adelaide University footbridge at 7.30pm via augc-people@lists.internode.on.net.



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