

Uni Gliding February 2014

Uni Gliding

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

Editorial

Hi All,

What a cracker summer we've had!! Plenty of great flights reported with heights up to 10 000'! For those of us who've had to work all summer, very jealous!!

As this newsletter is released Adelaide Uni Orientation Week, O'Week, is about to start. This is our main club recruitment drive so it'd be great to see lots of members helping to recruit others to join in our fantastic sport. Contact Derek Spencer : 0429 028 065 to find out what you can do.

Massive thanks to this months (and a bit...) contributors. Especially to Derek who has almost solely contributed to it - time to write a book!!

Keep all the photos and articles coming and I look forward to seeing you in the sky somewhere.

Sarah

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The K-13 VH-GQS currently has a max cockpit load of 160Kg. **This means that the combined weight of both pilots plus other equipment carried must not exceed 160 Kg.** Please be aware that this means that for some instructors this will limit the trainees that they can fly with. Do not exceed this weight limit. If in doubt - weigh yourself.

NOTICE OF AUGC AGM

The 2014 AUGC AGM will be held at **Stonefield on the 5th of April** commencing at **17:00** with a BBQ to follow. Can all club members set aside this date and come along to have a say in how YOUR club is run.

Photos!

The next generation!!



Catherine Conway having far too much fun on a workday!

The Devil

Redmond Quinn



Saturday 1st February – stinking hot (42 deg) on field, carrying out training flights with the few students who have turned out on such a hot day. By mid afternoon I was launching with the last trainee to fly. We climb away in the hot, turbulent conditions. Unfortunately the conditions got the better of the trainee and he started to feel crook. We cut and ran - five minutes later we were back on the airfield.

Now with no trainees to fly and the K13 two seater sitting idle I decided it had to be cooler at altitude and took a solo launch (we don't get to see instructors flying the 2 seaters solo very often!).

High temperature and lack of headwind gave an uninspiring launch (1,100') so I had to find lift quickly. Fishing around turned up a wimpy 1 knot thermal. Beggars can't be choosers, so I circled in the hope of getting more height to go find something better. After an eternity I climbed through 2,000'. Things got better – the thermal picked up to 3 knots, so I decided to hang in there a bit longer. Pretty soon I had a steady 5 knots so I stayed with it. In due course I bumped into the oxygen limit at 10,000'.

The day had improved no end. It was pleasantly cool at 10,000. Heading for Blanchetown on the river, cu's marked the lift. Cruising at 60 knots and pulling back to 40 through the lift got me to Blanchetown without loss of height.

Took a run upriver to Morgan, arriving with 8,000' still up my sleeve. Topped back up to 10,000 in a reasonable thermal and tracked back westward towards Eudunda.

Then I saw it. Just a glimpse at first in peripheral vision – it looked like a dead straight road heading away and getting wider in the distance. Turning my head to have a closer look I realized it was a Devil – a bloody big dust devil! Top of the dust column was level with me at 9,000' and possibly 10km away. Bottom of the column was still attached to the ground way below.

You can't waste an opportunity like this – wound the old K13 out to 80 knots and headed for the dust. Arriving at 6,500' I turned in to the dust column. The vario pegged on the top stop and the audio went ballistic. In no time I was back at 10,000' cursing that the aircraft wasn't fitted with oxygen.

Giving Eudunda a miss I worked north into a reasonable wind at altitude. I stayed high and finally turned back about 70km north of the airfield. The cloud cover was now building and without sunshine on the canopy I was actually starting to feel cold. The only bit of countryside without cloud shadow was southwest of the airfield in the 8'500' control zone so I had to get below that to track out into the sunshine and thaw out.

Eventually I thought I would head home and check out what was happening on the airfield. A crop of spins and loops blew off the excess altitude and I was soon back on the airfield – still stinking hot!

The K8 Challenge

Derek Spencer

I enjoy the challenges of flying cross-country and when you are flying the older, lower performance aircraft, there are the additional challenges that make achieving a bigger distance cross-country flight all that more satisfying.



With competition flying, the race is held over the best part of the day. They are relatively short flights around the time of day when thermals are at their strongest and going the highest. Long distance flying requires starting early in the weak, low thermals of the morning, then hammering along in the strong high thermals during the peak of the day, then slowing down and working the weak thermals at the end of the day in order to get home on that final glide that could be anywhere up to 100km long.

With the first of the two K8 single seater gliders now flying and the Open Trailer nearing completion, I have decided to announce what I'm calling the K8 Challenge. There are two prizes up for grabs:

- 1). \$300 to the first person to do a 300 km flight in a K8
- 2). \$500 to the first person to do a 500 km flight in a K8

The money will be in the form of credit from my account into the winner's account and is to be used on flying activities (i.e. anything associated with being on the airfield such as aircraft hire, launches and airfield levies).

A couple of rules though:

- 1). Must be launched from Stonefield (aero tow or winch is fine)
- 2). Task **MUST** be declared
- 3). Minimum of 1 turn point
- 4). Maximum of 4 turn points

300 Year Challenge

Derek Spencer

300 Year Challenge

Cross-country flying shouldn't just be done in summer. There have been some awesome days over winter where reasonable distances could have been achieved. I want to challenge people to get out there and go cross-country all the time, regardless of the season and to do this I'm setting the following challenge:

\$500 to the first person that does a 300 km flight in every month of the year

The money will be in the form of credit from my account into the winner's account and is to be used on flying activities (i.e. anything associated with being on the airfield such as aircraft hire, launches and airfield levies).

A couple of rules though:

- 1). Does NOT have to be done all in one year
- 2). Must be done in a club aircraft
- 3). Must be launched from Stonefield (aero tow or winch is fine)
- 4). Task MUST be declared
- 5). Minimum of 1 turn point
- 6). Maximum of 4 turn points



CFI Report

Dennis Medlow

Congratulations go to Bennett Lusher, Leigh Killmier and James McNeil for recently going solo. Also congratulations to Michael Conway for being accepted into the ADF (Naval Aviation), the down side is that we wont be seeing as much of him for a while... (apologies if I've left anyone out).

Currency

For all of us, particularly those new to flight, keeping our skills current is something we need to focus on. How much skill degradation we have over time varies for each individual. When these skills are new it is likely they may fade faster but even more experienced pilots (myself included) might find that long periods between flying increases the probability that things are missed, or not executed as well as they should.

If you are training, then you might find that keeping a regular schedule of visits to the airfield helps you to retain and grow your piloting skills. For those newly solo we have a regimen of 'daily checks' to assess skills in different situations. For those not subject to daily checks there is the annual checking process with an instructor. If you have not flown for a while and please feel free to discuss any aspect of ground and air procedures with an Instructor that you want to check (or improve).

Responsibility

A pilot needs to take responsibility for their actions in the air, and they should also be taking responsibility for their organisation on the ground. When the flying list is posted for a weekend and you see that there are not enough people or you may be too heavy to fly with the listed instructor its OK to contact others to see if there are others that can assist. Don't assume that the contact person will do this. If you are on field and an aircraft lands - don't wait for someone to ask you to retrieve the aircraft or log the down time - make it happen and set an example for others, in both what to do and how to do it safely.

I would also ask that every member be responsible for their conduct on the airfield, respecting the property of the Clubs', other members and our neighbors. This means driving on the airfield in a responsible manner, minimising the amount of dust generated, and staying off of movement areas when it is not necessary to be on them.

We will have a Training Panel meeting at the end of February, if you have any issues that you would like raised please send them to me at cfi@augc.on.net.

Regards

Dennis Medlow

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Habits - the good, the bad and the ugly

Derek Spencer

Humans are creatures of habit. As pilots, we need to ensure that we don't let bad habits creep into our operations and that includes both in the air and on the ground. Some habits may seem harmless but one little mistake could end in disaster. The habits you develop now, good or bad, can last you a lifetime. The idea is to make sure they are ALL good habits, otherwise, that lifetime may end up a lot shorter than you wanted.

I'll start with a story I've heard in the club about a pilot that had a habit of flying slow and not maintaining Safe Speed when near the ground (i.e. <1000' AGL). Then one day, when trying to stay airborne for his 5 hour flight, he spun the Arrow low over the Lochiel ridge. He only recovered just enough to deck the glider on the ridge. The glider was damaged but he was extremely lucky he wasn't killed.

But, that's not the end of the story. The pilot moved interstate for work and joined another club that also did winch launches. This is where his bad habit turned very UGLY. He had a launch failure at low altitude and turned to do a modified circuit before gaining sufficient speed, spun the glider and killed himself.

There's a second bad habit in this story that also contributed to the demise of this pilot. Can you work out what it is? I'll put the answer in next month's newsletter.

A good habit to develop is 'Self Evaluation'. When you are solo and flying as an Independent Operator, you won't have an Instructor looking over your shoulder and evaluating your flying, so it's up to you to evaluate your flying and really see just how well you did.

Be **CRITICAL BUT REALISTIC** and just as importantly, **DON'T BEAT YOURSELF UP** over it. **EVERYONE** makes mistakes. The idea is to realise where you could have done something better and give yourself the opportunity to do it better next time.

An example: You ballooned a landing. Why? You might initially think that you just flared late but the problem may have started a lot earlier than that. Maybe the approach was rushed and you didn't have a stabilised approach. Why? Because you were still doing your pre-landing check (FUST) while still on final. Why? Because you took too long doing your radio call (Bad habit creeping in here – Aviate, Navigate, Communicate. Do your pre-landing check **FIRST**, then your radio calls). Why? Because you started your circuit at 500' AGL. Why? Because you were so focused on trying to get away in a thermal you weren't paying attention to where you were and how low you were.

By evaluating your flight, you can see that things started to go wrong a long time before the ballooning. Are you leaving your pre-landing checks too late and rushing it? Are you joining circuits too low and not giving yourself enough time? Are you taking unnecessary risks by trying to thermal away from low altitudes?

Are these bad habits creeping in?

Be honest with yourself and make a conscious effort to correct any issues you identify and you've given yourself the best chance of preventing those bad habits from creeping in.

Some examples of bad habits:

- Opening airbrakes whilst turning onto final
- Not maintaining Safe Speed near the ground
- Rushing checks (ABCD CHAOTIC, FUST, CARD etc)
- Using mobile phones while flying
- Relying on the wheel brake to stop the glider
- Always trying to land back at the launch point
- Not doing the paperwork correctly (e.g. Filling out the MR incorrectly)
- Not staying adequately hydrated
- Not wearing sunscreen
- Not wearing a hat
- Not wearing sunglasses

The list goes on and on. By NOT doing a bad habit is in itself a good habit.



West Beach

Derek Spencer

The work that goes on at our maintenance shed at West Beach is integral to the operation of the club. With the number of gliders in the club fleet, just doing the Annual Inspections (Form 2) is a full time job.

There are numerous projects that we would like to do but we just don't have the resources available to do them. For example, the two K13s and the two K8s need wing walkers, rudder chocks and towing gear made up. The more people that can help out the more we can spread the load and the more we can get done.

During O'Week, I will be encouraging our new members to come down to West Beach either on a Monday or a Tuesday evening. I would like to see these evenings made into something more than just working on gliders or trailers. I would like to see it as more of a social evening as well. An opportunity for our new members to meet our current members, share in some food and drink, tell stories and answer questions about gliding and flying.

From March onwards, on the Monday evenings from about 6:00pm (as I can't be there on Tuesdays), I will be running the BBQ. We will have drinks, chocolates and ice-creams available (if they have been on special in the supermarkets) but in order to make this successful, we need YOU!

So, please make an effort to get down to West Beach and help out.

When Leaving the Airfield...

Please remember to...

- **CHECK CARS FOR RADIOS, FLIGHT SHEETS AND OTHER CLUB EQUIPMENT.**
- **ENSURE ALL KEYS ARE RETURNED TO THE KEY BOARD IN THE CLUBHOUSE.**
- **TURN OFF HOT WATER, LIGHTS AND ALL UNNECESSARY ELECTRICAL EQUIPMENT.**
- **SECURE HANGER DOORS.**
- **LOCK THE HANGERS & CLUBHOUSE & BUNKHOUSE.**
- **LOCK THE FRONT GATE.**

The Open Trailer

Derek Spencer

Since late 2006 when the club's two seater glider trailer (The Blue House) got written off in a road accident, the club has not had a safe and reliable means of transporting club aircraft around, other than the Astir and the Pik that have their own trailers.

In late 2012, I decided that I would build an open trailer that could be used to transport any of the club's aircraft (except the Arrow), including BVGC's Marianne. That meant the trailer needed to be long enough to hold the Marianne wings and wide enough to fit the Motorfalke. As a result of the requirements, the trailer body is 10m long and 2m wide. By the time you add wheels and mud guards, the trailer is at the maximum possible width of 2.5m. It is a BIG trailer.

In days gone by, when the club had the Blue House, I was always hesitant about going cross-country in the Bergfalke because the Blue House was such a pain to use. You needed at least 12 people to safely derig the Bergfalke and get it into the trailer and then you needed 3 km of rope to tie the thing down once inside. Ok, I may be exaggerating a little but hopefully you get the idea. It was a PAIN in the butt to use.

The reason I have been so keen to build this trailer, is so that club members can go cross-country in ANY of the club's aircraft and not have to worry about how to get the glider back if they outland. This trailer will give people the opportunity to take the Motorfalke away on trips when they wouldn't have done so without an available trailer. It will enable us to do cross-country training in the K13s and lead and follows with the K8s.

As this is such a BIG trailer in comparison to the single seater trailers, extra special care will need to be taken when towing it. Please, please look after this trailer and it should give the club many years of service.



Like the View from the Backseat?

AUGC is in need of instructors!

We are looking for suitably qualified pilots to be trained as Air Experience Instructors (AEI), Level 1 and Level 2 instructors.

Training fees and course costs are generally paid for by the Sports Association & the Club.



AEI candidates need only be 16 years old, have their C certificate, 50 hours (or 200 launches) of gliding time and the ability to fly safely & competently.

Level 1 candidates must be 18 years old, require a C certificate and 75 hours of gliding and have passed a competency check with the CFI.

If you also hold a power aircraft license (PPL or CPL) then you can count a portion of power hours logged towards the experience requirement.

Please contact the CFI on cfi@augc.on.net if you are interested.

Visitors on the Airfield

Quite often we have visitors on the airfield. Sometimes they are people we know, friends that are up for a flight, pilots from other clubs, family etc. Sometimes they are complete strangers to us, people that might have heard we existed and came out to see what this 'gliding' thingy is.

Regardless of who they are and what their purpose for the visit is, we owe it to them to ensure that they are safe whilst they are on the airfield. This responsibility is shared by all members on the field at the time, it is not something automatically delegated to instructors, club officials or the elusive Duty Pilot.

Everyone has a role to play here.

So what do we need to do?

We need to ensure that all visitors are briefed on the limits of their movements on the airfield, i.e. where they can and cannot go. They should be briefed to stay well away from the winch cables and winch tie down points, and not to enter a runway unless they are escorted by the person they are flying with.

When people are on field they will probably want to take photographs from areas that are not safe. If you see someone in an area where they should not be then remind them politely that they need to return to the correct area.

We need to make sure that physical barriers to control visitor movement are in place such as the plastic barricades around the tie down points. Equally the areas where visitors should be (such as the piecart) are located in an area a safe distance from any conflict with operations.

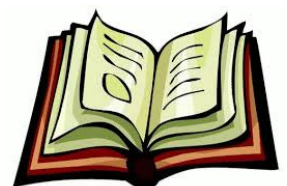
And finally dont forget to make them welcome, answer any questions they might have and assist with directions to facilities, water etc.



New GFA Operational Documents

Have you read the new GFA Operational Documents (Operational Regulations (Op Regs) and the Manual of Standard Procedures (MOSP)) yet?

They are available from the GFA website (www.gfa.org.au) and a hard-copy is available in the Clubhouse.



EFTPOS @ AUGC

Electronic payment technology in the form of a mobile EFTPOS terminal has finally found its way into AUGC. The new terminal allows processing of credit and debit cards on field with a printed receipt. The use of the terminal allows everyone to settle their flying at the end of each day so there should no longer be any debts being accrued by members.



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.

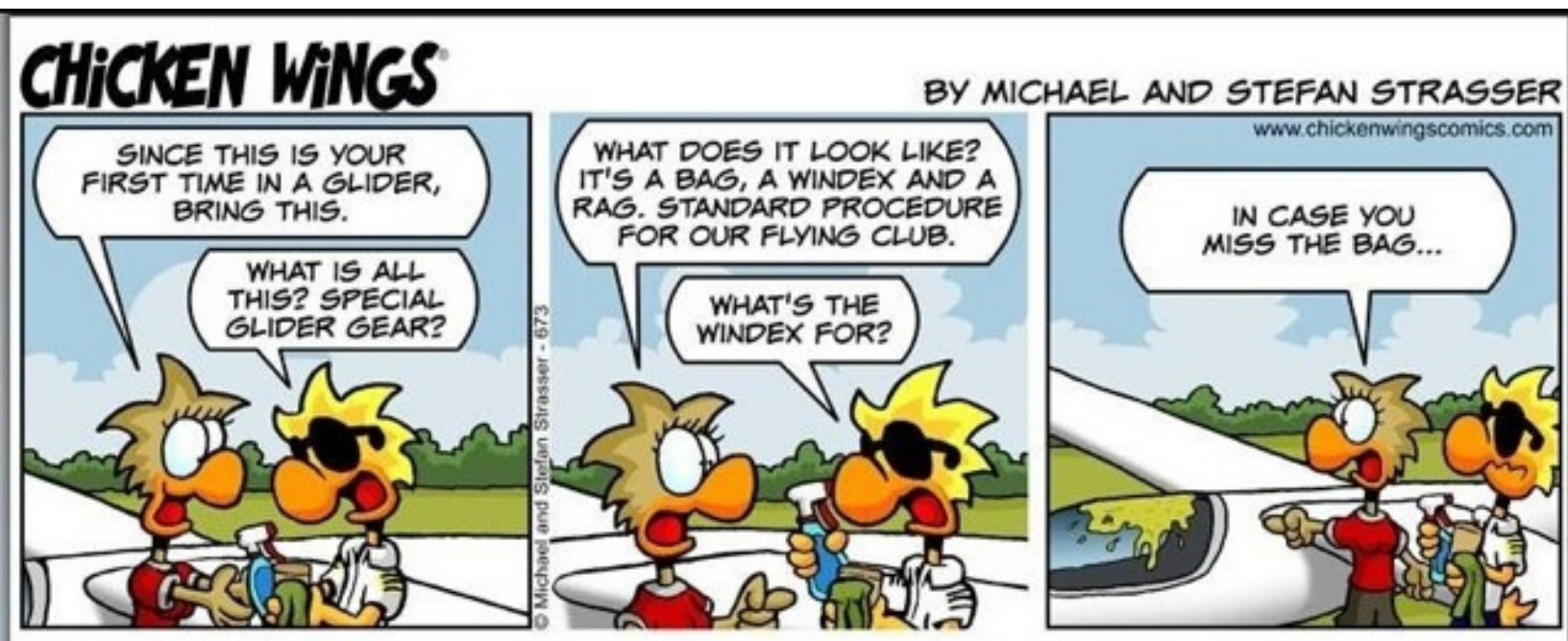
Members are encouraged to photograph forms and flight sheets for emailing to treasurer@augc.on.net, but this is only to provide a back-up check so that we know the physical paper form is there to be collected.

Detailed instructions are located above the trays in the Clubhouse .

Aircraft Maintenance Program



- **K13s: (GQC), K8s: (GQU) and (GQW)**
K-13 GQC is in need of some minor wood repairs and finishing of the instrument panel.
K-8 GQU is a Stonefield : no known issues
- **Single Astir (KYR)**
Accident damage : awaiting inspection
- **Pik 20D (WVA)**
No known issues
- **Arrow (GNF)**
Repair work continues. 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 engine has been reinstalled.



AUGC on Facebook



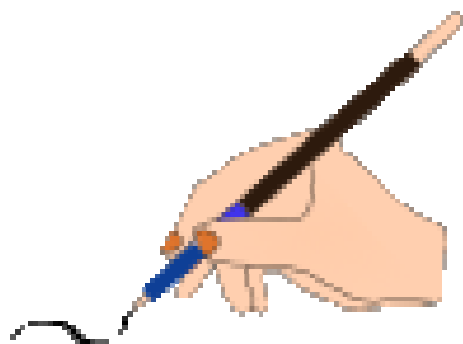
Don't forget to check us out on Facebook for all the latest in what's going on in your club. Post all your gliding and gliding related photos to keep us all inspired!

AUGC on Twitter

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!



Photo: Anthony Smith

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



Fire Danger Season information derived from the SA CFS Webpage, check with http://www.cfs.sa.gov.au/site/fire_restrictions/fire_danger_season_dates.jsp prior to lighting any bonfires.

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

Stay In Touch

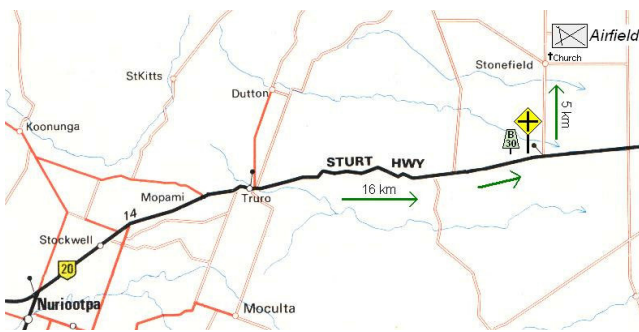


The club has an email group address, augc-people@lists.internode.on.net, that is used to either discuss or arrange things within the club. If you want to stay in touch with the club, subscribe to the mailing list by filling out the online form at: <http://lists.internode.on.net/mailman/listinfo/augc-people>.

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

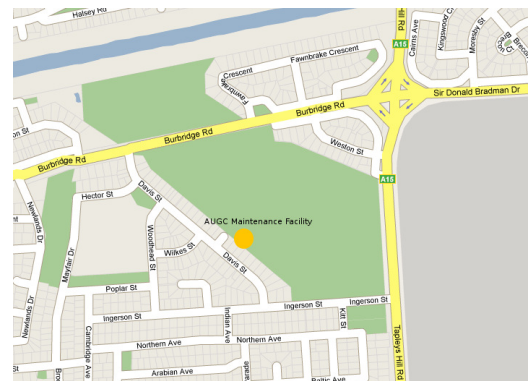
Fly This Weekend



Want to go flying on the weekend? You must ring the club contact person on the **Thursday before between 8.00pm and 10:00 pm on 0412 870 963**, (or by email: contact@augc.on.net) so that they 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 7:30 am), 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 at West Beach

West Beach is where we carry out the maintenance and repair on our gliders and equipment. There are usually volunteers working down there on Monday and Tuesday evenings. The entrance is at the end of Foreman St, West Beach. So you want to help fix the gliders 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.



Club Contacts

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