

Uni Gliding

Vol 38 Number 1 - February/March 2013



The Official Journal of the Adelaide University Gliding Club Inc.

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



Editorial

The Editor

What's Inside...

Hi,

Milestones...

My 1st flight - February 1983, in a Bocian, without a canopy, at Lochiel....

Regards

Mr. Ed.



Editorial	Page 2
Happenings / Flinders Camp	Page 3
Quoted	Page 3
VHF Radios and the Winch	Page 4
Annual General Meeting	Page 4
Ground School	Page 5
CFI's Message	Page 6
Congratulations / Help Wanted	Page 10
Air Sickness	Page 11
Snake Season is Here	Page 12
When Leaving the Airfield	Page 12
Visitors on the Airfield	Page 13
New Operational Documents	Page 13
EFTPOS & Paperwork Process	Page 14
EFTPOS User's Guide	Page 15
Pre-take Off Checks	Page 17
Diary Dates	Page 18
Aircraft & Airfield Maintenance	Page 19
Gliding Calendars	Page 20
Stay In Touch	Page 22
Fly This Weekend!	Page 22
Help at West Beach!	Page 22
Club Contacts	Page 22

Image Credits

Cover photo - New trainee Hannah (photo D. Conway)
Others as noted.



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.

Uni Gliding

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Happenings

Coaching Week was held at Stonefield, from 26 January to 28 January 2013. Stonefield hosted people from a number of different Clubs and a number of cross country flights were conducted. Balaklava brought over their ASK-21 so it could talk with its ancestor (our ASK-13). Cathy did an excellent job of organising and was helped out by Redmond & Derek & Tom (and probably others as well).

On the coaching week Saturday (26/1) we had a visit from the GFA RTO/Operations. He was happy with our conduct of operations.

Recently (9 & 10 February) we had a joint AUGC & BVGC flying day with the wind shifting three times during the day so there was plenty of practice in shifting the pie-cart.

Flinders Camp 2013

Every year since time began AUGC has been trekking up to the Flinders Ranges for the June long weekend for some thermals, wave and ridge flying. This year should be no exception. We stay at the Rawnsley Park Station cabins and Caravan Park. If you would like to join us and would like cabin accommodation please let Dennis know via email at dmedlow@adelaide.on.net as soon as possible as we only have a limited number of cabins available.

We will also organise a Flinders Dinner on the Saturday or Sunday nights at the local Woolshed Restaurant - further details will be posted to the augc-people mailing list.

Photo: Dennis Medlow

Quoted...

"You have more muscle on (your arm) than I have in my entire body."

said Tom Wilksch to Derek Spencer at the recent Exec meeting.

(Boy he's really missing his fiance....)

And the lesson for the month is.... if you're going to open your mouth to say something silly, don't do it when the Newsletter Editor is in the same room ... with his laptop out and writing the newsletter.

VHF Radios & the Winch

Dennis Medlow

With the issue of the new Manual of Standard Procedures (MOSP) published late last year there was a change to the way that radio broadcasts are made prior to take-off. This change means that the winch driver is now responsible for the pre-take off radio call.

Since this broadcast is made on the VHF airfield frequency (126.7 MHz) anyone using the radio must hold a Radio Telephone Operator's License. This license is easily obtained:

1. Download the GFA document 'Airways & Radio Procedures' from the GFA website (<http://www.gfa.org.au>).
2. Read the book and practice the questions in the back of the document.
3. See any AUGC Instructor to sit the oral exam.

Once you have passed the exam you can be issued with a sticker that is placed in your logbook.

Annual General Meeting

The AUGC Annual General Meeting will be held on Wednesday the 24th April 6:30pm in the Sport Association Office at the University of Adelaide.

Note the earlier than usual start time to allow for people that have to get up early the next day for the ANZAC Day services.



Photo: Bryn Williams

AUGC Ground School



Commencing Wednesday the 13th of March and running for four weeks there will be a ground (theory) school conducted by AUGC Instructors. This school will cover the theory required for the first part of the training sequence and should assist new (or not-so-new) pilots in gaining knowledge that can then be practically applied during their training flights.

The dates for the school are the 13, 20, 27 of March and the 3rd of April.

The school will be held in the AU Sports Association office just off of Victoria Drive near the footbridge and will run from 7pm to 9pm.

In order to keep the class size small and enable greater interaction we will be limiting the number of students - so first in first served.

If you would like to enroll in the school please contact the CFI at cfi@augc.on.net.



Photo: Teal Evans

Chief Flying Instructor's Message

Dennis Medlow

Welcome to everyone that has joined us over Summer or at O-week.



The GFA recently updated the Manual of Standard Procedures (MOSP) and the Operational Regulations. These are two capstone documents that form the basis of the rules we fly under in order to be exempt from a number of other parts of the Civil Aviation legislation and regulations.

AUGC conducted an internal audit of our compliance to these rules and as a result you will see some changes on field (such as the new Winch strobe and VHF radio) and a few changes behind the scenes at the Training Panel.

All pilots also have a responsibility to comply with these rules and so in this issue of the Newsletter I wanted to briefly mention a number of areas to remind pilots of their responsibilities. This article is not a substitute for your own reading of the MOSP and Op Reg documents which you should do prior to your next flight.

Minimum Equipment (Op Regs 2.1)

One essential piece of equipment in an aircraft is a timepiece (AKA 'a clock'). You need an accurate source of time, particularly when flying close to end-of-daylight on long cross-country flights. Most pilots will wear a watch which is adequate for this purpose. Whilst many (all?) mobile phones now also include a clock they may not be as easy to access if they are in a pocket.

Medical Fitness (Op Regs 3.2)

You can only fly as pilot-in-command if you have made a medical declaration, or have passed an AUSROAD medical or have a CASA Class 2 Medical (instructors must have one of the latter two).

You cannot fly as pilot in command less than 24 hours after donating blood, if you are unfit due to medication, illness or injury or subject to the range of medical conditions listed in the Regulations.

Operational Goals for 2012/2013:

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

CFI's Message (Cont.)

Operating Heights (Op Regs 6.5)

A sailplane shall not operate lower than:

- (a) 1,000 feet over a built-up area, except in the course of taking off or landing at an aerodrome or gliding site, nor
- (b) 500 feet above the ground, except:
 - (i) When taking off or landing at an aerodrome or gliding site, or being retrieved following an outlanding.
 - (ii) When in the course of landing,
 - (iii) When conducting a low level finish procedure, or
 - (iv) When engaged in ridge or hill soaring.

When engaged in ridge or hill soaring a sailplane shall not be flown at a height lower than 100 feet **whilst it is within 100 metres of any person, dwelling or public road.**

Mutual Flying (MOSP 8.1.3)

When two solo pilots are flying a twin seater we call this a mutual flight. Before takeoff one of the pilots must be designated as the Pilot-in-Command (and recorded as such on the flight sheet).

Launching Gliders (MOSP 8.1.5)

You can only attach the launching rope to the glider with the permission of the pilot. Our procedures - that require the crew to indicate to the pilot that the small ring is to be used and request that the pilot operate the cable release - is considered to meet this requirement.

Obviously hooking on the launch cable by using the back-release mechanism to attach the cable without the pilot's permission is prohibited.

Retrieval after Outlanding (MOSP 8.1.8)

If a sailplane is landed on a private property, all reasonable actions shall be taken to obtain the permission of the landowner prior to removing the sailplane. Consent of the landowner or his/her agent must be obtained prior to an aerotow paddock retrieve.

All gates should be left in a condition as found after removing the sailplane from the property where it has landed. Care should be taken not to damage crop or disturb stock. Care must be also taken to ensure that any 'vehicle movement restrictions' in force during fire danger periods are observed. Fire risk potential must be assessed and considered on all occasions. Diesel powered retrieve vehicles are preferred due to the fire risk posed by catalytic converters on petrol vehicles, which typically operate at between 375°C and 600°C.

CFI's Message (Cont.)

Reporting Defects (MOSP 8.1.13)

Pilots must report any defects, in-flight overstressing or heavy landings to the Duty Instructor before the glider is flown again. Pilots-in-command are responsible for entering such defects in the appropriate section of the glider's Maintenance Release, regardless of the availability or otherwise of the Duty Instructor.

No Public on the Winch / Winch DI (MOSP 16.1.3)

Winch-drivers must ensure that members of the public are not permitted to remain in close proximity to the winch when launching is in progress.

The winch or auto-tow vehicle, together with its associated wires or ropes, must receive a daily inspection before flying commences. This inspection must consist of, as a minimum, checking that there is sufficient fuel, oil and water in the vehicle and that the engine is warmed up and running properly. The vehicle must be fitted with a serviceable fuel contents gauge or simple dipstick.

Changes to Speed Signals on Launch (MOSP 16.1.9)

There is no longer a 'too-slow' signal. If the launch speed starts to fall off, reduce the angle of climb. If there is no response and the speed continues to fall toward minimum safe speed of 1.3Vs, treat it as a launch failure and release the cable. Ensure you have 'safe speed near the ground' (1.5 Vs) before manoeuvring. Land straight ahead if possible.

Prohibition on Kiting (MOSP 16.1.13)

Kiting (the paying out of cable in order to increase launch height) on the winch launch is prohibited.

Radio Broadcasts (MOSP 18.3)

Follow the guidance available in CAAP 166-1 (available from the CASA website) with regard to the carriage and use of radio at various types of airfields.

Priority of Activity (MOSP 18.8.2)

Aircraft shall have priority to use the runway in the following order:

- (a) gliders landing;
- (b) powered aircraft landing;
- (c) powered aircraft taking-off;
- (d) gliders taking-off or being launched; and
- (e) any aircraft taxiing.

CFI's Message (Cont.)

Use of Area Frequency (MOSP 19.4)

Above 5000' AMSL pilots are encouraged to have their radio tuned to the area frequency. At Stonefield the Area Frequency is 125.3 MHz.

Motor Glider Endorsements (MOSP 20.1)

There are three types of endorsements for operation of a Motor Glider.

1. Self-Launching - permits flight with engine on within 25 NM of the take-off point.
2. Cross-Country/Touring - as the name implies engine-on use when more than 25NM from the take off point.
3. Controlled Airspace - for operation engine-on in controlled airspace.

Accident and Incident Notification (MOSP 21.1)

Accidents and serious incidents (commonly called Immediately Reportable Matters), which affect the safety of aircraft must, in the first instance, be notified to the ATSB by telephone toll-free call: 1800 011 034 or fax (02) 6274 6434.

An **immediately reportable matter** is a serious transport safety matter that covers occurrences such as accidents involving death, serious injury, destruction of, or serious damage to vehicles or property or when an accident nearly occurred.

Now that was a long list and in reality only covers a fraction of what you need to know in the Op Regs and MOSP. If you would like to discuss these or any other matter please contact any AUGC instructor or email me at cfi@augc.on.net.

Photo: Teal Evans



Congratulations

Leigh Stokes for obtaining DI rating and going solo.

Derek Spencer's excellent adventure: a 700 Km & a wave flight to 10000' at Stonefield (not on the same day).

Cathy Conway for winning two days at the National Open Class competition at Benalla and 1 day at the State Competition at Waikerie.

Peter Conway received his DI rating and was then promptly required to demonstrate his skills to the GFA Regional Technical Officer during the recent airfield visit (no pressure there Peter...) and did a great job.



Help Wanted

Working Bee Weekend on the 23rd & 24th Feb - we need as many hands as possible to help with painting & other work.



There may be a need for AUGC people during the Clipsal to assist with the RAAF Cadet Display. Free entry to Clipsal 500 included! Contact Cathy Conway directly if you are interested!

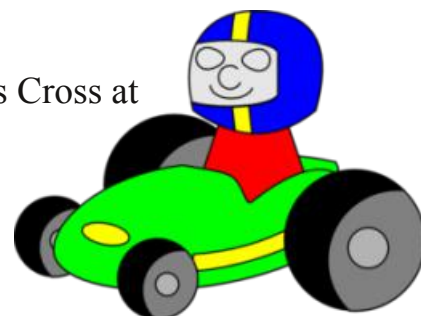
During O-Week (25th Feb - 1st March) we will need help to rig (in the morning) and derig (in the afternoon) the Single Astir during O-Week.

We also need help to man the AUGC O-Week display during this week (an excellent opportunity to meet new friends and impress girls according to Tom...)

Release Your Inner Schumacher

Go Go-Kart Racing!

Tom Wilksch is organising a session on the 1st of May at Gepps Cross at a time and cost TBA.



I Don't Feel So Good (an Air Sickness FAQ).....

Q. I've heard that people get air sick in gliders - is that true?

A. Unfortunately it is, our human bodies are used to living in a 2-dimensional world with limited amounts of 'up' and 'down'. Our flying confuses the brain with lots of conflicting 3D movement signals from our eyes and the tubes in the inner ears - this leads to air sickness.

Q. What steps can I take to reduce the possibility of air sickness?

A. Keep hydrated, don't eat a big meal prior to flying, wear a hat, stay in the shade as much as possible and don't fret about it. When flying focus on things outside the aircraft.

Q. What happens if I feel ill in the aircraft?

A. Let your instructor know as soon as you start to feel any discomfort and s/he will be able to land the aircraft as soon as possible. The time between feeling discomfort and full-on airsickness can be quite short with some people so do not hesitate to let the instructor know how you feel. All training aircraft have air sick bags for use by pilots.

Q. Is it possible to overcome air sickness completely?

A. Yes, but the time it takes will vary dramatically from person to person and may depend on how often you fly. Some people adjust to flying in a day, others take a very long time. Very few people never adjust completely but are able to ensure it doesn't get in the way of their enjoyment of the activity.

Q. Why are instructors and other experienced pilots impervious to air-sickness?

A. Actually they aren't. In fact your instructor was probably in the same position you are when s/he started their training. Almost everyone goes through this stage as their bodies learn to adapt to 3D movement.

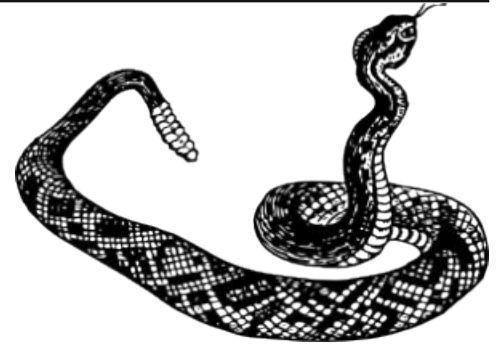
Q. Are there any medications which can help with air sickness?

A. Qwell tablets are often used to combat air sickness, but they need to be taken several hours prior to flying in order to be effective and may induce drowsiness.

Ginger derivatives (tea or powder) may be effective for some people. The best counter for air sickness is experience! Once your brain learns how to interpret what is happening the problem will go away.



Snake Season is here...



Not an Australian snake.

As the temperature gets warmer the reptiles get more active. There are a number of locations around the field where snakes may be found so if there is a case of snakebite, ensure that you know what to do.

One tip: Snakes like to eat mice and will enter buildings where mice frequent. Ensure that food is not left out that will attract mice, and with them, snakes. Ensure rubbish is cleared from the Clubhouse at the end of the day so there is less to attract the wildlife.

A fact sheet on Snake Bite treatment can be downloaded from the St. John website at http://www.stjohn.org.au/images/stjohn/information/fact_sheets/FS_snakebite.pdf. A copy will be put in the Clubhouse.

When Leaving the Airfield...

We have had repeated times when the Hangers have been left unsecured and unlocked, the Clubhouse unlocked, lights left on and the hot water heater left on. Even as recent as last weekend! Our power bill is \$600 a quarter, that's money we don't have to spend on better things.

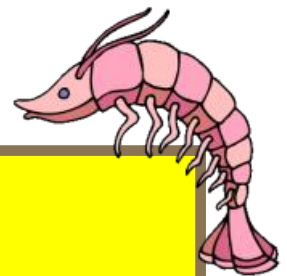
Its not hard - just remember to....

TURN OFF THE HOT WATER & LIGHTS

SECURE HANGER DOORS

LOCK THE HANGERS & CLUBHOUSE & BUNKHOUSE

LOCK THE FRONT GATE



SUMMER'S HERE!!

Don't be a prawn, remember to:

SLIP - on a long sleeve UV protective shirt,

SLOP - on high SPF sunscreen and regularly reapply it

SLAP - on a wide brim hat the protects neck and ears as well,

SEEK - shade when you don't have to be in the sun, and

SLIDE - on UV filtered sunglasses.

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 it, 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 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.

EFTPOS User's Guide

James McNeil

1. Complete a "TAX INVOICE / STATEMENT" form.
 - a. Make sure you start on a new "Original" copy of the form. Place the backing cardboard 3 sheets down (after the next blank page). This will make 3 copies of the form as you write.
 - b. Write the customer's name and what they are paying for on the form.
 - c. If this is a club member paying their account which they have previously been invoiced for, then put "Payment of Account" as the item.
 - d. Write the amount in the amount column and the total down the bottom. Write "Nil" in the GST fields.
 - e. If you make a mistake on this form, you can cross it out and continue. If the form becomes too messy you can draw a line diagonally across the form and write next to it the word "CANCELLED" in clear writing. Start again on the next fresh "Original" page.

2. Make the transaction over the EFTPOS terminal. If you make a mistake at any time you can push the red "Cancel" button to start again.

- a. Make sure the terminal is switched on (push the up arrow if it is not)
- b. Enter the customer's card into the chip reader at the bottom of the machine if the card has a chip, or swipe the card's magnetic strip if it doesn't (strip must face the left of the card slot)
- c. Enter the amount of the purchase
- d. Allow the customer to choose which account to use (Credit, Cheque or Savings). AUGC does not apply any surcharges for credit cards.
- e. The customer can then enter a PIN or press enter and sign. If the customer elects to sign the EFTPOS machine will print the "Merchant Copy" of the transaction which the customer must sign. After signing, the club member taking the payment MUST verify that the signature on the back of the card matches the signature on the "Merchant Copy".
- f. Once the PIN or signature has been verified the transaction will be completed. Push enter to print a customer copy of the transaction.

WARNING: No details from the customer's card appear in the Club's bank statements. A "Tax Invoice / Statement" form MUST be attached to every payment.

3. Tear out the "Original" and "Duplicate" sheets of the "TAX INVOICE / STATEMENT" form.

- a. Staple the "Customer Copy" EFT receipt to the "Original" form and give to the customer to keep
- b. Staple the "Merchant Copy" EFT receipt to the "Duplicate" form and place in the documents box (where the flight sheets go).

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.

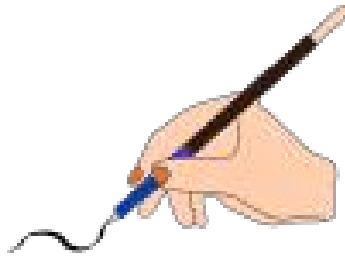
Cut this page out and have it handy.

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

Working Bee Weekend	23-24 February
O-Week display	25th February - 1st March
Annual General Meeting	Wednesday 24th April at 6:30pm
Easter Weekend	29th March - 1st April
Flinders Ranges Camp	8th - 12th June

Aircraft Maintenance Program

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



K-13 GQC is at West Beach and has had much of its interior removed. Numerous bits of the control circuit have been stripped back for die checking of welds.

Single Astir (KYR)

No issues.

Pik 20D (WVA)

No issues.

Arrow (GNF)

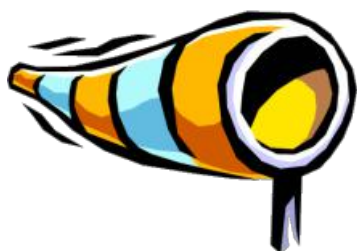
Repair work continues. There are a number of woodwork & fabric repairs to complete - an excellent opportunity to gain skills in wood repair techniques.

MotorFalke (FQW)

Currently out of service whilst undertaking a range of maintenance items. We need to get the Falke back in the air for the Flinders Weekend so an extra work night is scheduled for Mt. Barker (Cathy's place).



Airfield Maintenance Program



Windsock

Two new windsock poles are currently under construction at West Beach thanks to Derek & Leigh. We will be replacing both poles with tiltable poles so that we can change windsocks safely on the ground (the 'MacKinney' design). The eastern windsock pole will be replaced first, followed by the one on the northern fence.

Slasher

Currently has a flat tyre or two - the saltbush's revenge.

Calendar

February



The Kookaburra landing on RWY 16 (Photo Bryn Williams)

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	WORKING BEE	
					30	31

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

Calendar

March



Balaklava GC's ASK-21 on Final during Coaching Week at Stonefield (Photo: Teal Evans)

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
				1	2	3
4	5	6	7	8	9	10
11	12	13 GROUND SCHOOL	14	15	16	17
18	19	20 GROUND SCHOOL	21	22	23	24
25	26	27 GROUND SCHOOL	28	29	30	31
				EASTER		

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>.

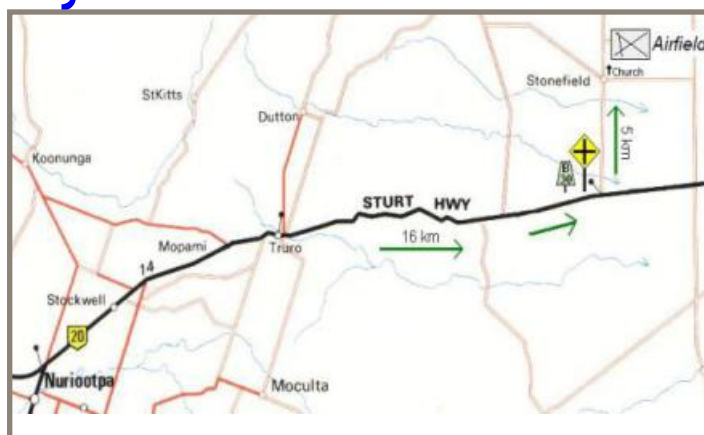
You can also get the latest newsletter and up to date news on what is going on at the Club's web page:

<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!



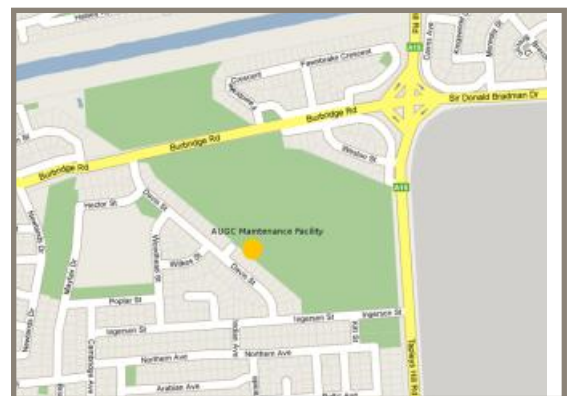
Want to go flying on the weekend? You must ring the club contact person on the **Thursday before between 8.00pm and 10:00pm on 0412 870 963**, (or send an email: contact@augc.on.net) so that he can organise instructors and transport for those intending to fly. Members can

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.



Club Contacts

President:	Redmond Quinn	08 8344 5331	president@augc.on.net
Treasurer:	James McNeil		treasurer@augc.on.net
Secretary:	Cathy Conway	0429 803 705	secretary@augc.on.net
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Airworthiness Officer:	Redmond Quinn	08 8344 5331	airworthiness@augc.on.net
Clubhouse Officer:	Michael Conway	0429 803 705	
Contact Person:	Tim Bartlett	0412 870 963	contact@augc.on.net
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