

# Uni Gliding

Vol 36 Number 6 - December 2011



The Official Journal of the Adelaide University Gliding Club Inc.

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

# Editorial

The Editor

# What's Inside...

Hi,

Another Khancoban adventure over - and whilst it was not the best weather for flying it still hit all the high points for the traditional end-of-year AUGC pilgrage east. Namely BBQs alongside the river, 4W driving, wine & cheese appreciation in the National Park, campfires, dinners alongside strange Victorian glider pilots.... oh and some great flying. I've tried to do it justice in the report in the newsletter but its something best experienced in the first person.

BTW thanks for the many contributions for the last and current newsletter, they are greatly appreciated. Remember the more you provide the less of what I write you have to read!

Keep flying!

Regards  
Mr. Ed.



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When DI'ing the MotorFalke always check that the bolts holding the wing walker legs on are tight and secure!

# Uni Gliding

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# Club PM Days! - 10 & 11 Dec



The Club has a number of pressing maintenance items that are currently preventing us from flying.

The main items are the completion of Form 2 maintenance work on FQW & KRO which have currently removed our entire training capability.

As a result we have declared the weekend of the 10th and 11th of December our first 'PM (Periodic Maintenance) Days'.

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

There will be a Club BBQ on the Saturday night.

**We expect to see all Club members make an effort to attend one or both of these days. Don't assume that 'someone else' will fix it.**

There will be a number of these weekends spread throughout the year, timed to coincide with major work items such as aircraft maintenance. We will also time them so that they miss major exam periods and other events (such as Flinders trips).

See you - on field - on the 10th or 11th of December.

# Congratulations

Congrats to Claudia Kralik for going solo on the 11th of November (a day I'm sure she'll remember :-)) with a 5 minute flight sans instructor.



*Claudia completes her approach to the airfield on her maiden solo flight.  
(Photos D. Conway).*



## Scene on Field

*Redmond likes the new SAA tractor/slasher and in the process proves that the cabin is not dustproof!*

# Yule Know its Christmas When...



**BINP**

90°00'00"N 00°00'00"E

19 DEC 04

**NORTH POLE, ARCTIC  
NDB or GPS-A**

AWOS-3 <b>120.67</b>	REYKJAVIK Center <b>132.55</b>	North Pole Unicom <b>CTAF 122.8</b>	Oceanic Clrc Dlvry <b>121.65</b>
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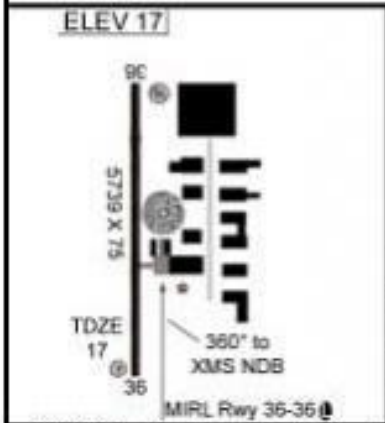
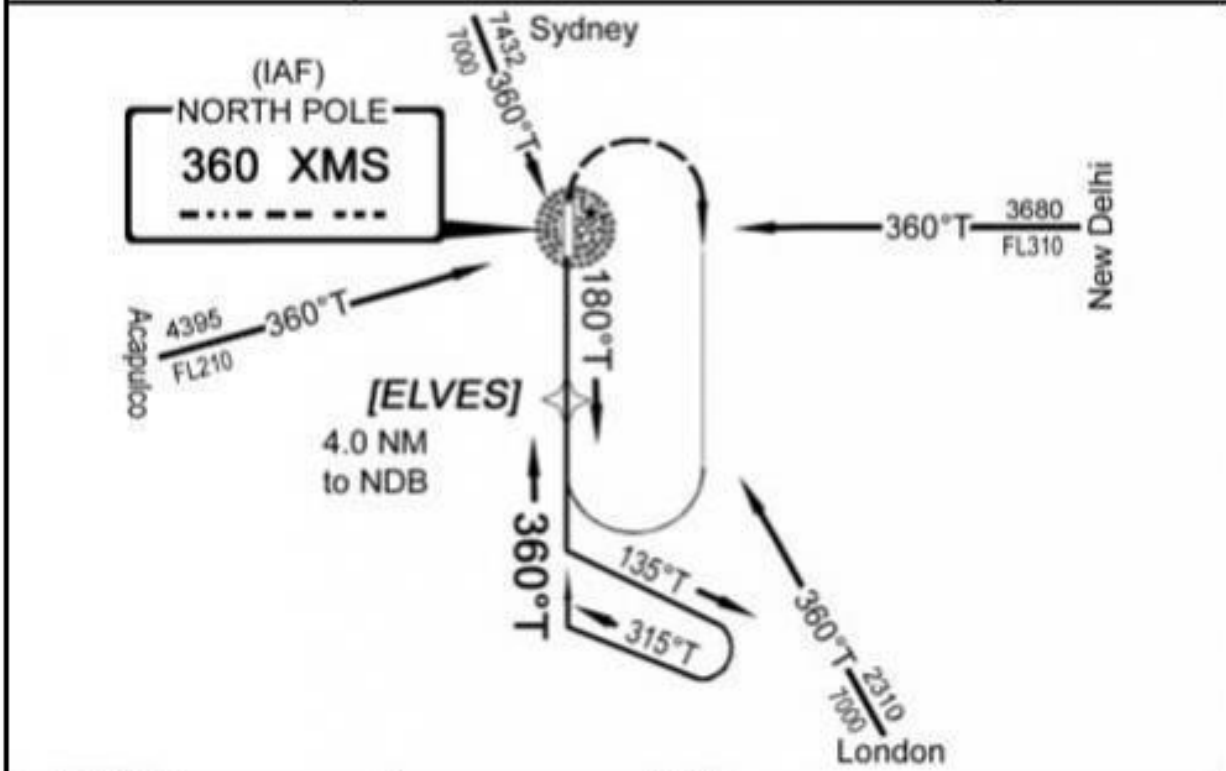
NDB XMS <b>360</b>	Final Apch Crs <b>360°</b>	No FAF	MDA(H) <b>400' (383')</b>	Apt Elev 17' TDZE 17'
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1000'

MSA XMS NDB

**MISSED APCH: Climbing RIGHT turn to 1500' in XMS NDB holding pattern.**

1. Use North Pole altimeter setting; if not received approach NA.
2. Magnetic Compass unreliable; use true courses.
3. Approach may intersect runway at any angle.
4. Caution: Deer in traffic pattern.



NDB	180°T	1500'	10 NM	
	360°T			
TDZE 17'				
CATEGORY	A	B	C	D
CIRCLING	400-1	400-1	450-1½	500-2
ALTERNATE MINIMUMS: NA				
OBSTACLE DP: Runway 36, climb 180° to 1000' then on course.				

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Rev 1.1

# Treasurer's Report



As the soaring season reaches full swing now is a good time to think about getting our accounts in order. We are in the process of updating the online accounts on a more regular basis so if everyone could login and check there accounts that would be appreciated. If there are any queries with your accounts please contact me at [treasurer@augc.on.net](mailto:treasurer@augc.on.net).

The committee is in the process of setting up a credit card/EFTPOS machine at Stonefield allowing members to settle their accounts on the day. This will greatly help the clubs cash flow and assist in keeping members accounts in the black. We will make an announcement when it is up and running and encourage all members to make the use of this facility.

In other news the committee is also looking into the possibility of a new database and flight entry system, potentially coupled with a computer at Stonefield to allow flights to be entered directly into the system as they happen. This will, along with a credit card machine, improve efficiency in our account keeping system. If anyone has any great ideas regarding this please feel free to let the committee know!

A quick word in regard to receipts, if all members can fill out a receipt reimbursement form, [http://www.augc.on.net/docs/72287\\_20091010\\_Claim\\_Sheet.pdf](http://www.augc.on.net/docs/72287_20091010_Claim_Sheet.pdf), and attach their receipts to that it does make the treasurers job just that little bit easier.

So make the best of this Queensland weather we seem to be getting and go flying!

**Sarah Allen**      **AUGC Treasurer**



*Sarah considers options on how to persuade club members to pay for their flying.*

# Chief Flying Instructor's Comments



## Winch Safety

The Training Panel recently met to consider this in the wake of the recent accident of GMI. There is a five page article in this newsletter that contains information drawn from GFA, BGA and instructor experience that you must read. Be aware that **the instructors will be focussing on poor winch launch habits and asking every pilot for additional check flights** so we can be sure that our pilot cohort is as well trained as possible in this area. Our focus will be on correct recognition of conditions that can lead to a stall on launch.

You should also be aware that with FDU now operating and our use of both trailer and truck winches, you cannot assume that your next winch launch will be the same as your last winch launch. There may be significant difference in power which you as a pilot need to compensate for.

## Workshop Safety

We should not forget that hazards associated with our sport are not confined to the airfield. Our workshop at West Beach contains a veritable cornucopia of things ready to pinch, saw, jar, rub, burn, impact, blind and otherwise hurt you if used incorrectly (or even if you are too close to someone using them). As a general rule ensure that before using any equipment (powered or not) that you are familiar with the correct way to use it and have the correct personal protective equipment (PPE) such as ear muffs, gloves, eye protection etc. to prevent injury.

Always consider whether your actions have the potential of injuring others or damaging objects. For example welding or grinding can burn and blind people in the vicinity not wearing PPE. It can also set fire to other things.

If in doubt about ANYTHING ask an experienced club member. The key members that are involved in activity at West Beach are Redmond Quinn and Derek Spencer.

Finally working by yourself at the West Beach workshop is not recommended - injury or unconsciousness may prevent you from summoning an emergency response if it is too late.

Fly (& Work) Safe

**Dennis Medlow**

**AUGC CFI**

# Exec Meeting Notes - Nov 2011



The AUGC Executive met on the 14th of November at the President's residence. This page reflects the major points of discuss and decisions made, but are not the official minutes of the meeting. Any Club Member can obtain the formal minutes by contacting the Secretary via [secretary@augc.on.net](mailto:secretary@augc.on.net).

## 1. Visiting Pilot's Rates

The new rates for visiting pilots (excluding BVGC members who fly at members rates) are (in \$ per minute):

<i>Aircraft</i>	<i>Club Members rates</i>	<i>Visiting Pilot Rates</i>
PIK	0.70	1.05
KRO	0.75	1.10
FQW-Flight	1.00	1.50
FQW-Engine	0.90	1.00
TX	0.70	1.05

(the airfield levy charge needs to be added to this for each person that flies).

## 2. EFTPOS on Field

The Exec accepted a proposal to install an EFTPOS service on field which would provide another means of payment and (hopefully) allow members to pay for flying each time they are on field.

## 3. Club Members Accounts

Club members cumulatively owe the Club over TWELVE THOUSAND dollars. The Treasurer will be sending out reminder emails to anyone with more than a \$30 debt.

## 4. Club Database

The Exec would like to replace the current Club database and accounts system. A subcommittee of **Sarah Allen, David Conway and James Mc Neil** will investigate options.

## 5. Uni Brand

The Executive agreed to the University of Adelaide's branding requirements (necessary to use the words 'Adelaide University' in our name!).

## 6. O-Week 2012

The Sports Association have once again provided no space to rig an aircraft. The Club will work with the Diving & Skiing



## Exec Meeting Notes - Nov 2011 (Cont.)

Clubs to request for more space during O-Week for display of an aircraft.

### 7. Aircraft Batteries & Radios

The Exec discussed the type of batteries that should be installed into aircraft. **David Conway** will investigate the best type for KRO.

Another issue is the lack of a UHF CB radio in the KRO which sometimes means the aircraft cannot communicate with the winch or other parties on the field.

Pie Cart VHF radio still does not transmit and must be fixed, the President will ask **Igor** to sort it out.

Problems have been reported with hearing the UHF radio in the winch, this is both a radio transmit and winch noise problem. Hand held UHF radios to be fixed or replaced. **Dennis Medlow** was requested to order a kit of 2, 77 channel 1 watt radios with a charging kit (approximately \$206).

### 8. FQW and KRO Form 2's

Both MotorFalke and KRO will be due for Form 2 inspection in November. Overall responsibility for the Form 2 inspections will be with **Redmond Quinn**.

The Motor Falke needs some work done on the tail, a repair to the front motor faring and installing the FLARM (the latter will be done by **David Conway**).

The KRO: will need its release tension checked during the form 2 and also requires a FLARM installed. Therefore the spare FLARM must be installed in the KRO.

### 9. Stone Field Fuel Supply

Bunker is empty and needs to be refilled. **Sarah** will request a refill with the supplier. This may be possibly this week otherwise fuel must be carried to the field for the weekend.

### 10. Winch Issues

The trailer winch has suffered a failure of one of the winch drums during a launch. **Derek Spencer** will perform repairs to the trailer winch. In the meantime the cables will be relocated to the truck winch.

The exec suggested that the towbar from the (now unused) trailer slasher be removed and mounted to the front of the truck winch to allow it to be towed by a vehicle.

## Exec Meeting Notes - Nov 2011 (Cont.)

Members need to remember that the winch is dangerous. Operators must begin to wear safety glasses whilst operating it. **David Conway** will investigate an engine to replaced the front engine in the truck winch.

### 11. Drinks Fridge in Clubhouse

Unfortunately the drinks fridge in the Clubhouse has failed. There is a store on Main North Rd that repairs and sells 2nd hand fridges. **Greg Newbold** will arrange repairs or replacement if a crew can get the fridge down to his house.

**Regius** will organize a crew to take the fridge from the club house and place it in a trailer. Somone will need to tow it back to the city and had it over to Greg.

### 12. GMI replacement

Redmond has sent in the insurance papers for the GMI accident.

The Executive discussed what aircraft should MI be replaced with. One option is to approach the BVGC to see if the Astir is available for sale or rent. This aircraft will need a Form 2 inspection and to be insured.

Another option is to finish the Arrow (GNF) to get it back into service. The Arrow is still at Catherine Conway's house and needs about 3 nights of effort to complete wood repairs followed by refabricating. **Redmond Quinn** will organise a work party for this.

Another suggested replacement is the Schleicher K8. Apparently they can be bought from Europe for around 1500 Euro (plus 3000-4000 Euro for transporting to Australia!).

### 13. Instructors

There is one Level 1's instructors that need revalidation (Sarah is one) plus others to be assessed for the AEF rating.

Suggest to pilots with ~ 80 hrs and solo to get validated to be instructors.

### 14. Bunkhouse Facilities

Check that the toilet at the club house is still fully functional. There have been reports that it has not been flushing properly.

# Safe Winch Launching

AUGC Training Panel  
Video Images courtesy of the  
British Gliding Association



A few weeks ago a number of AUGC instructors and pilots were able to attend an impromptu winch launching workshop with G Dale (from the Lasham Gliding Club in the UK) at the Adelaide Soaring Club. The discussion was prompted by the recent AUGC accident of GMI on launch and covered the hazards associated with the early stages of the winch launch. The British Gliding Association (BGA) has analysed winch launching accidents in the UK over a number of years and as a result come up with a number of techniques that they are teaching their pilots to avoid them. They have also simulated a number of potential accidents and provided a number of videos that show how badly (and how quickly) a pilot might find themselves in a potentially fatal situation that will not be recoverable if they do not take preventative action earlier in the launch.

Winching is a safe, practical and inexpensive means of launching aircraft. So what's the problem? The problem is the high rate at which speed builds up in the early part of the launch, coupled with the actions the pilot has to take whilst still close to the ground means that there are a number of things that can go wrong, and these things can lead to dangerous situations if the pilot does not react correctly. There are three situations outlined in this article that the BGA have considered. We'll briefly discuss each one along with the recommended ways to avoid them.

## **Problem# 1 - Wingtip Touches Ground on Launch**

The wing tip runner might be a bit slow or there might not be quite enough wind to allow the pilot to keep the wingtip off the ground during the ground run. No problem, we can just let it drag along the ground whilst we pick up speed right?

BUT if the wingtip catches on something whether it be vegetation, another cable, rock, runway marker - there is the potential for the aircraft to slew sideways around the snagged wing, generating more lift on the other wing and cartwheeling the aircraft with the pilot unable to stop it.

This type of problem has occurred at AUGC before where a wing caught in the crop alongside the runway at Lochiel - the result was a completely broken twin seater aircraft but fortunately no serious injuries. Just because we don't have a

## Safe Winch Launching (Cont.)



crop alongside the runway anymore does not mean it can't happen again.

The figure to the left shows the dramatic end result of such a chain of events after the left wing caught on something on the ground. A situation like this does not end well for the aircrew. It will most probably be fatal.

Avoid this by: Keep your hand on the release during the early stages of the launch. **Immediately** release the cable if the wing drops back to the ground.

There are no ifs - no buts about this, wing contact with ground must trigger an immediate release of the cable. The launch crew can also help by ensuring that there are NO obstacles (tyres, cables, aircraft, cars, people, animals. ...) within 45 degrees either side of the takeoff direction for 100 metres.

### Problem# 2 - Rotating too Quickly



OK once we're off the ground and we're gaining airspeed (normally quite quickly), we are in the initial climb stage of the launch. If the speed is quite high the temptation is to pull back on the control column quickly in order to enter our full climb position - this will load up the cable and reduce our airspeed right?

**Wrong** - this can lead to two very bad situations. Firstly you don't want to be at a high climb angle close to the ground. If the launch fails

you are nose high with rapidly decreasing airspeed and no

## Safe Winch Launching (Cont.)

altitude beneath you. (We'll cover this situation later in the article.)

The other potential problem is that the rapid stick back movement may cause a high speed stall on one of the glider's wings as they exceed the stall angle, with the result that a wing ceases to generate lift and the aircraft performs a flick roll at low altitude - probably spearing the cockpit nose-first into the ground, again with probably fatal results for the aircrew on board. You can see this in the second figure, the glider has transitioned into full climb too quickly and the right wing has stalled. The left wing is still producing lift and the aircraft is about to enter a roll to the right, resulting in a cartwheel along the ground.

Avoid this by: Maintain the control column position (and thus your attitude) from the point of ground separation. As the airspeed increases the wings will produce more lift and the aircraft will gain height. With  $1.3xV_s$  airspeed or greater rotate smoothly through initial climb into full climb without sudden back movement of the control column. Don't try to control the launch speed using the climb angle - use the correct launch signals instead! Remember the GFA winch manual states that you ARE allowed to exceed the maximum winch speed for an aircraft by up to 10% in the early stages of the launch (prior to full climb).

Continue to monitor your climb angle throughout the launch by checking the angle that the wingtip makes against the horizon.

The GFA Winching manual states that you should NOT be established in full climb below 200 feet above the ground and below minimum safe winch speed ( $1.3xV_s$ ).

### Problem#3 - Spin/Stall after Launch Failure

Even though we might be safely established into full climb, the launch can still fail at any moment. If it does the pilot



## Safe Winch Launching (Cont.)

has only a short period of time to push the control column forward and regain safe flying speed above ground. The amount of time it takes to do this will vary from aircraft to aircraft. You can't assume it will always take (say) 5 seconds and then its safe to turn.

**Use the ASI as your primary flight instrument to determine whether you have regained safe flying speed.**

Glider pilots sometimes (too often?) climb steeply close to the ground, offering as an excuse one of three reasons, viz:-

1. "I had plenty of speed, so it was safe to climb steeply". **WRONG!**

2. "I am experienced and current, and would instantly recognize a failure". **WRONG!**

3. "I had too much speed, so I pulled back to try to kill it". **WRONG!**

*GFA Winch Manual, pg 12.*

Part of the problem is that the pilot **MUST RECOGNISE** that the launch has failed! It's fairly obvious when a cable breaks, particularly if it fails near the aircraft. There is a big bang and some cockpit jolts - it's clear the launch is not going any further. The problem can creep up on a pilot if the cable failure is closer to the winch, or is the winch motor itself slowly loses power. This results in a reduction of airspeed without the characteristic 'bang/jolt'. The inability to recognise the launch failure may rob the pilot of precious time s/he needs to get the stick forward and regain safe flying speed. This may have been a contributing factor in GMI's recent accident as it was the rope connecting the drogue that failed, rather than the metal cable, resulting in a 'softer' break.

Avoid this by: Continuously monitor the launch airspeed during the launch using the ASI. Take immediate action to move the control column forward to recovery attitude if the airspeed decays below the minimum winch launch speed for the aircraft. Keep the control column forward to regain and maintain safe speed. **DO NOT** use airbrakes or initiate a turn until minimum safe airspeed is indicated.

Glider attitude accurately controlled. Do not climb steeply at too low a height. Make changes to climb angle smoothly and progressively, gradually steepening the climb as height builds up.



Speed greater than 1.3Vs, permissible to exceed the placarded maximum by about 10% at this point in the launch

## Safe Winch Launching (Cont.)

A key to recognising problems during the winch launch is a proper and continuous SCAN of (a) the ASI, (b) the wing tip angle (c) drift from the runway. The best scan returns the pilot's attention back to the ASI after checking other items. For example start with the ASI, then check the wingtip angle, then back to the ASI, then check drift, then back to the ASI etc.

The 'Safe Winch Launching' source material is available from the BGA's web site at <http://www.gliding.co.uk/bgainfo/safety/safewinchlaunching.htm>.

It must be pointed out that whilst the BGA material is a useful safety resource, in Australia we fly under the procedures defined by the Gliding Federation of Australia (the GFA). The GFA has published a number of resources relating to winch launching that you must be familiar with:

- GFA Winching Manual
- GFA Basic Gliding Knowledge
- GFA Operations Manual
- GFA Manual of Standard Procedures (MOSP)

All of these documents are freely available from the GFA's website at [http://gfa.org.au/imis15/GFA/Documents/GFA/Documents\\_Content/Documents\\_List.aspx?hkey=74d8ea2a-2dcf-441e-b923-f5439f47b423#ops](http://gfa.org.au/imis15/GFA/Documents/GFA/Documents_Content/Documents_List.aspx?hkey=74d8ea2a-2dcf-441e-b923-f5439f47b423#ops).

If you have any questions about this you are encouraged to speak to any of the Club's instructors, or contact the CFI at [cfi@augc.on.net](mailto:cfi@augc.on.net).

### TAKE-AWAY MESSAGES - WINCH SAFETY

1. If the wingtip touches the ground - RELEASE.
2. Ensure you have min. winch speed & 200' AGL prior to full climb.
3. Rotate smoothly & gently from separation attitude through to full climb.
4. Monitor airspeed as the central part of the scan on launch.
5. If speed falls to minimum winch - stick forward and WAIT until safe airspeed is regained before taking further action.

# Accident Reporting Procedures

from the GFA  
website

Accidents and serious incidents (commonly called Accident or Incident Notification (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.

## NOTIFICATION TO GFA

In addition to the above statutory requirement, it is a GFA requirement that Immediately Reportable Matters are also reported to the GFA Chief Technical Officer (CTO) or the Chairman of the Operations Panel (COP) at or around the time they are reported to ATSB. The telephone contact details for the CTO and COP can be found on the GFA website. The CTO or COP will notify the appropriate GFA officers and the Regional Technical Officer, Operations of the relevant Region.

The GFA also requires notification to the CTO of all 'Routine Reportable Matters' and those accident and incidents that are not required to be reported to ATSB.

## ONLINE REPORTING

A secure Safety Occurrence Reporting Portal is to be used to notify the GFA about all aviation safety occurrences. This system automatically advises the ATSB, thereby ensuring our statutory obligations are met. Reports will also be automatically copied to the Regional Technical Officers and Club's Chief Flying Instructor.

## OFFLINE REPORTING

In those circumstances where access to the GFA's Safety Occurrence Reporting portal is impracticable, members can use a hard copy paper form which can be downloaded from the GFA website and sent to the GFA office for entry into the Safety Occurrence Reporting portal.

## FURTHER INFORMATION

Accidents and serious incidents are required to be immediately notified to the ATSB in accordance with section 18 of the Transport Safety Investigation (TSI) Act 2003.

**Written notifications are required to be submitted within 72 hours of an accident, serious incident or incident** in accordance with section 19 of the Transport Safety Investigation Act 2003 and Regulation 2.6 of the Transport Safety Investigation Regulations 2003. The written notification should contain as much information about the accident, serious incident or incident as is within the knowledge of the person at the time of submitting the notification.

**Submission of information known by the reporter to be false or misleading is a serious offence under section 137.1 of the Criminal Code. Aiding, abetting, counselling, procuring or urging the submission of false or misleading information is also a serious offence.**

## IMMEDIATELY REPORTABLE MATTERS

An immediately reportable matter is a serious transport safety matter that covers occurrences such as accidents involving death, serious injury, destruction of, or serious



## Accident Reporting Procedures (Cont.)

damage to vehicles or property or when an accident nearly occurred. Under section 18 of the TSI Act, **immediately reportable matters must be reported to a nominated official by a responsible person as soon as is reasonably practical.** The list of immediately reportable matters is contained in the TSI Regulations.

### ROUTINE REPORTABLE MATTER

A routine reportable matter is a matter that has not had a serious outcome and does not require an immediate report but safety was affected or could have been affected. Under section 19 of the TSI Act a responsible person who has knowledge of a routine reportable matter **must report it within 72 hours** with a written report to a nominated official. The list of routine reportable matters is contained in the TSI Regulations. Routine reportable matters include a non-serious injury or the aircraft suffering minor damage or structural failure that does not significantly affect the structural integrity, performance or flight characteristics of the aircraft and does not require major repair or replacement of the affected components.

### WHO MUST REPORT AN AVIATION ACCIDENT?

Under the Transport Safety Investigation Act 2003 and regulations, the owner, operator or crew of the aircraft must report the accident immediately to the ATSB. However, sometimes the owner and/or operator may not learn of the accident until sometime after the event. The crew may also be unable to notify the ATSB due to personal injuries. Therefore, anyone learning of an aviation accident should report the accident to the ATSB immediately, as well as alerting emergency services as required. While the ATSB does not investigate all accidents and incidents, you should notify the ATSB of all aviation accidents and serious incidents involving civil registered aircraft.

## New UHF CB Radios on Field

The SAA has purchased some new 1 watt handheld CB radios for use on the airfield. These radios are more powerful than the ones we have used before and should provide clearer communication over longer distances.

These radios conform to the new 80 Channel UHF standard however we will continue to operate on CHANNEL 19. The radios also support a number of signal rejection techniques such as CTCSS and DCS however we are not using these at this time.

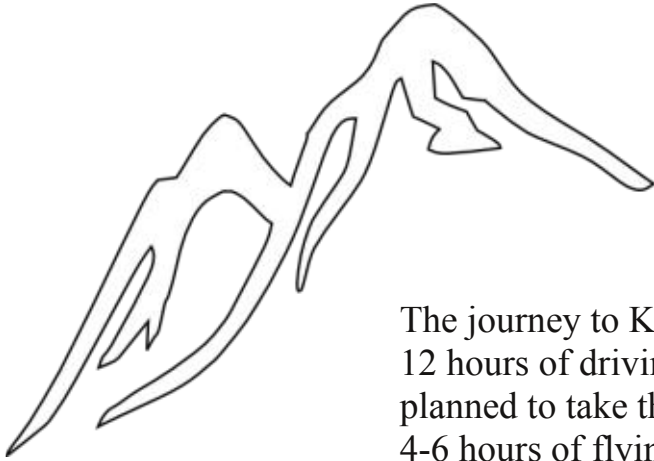


You can download the instruction manual for these radios from the Uniden website at:

[http://www.uniden.com.au/RESOURCES\\_MAIN/pdfs/UH710SX-2NB-TP\\_OM.pdf](http://www.uniden.com.au/RESOURCES_MAIN/pdfs/UH710SX-2NB-TP_OM.pdf)

Please help to take care of these radios and **DON'T ACCIDENTLY TAKE THEM HOME** with you at the end of the day!

# The Khancoban Report



Every November, coinciding with the Melbourne Cup public holiday in Victoria, AUGC joins a group of glider pilots from the Gliding Club of Victoria (GCV) and journeys to a small valley on the Western edge of the Snowy Mountains.

The journey to Khancoban is not undertaken lightly - with over 12 hours of driving it makes for a long day. This year we also planned to take the Motorfalke (by air of course) so that mean 4-6 hours of flying as well (and the ability to plan around bad weather).

This year a smaller-than-usual contingent was making the journey. Derek Spencer volunteered to take the Falke, David Conway, Claudia, Dennis and Redmond took turns towing the Pik. The journey over proved uneventful (just the way we like it) and we were ready for a week of great flying.

## Day 1

Except it was not to be (at least initially). The first day dawned with low cloud, showers and a distinct lack of aviating (see picture below). In true form this did not worry the AUGC



contingent who rapidly mounted Redmond's 4WD and proceeded along much windy roads to Cabramurra (highest town in the Australia and as it turned out on the day also the highest collection of BMWs in Australia) and thence to the Yarrangobilly caves for a little spelunking and a dip in the thermal pool.



The end of the day was spent at the traditional BBQ with the GCV folk at their accommodation with much discussion on the promising forecast of the days ahead.

## The Khancoban Report (Cont.)



### Day 2

The second day dawned a little better and we proceeded to the airfield to DI the aircraft. Having the Falke here proved its worth as we were able to get aviating long before the GCV tug rumbled into life.

The day proved to offer reasonable convection that was best used from the ridge lines. Dennis flew the Pik but was limited to 5,000' due to the overdeveloping cloudbase.

As rain was progressively encroaching the field from the east we called it a day by mid afternoon and went searching for a suitable pre-dinner drinks location. We found this in the form of Major Clew's Hut where a small fire and a variety of wine & nibbles made everything just right.



*Claudia gets a flight in ... the Duo Discus*

### Day 3

Probably the best day of the camp. Derek and Claudia took the falke out to the main range and visited Mt. Kosciusko. Later that day Dennis went on a tour of the area with the Falke and ended up in the same place (after initially having some difficulty in locating Australia's highest mountain on the basis that he wasn't expecting to see a road winding up it.) up to around 8,500' over the main range.

David took Claudia for a flight in the GCV's Duo Discus which she declared as the best glider flight ever! Claudia also went for a ride in the GCV tug (which is a two seater) to experience conditions at the other end of the tow line.



*Almost there... almost there...*

The now-mandatory end-of-day location selected for the evening's camp was along the Swampy Plains River. This location required two river fordings, the first of which was described as 'exciting' by Redmond and 'terrifying' by others. David got to christen his 'new' 4WD and ponder how much easier life



*Claudia gets a flight in ... the Tug with Mark Goodley from GCV.*

## The Khancoban Report (Cont.)



would be with a snorkel.

### Day 4

The SA contingent was now joined by Bernard Eckey & Brian who had come to Khancoban on their way home from Lake Keepit. Bernard had brought along his ASH-25, a self-launching glider with a wing span so large the wingtips are actually in different time-zones. Claudia immediately wanted a fly in it and once Bernard had taken her for a flight she immediately declared it the best glider flight ever!

That evening the group went for a 4WD back to Victoria and to a quiet swimming spot on the Murray River for an outdoor BBQ. Only Redmond & Derek were brave enough to cross the fast-flowing (and cold) current into the quieter waters, but the BBQ was enjoyed by all. Later that night Dennis **almost** claimed the Wildlife Award by almost hitting some type of animal (a form of mutant deer-wombat, no-one got a good look unfortunately) on the way back to the cabins.

### Day 5

The plan for this day was for David, Derek and Claudia to drive over to Thredbo and hike up to the summit of Kosciuszko whereupon they would be subjected to numerous beat ups from the Pik and Falke. Unfortunately the weather disagreed with our plans and brought in anti-swooping clouds that limited visibility over the main range to about 100m.

Redmond & Dennis went exploring by 4WD to Tom Broggin further up the Alpine Way from GeeHi and then back to inspect the Murray 1 power station, in the car park of which Redmond discovered his battery was quite dead (how ironic - all that power and not even 12V for the engine...). A quick trip

## The Khancoban Report (Cont.)

*Derek, Claudia and David shiver at the summit of Kosciuszko.*



into Corryong secured a new battery.

Redmond later did some thermalling over the ranges in the Pik and Dennis took the Falke out for one last look around the valley.

That evening we had a shared meal in the cabins with the entire contingent before a number of folk departed for Adelaide the next day.

### Day 6

David, Claudia (having by now run out of aircraft to fly in) and Dennis departed Khancoban for the long trip back to Adelaide, made even longer by the need to drop some empty AVGAS drums back at the GCV field at Benalla.

### Day 8

Redmond departed for home with the Pik trailer and Derek flew the Falke back to Stonefield. Redmond had another attempt at next year's Creative Rim award with a blown tyre en route, but was able to get home on the spare.

Overall it was an excellent week with lots of mountain

*Murray 1 Station Turbine Hall*



*Redmond prepares the Pik for a soaring flight along the ridge tops.*

## The Khancoban Report (Cont.)

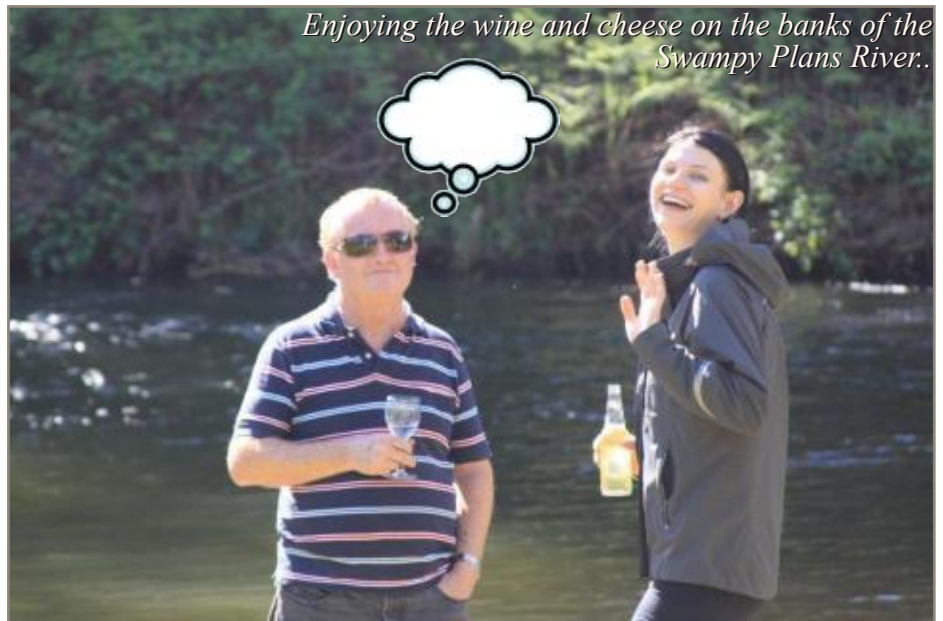


*Redmond's latest 'Creative Rim' award entry.*

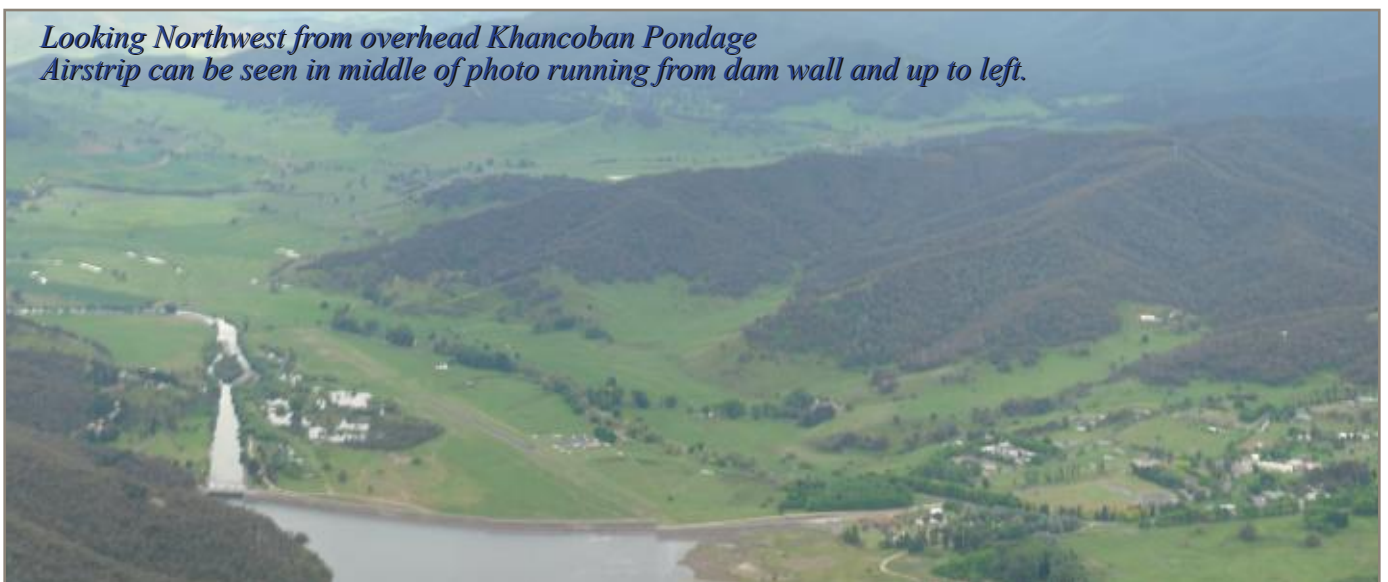
exploring, wine tasting, BBQing, good conversation and (best of all) no work! The plan for next year is for Redmond, Derek and Dennis to finish their BergFalke and trailer so it can return to Khancoban as an additional twin seater for our next expedition.

Can't wait!

Editor's note: I'm willing to bet someone can come up with a clever caption (or thought bubble for Redmond) for this photo!



*Enjoying the wine and cheese on the banks of the Swampy Plans River..*



*Looking Northwest from overhead Khancoban Pondage Airstrip can be seen in middle of photo running from dam wall and up to left.*

# The Khancoban Report (Cont.)



*The summit of Kosciusko.*



*The Major's Hut*



*Looking back in the Duo Discus.*



*Claudia gets a flight in ... the ASH-25.*



*Looking up the valley towards the main range from the ASH 25.*

# Member's Christmas Wish List



We asked our Club Officers what they'd like to receive for Christmas this year. Here is what they\* said....

President: A really really big tractor.

Secretary: Flying.

Treasurer: Money.

Winch Officer: A working winch, any winch really will do.

Airworthiness Officer: An oleo that can stay up.

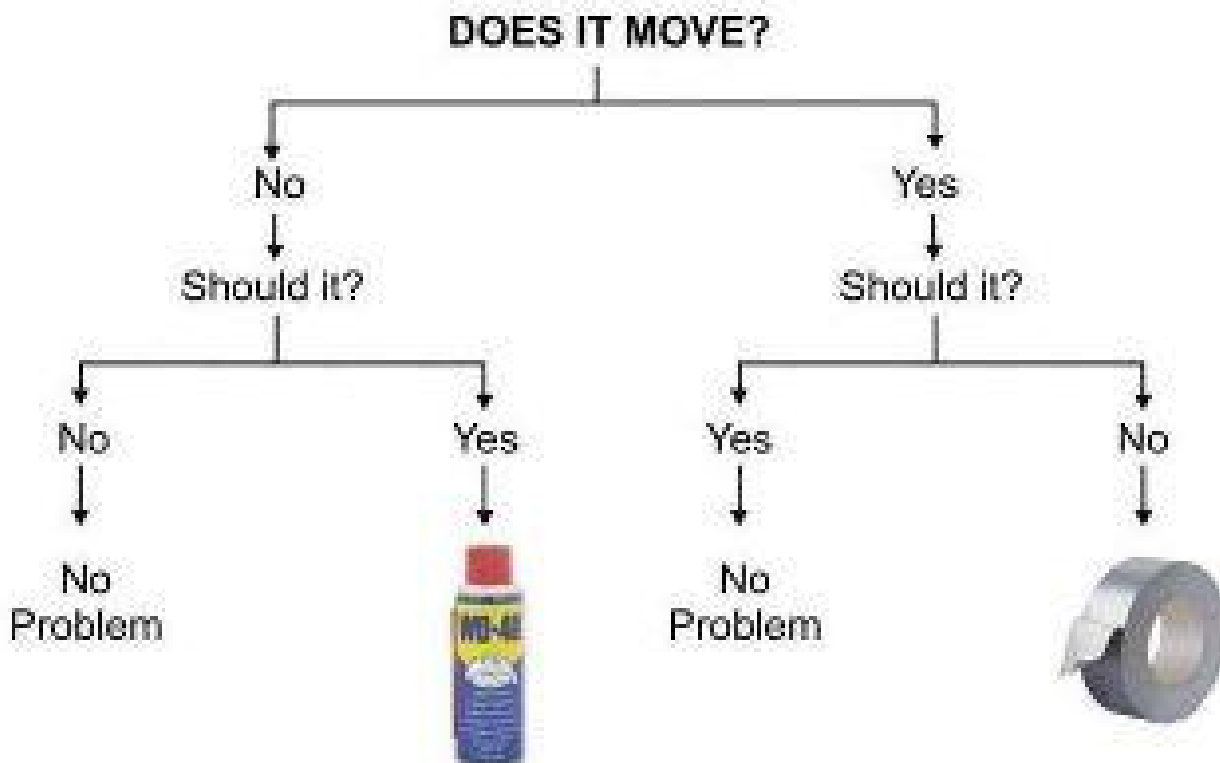
Social Convenor: More of Scott B's dinners on field.

CFI: Four new instructors and a LS-4 (for my personal use).

\* since noone actually responded to the request the Editor has taken the liberty of printing what he is sure they \*would\* have said....

# A Handy Guide to Fault Identification & Rectification

Anthony Smith





# The Great AUGC Cook-off & Bonfire



Back on Saturday the 12th of December the Club had its last bonfire for the winter season. To mark the occasion a Scott Battersby inspired feast was organised that grew in numbers to a staggering 45 people. Regius has supplied some photos of the event for those not fortunate enough to be there.



# New Pre-TakeOff Check



The GFA has adopted some changes to the pre take-off check. Previously known by the pnenomic 'CHAOTIC', it will now be remembered as 'ABCD-CHAOTIC'.

All pilots should start using this new form of the check immediately. 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.

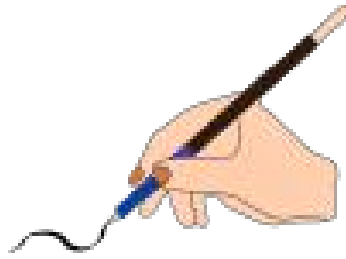
Cut this page out and have it handy.

# 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

Fire Season Starts  
Executive Meeting

15th November 2011 - (Check CFS web site)  
12th December

# Aircraft Maintenance Program



## **Pukatek (KRO)**

**Currently out of service whilst undergoing Form 2 inspection.**

The undercarriage oleo will need resealing once a reseat kit has been sourced.

## **Pik 20D (WVA)**

Next Form 2 inspection due June 2012.

## **Arrow (GNF)**

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

## **MotorFalke (FQW)**

**Currently out of service whilst undergoing Form 2 inspection.**

The engine fairings need to be returned to Adelaide for fibreglass work. FLARM still needs to be installed. Navigation lamps to be replaced. Fuel lines require replacement this year.

# 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 will help to make operations safer and more efficient, particularly when the Fly Down Under operation starts sometime in November.

**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 & 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 windsock has been out of action for a few months but a new one has been sourced and delivered. A new windsock frame will be made up at West Beach to attach it to the existing pole and it should be on field sometime this month.

# Calendar

## December



*Khancoban township from the air*

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

GO FLYING!

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](mailto: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>.

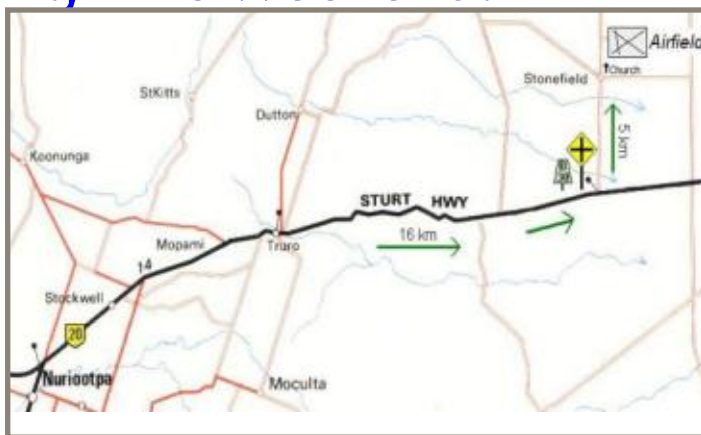
You can also get the latest newsletter and up to date news on what is going on at the Club's web page:

<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](mailto: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](mailto: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](http://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](mailto:augc-people@lists.internode.on.net).



## Club Contacts

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