



An F4 Phantom rests quietly at the RAAF Museum at Point Cook (Photo D. Medlow)

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Thought For The Month

"Many of life's failures are people who didn't realize how close they were to success when they gave up."

Thomas Edison

In Next Month's Edition...

"Air-to-air Photography (Part 1) by Anthony Smith"



Howdy,

This last month has been a rude reawakening for me to the rigours of what is politely known in the corporate world as 'work-life balance' or in my case 'work-life-study stress management'. Having decided to reenter the University world I somehow decided that a 40+ hour work week would easily accommodate a 2 unit study load. I'm yet to locate the decision tree that was responsible for arriving at that conclusion, and when I do I will cut it down, pulp it and bury it in soft peat for 3 years. So for all you students out there who can't get on field because there's just one more assignment to finish - I hear ya. Its still no excuse though, the thermals are starting to be awesome again. (Just use the excuse 'the winch ate it' and include a picture of the winch).

On the plus side I've been able to convince Anthony to write some articles on aerial photography for the next couple of Newsletters, thereby satisfying my craving, nay lust, for content. Anthony and Justine have had more photos published in Australian Gliding than I can count. Having seen a preview I can assure you it will be an excellent read. This month you have to put up with me writing about another musuem.

Until next month...

Mr. Ed.



PAYMENT OF FOOD & FLYING

Everyone please note that:

Payment for FLYING goes into the beige cash tin.

Payment for FOOD & DRINK goes into the black cash drawer near the sink.

AUGC Members can use the tick sheets located on the fridge doors to have their purchases charged to their AUGC account.



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Advertising rates available from editor@augc.on.net.



STOP PRESS!

Don't Forget The Club Dinner



Friday 25th September 2009

Buckingham Arms Hotel

1 Walkerville Terrace, Gilberton

Starts 1830-1900

All You Can Eat!

Adults \$27.50, Kids \$22.50

You must contact the Social Convenor if you wish to attend!

It Happened on Our Airfield....

19 July 2009

Sunday started out bright and early with an enthusiastic Derek scanning the skies for signs of wave with the NW winds. There was wave, but a long way up.

Flying started at around 1030 with KRO with around 15 kts NW. The wind stayed pretty consistent the whole day and allowed some great launches to over 2000 ft all day. ZQ had been partially rigged on Saturday night and joined in the fun at lunchtime. Thermals were going to around 4500 ft although they tended to be narrow and a bit broken up by the wind. However, thermal activity continued to well into the afternoon with climbs to ~3000 ft still around after 3pm.

There were two AEFs – Keith's sister and her partner Michael, both of whom enjoyed their flights in GZQ. Keith and Lisa also practiced some spins in GZQ. KRO pumped out training flights all day with a lot of work done on landings.

Huge thanks to Mark Tyler for driving the winch and producing some great launches.

6 September 2009

The day began with a decent wind that picked up

to a bit of a gale down RWY29. Derek was able to find some lift on his first flight with Jun, which was well before midday. Wave-like clouds began to appear as the cumulus-like clouds became more scrappy. There was potential to get into this wave, but unfortunately Derek had his only opportunity while conducting an AEF. Raymond, who had the AEF, said that his gliding experience was better than the aero ride in a Nanchang he had had last year, also as a birthday present!

Anne tried her luck with Andrew for 30mins, but again the beckoning wave clouds had to be left behind to get Andrew on the ground in time to not spew in the glider. There was so much strong lift around that was clearly being enhanced by an overlaying wave system. Allan kept current with a short flight. Derek continued training with Jun and also began training Steve, who is aspiring to become an air force pilot. Andrew had another two circuits with Anne and had fun. By the end of the day it was totally still and we headed off for a satisfying pub meal.

Many thanks to Allan for helping out. It was a great day. Oh- and Anne very much appreciated the perfect 2100' AGL launch!

Chief Flying Instructor's Comments

Dennis Medlow



Every now and then I need to do a 'things that annoy me' article for the Newsletter.

This month is one of those....

Not having your Training Logbook at the launch point.

The training logbook is a key tool for both trainees and instructors. A common response to a request to see it is 'I left it at home' or 'its in my car back at the Clubhouse'. The reason we use the logbook is to see what learning sequences we should be doing on the next flight, and to record comments on things a student should concentrate on in future flights. Without access to this information it can mean that important points can't be reinforced correctly or that the student doesn't progress as quickly as she should. Without it an instructor can't record the progress made on field that day, and therefore the student may have to repeat training sequences in the future. So for everyone's benefit, if you are coming up to learn with us, please bring your training book with you.

Not correcting for cross wind on the ground.

Unfortunately nature does not always place the wind straight down the strip we are launching off of, so in most cases we are facing some degree of cross wind. All

pilots need to handle the aircraft correctly in a cross wind and obviously the stronger the cross wind component, the higher the level of skill required. It is important to ensure that the aircraft is controlled so that it runs straight along the run way during launch and landing - this reduces stress on the wheel and undercarriage. I have seen even experienced pilots get caught out occasionally so if you feel that conditions may exceed your skill level, or if you would like some more instruction or advice on the subject please talk to an instructor.

Not checking the cable prior to hook on.

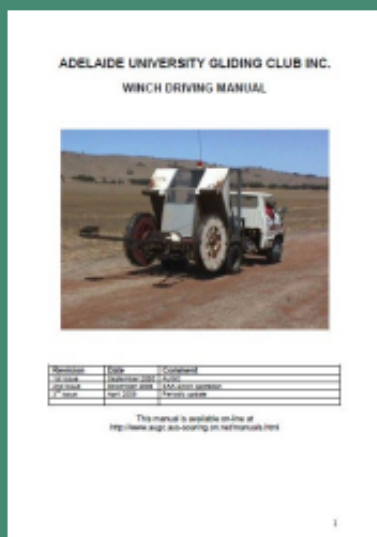
The person hooking on the glider for launch has a number of responsibilities. Is the right tow hook used? Is the correct ring used? Is the right weak link in place? They also need to ensure that the cable will not knot or tangle as it is drawn tight during the launch. As we use traces that are coiled up at the end of each launch there is always potential for a loop or knot to form, so please lay out the trace on the strip prior to hook on to ensure there are no tangles or knots.

Fly safe.

AUGC CFI

NEW WINCH MANUAL

An update to the Winch Manual has been approved by the Instructor's Panel and is available from the Documents section of the Club Website.



REIMBURSEMENT OF CLUB EXPENSES

If you need to spend money on behalf of the Club please:

1. Ensure the expense is endorsed by a Club Exec member (use the phone numbers on the back page if necessary).
2. Ensure you GET A RECEIPT.
3. Download and complete the Reimbursement Spreadsheet from [http:// www.augc.on.net](http://www.augc.on.net).
4. Attach the receipt to an A4 sheet, staple the reimbursement form to it.
5. Send the form and receipt/s to the Treasurer.

DID SOMETHING BREAK?

Step 1 - If you can, fix it.

Step 2 - Tell someone about it!

WANT TO REDUCE CABLE BREAKS?

Simple - every 4 weeks we need to lay the cables out on the strip and reel them back in checking for frays, worn swage repairs and other cable issues. Ensure the end of the cable has a tyre attached to provide tension when reeling in.



SAGA Coaching Sessions

Coaching activities for 2009/2010 have been announced. Each night will feature two topics from a variety of experienced speakers. All pilots are encouraged to attend these sessions. Remaining sessions for the year are:

Wednesday 16 September Flight Analysis / Outlanding & outlanding techniques

Thursday 15 October Thermal Sources & Triggers / New Sporting code.

All sessions will be held in the Adelaide University Engineering North building, room N123 on the First Floor (Chemical Engineering) and start at 19:30 (7:30pm).

Pop Quiz...



The weather over the Mt. Lofty Ranges sometimes takes to imitating circus animals.
(Photo D. Medlow)

This cloud is a rare form of meteorological event often associated with:

- A. Imminent downpours of peanuts.
- B. 'Cumulus Dumbonius'
- C. Noisy trumpeting.
- D. All of the above.



News You Can Use

New Glider Training Scheme

GFA has announced that from Q4 2009 a new glider pilot qualification will be introduced called the Glider Pilot Certificate (GPC). For more information see page 30 of the May 2009 edition of Australian Soaring.

The Instructors Panel will be considering how to incorporate these changes into our training processes and logbooks.

Fleet Notes

Please note that TX has been taken off line.

WVA and MI are only insured for ground risks.

ZM has been sold to a Club syndicate.

FQW can only be flown by a pilot with > 100 hours GLIDING time. General aviation (GA) hours cannot be counted in this total.

Coming Events

The Social Convenor (Derek) is *now organising the* bowling night. Look out on augc-announce for more details.

Check the on-line calendar on www.augc.on.net for more Club events.

Club Annual Dinner

The Club Annual Dinner will be held on Friday the 25th of September at the Buckingham Arms Hotel at Walkerville..

We Have a Weiner!

Justine Thompson wins last month's caption competition with her entry of "Where the bloody hell are we?". Her prize is a full time position at the Australian Tourism Commission and a choccy bar of her choice courtesy of the Editor.



A Visit to the RAAF Museum @ Point Cook

Dennis Medlow



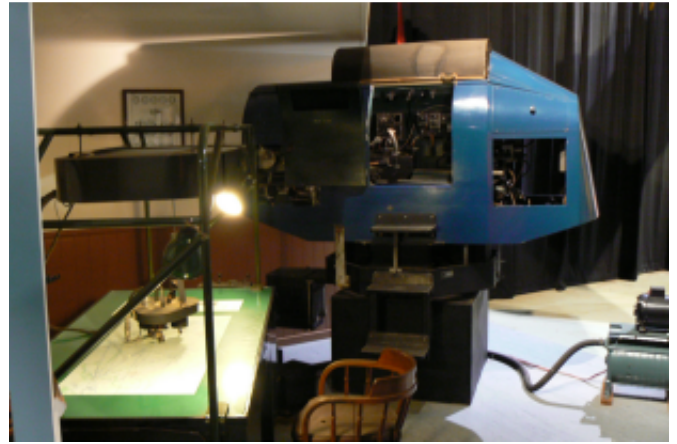
Whilst I have been to Melbourne many times, I've never had an opportunity to visit the RAAF museum at Point Cook, so when the opportunity arose last month I took myself and my camera down to the Point

Cook RAAF base to have a look. Given that I have been to many really big aircraft museums and displays in the US and Europe I was not sure what to expect from an Australian version, but I was quite impressed with what the RAAF have been able to do.

The first challenge in getting to the Museum is that it is actually on an operating air base. This means everyone signs in at the gate - although the day I was there this fact wasn't appreciated by the tourists ahead of me who just drove in and were then persuaded through the base by the security guards!

What I didn't realise about Point Cook is that it is

themselves are historical as one is made up of 2 prefabricated hangers brought out from England and erected as 'temporary' facilities on the airfield.



WW2 Era Link Trainer

Inside there are 'heritage' and 'technology' displays which have a variety of equipment. An ancient Link trainer sits in one corner showing how instrument flight training used to be conducted, another display shows a VHF radio that looks bigger than an aircraft instrument panel.



Main Museum Building

the oldest continually operated airfield in the world. The first flight was made there in March 1913 - with training commencing in August of 1914 and the first batch of pilots graduating in November of that year.

The museum houses a variety of aircraft, equipment, uniforms, trainers, radios, maps and other items associated with military aviation in three main buildings. The items vary from original World War 1 recon charts printed on cloth through to vietnam era helicopters and drones. In the next few months they will be joined by a retired F111 fighter bomber from Amberley. Even the buildings



Two views of an Aeromacchi Jet Trainer MB326 used by the RAAF to train pilots for the Mirage and F111.

Both manned and unmanned aircraft as well as weapons are on display. The A-92 Jindavik drone turbojet-powered aircraft was developed in Australia as a UAV for target practice, many of these were exported to the US, the UK and Sweden.

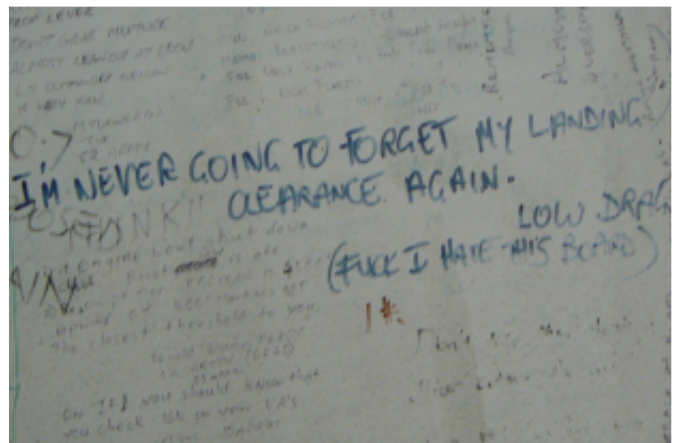
I was surprised to see the F4 Phantom (see cover photo) in the museum as I was unaware that they were ever in service with the RAAF. Apparently the RAAF order for F111s had undergone some delivery difficulties (gee - a US Defence project running behind schedule, what a surprise!) and the US offered to lease some F-4s as a stopgap measure at 'never to be seen again prices'. All but one lost in an accident were returned to the US when the F111s arrived.

The Museum has a restoration hanger which is where work progresses on restoring aircraft from previous RAAF service. Currently the museum is restoring a de Havilland DH98 Mosquito fighter-bomber, pretty much from the ground up. This aircraft is the only one of its type remaining with a history of operations in the RAAF during wartime. After the war it had spent some time, wingless, in an orchard as a children's playhouse! The Mosquito had a wood and fabric construction and so its maintenance and construction utilises similar tools and techniques to work on aircraft



The Mosquito under reconstruction.

like the Boomerang and Bergfalke. My impression from the hanger is that they have a workshop that Redmond could only dream of... And finally my favourite part of the museum was the preserved sight boards. These are large boards painted in white and red squares. These boards were originally used to indicate the line of the runways when Point Cook was a grass all-over field. As a punishment any student pilots committing a transgression of one form or another had to run up to them and back so the tradition evolved that they would write what they had done on the board. Consequently the board was covered in various statements, my favourite being "I must not try to kill my instructor when rejoining circuit." Wise words indeed. I wonder if I can convince the SAA to put something like this up at Stonefield?



Two views of a Pt. Cook sight board with a close up of one student's tale of woe.

This really is a 'living' museum as a number of extensions and exhibitions and new aircraft are planned for the future. I hope to get back there after next year's Australian Airshow to see the F111. More information on the museum, its aircraft and how to get there can be found on the web at <http://www.airforce.gov.au/RAAFMuseum/>.



Know Your Checks

Pre Take Off Check - CHAOTIC

Performed by Pilot in Command.

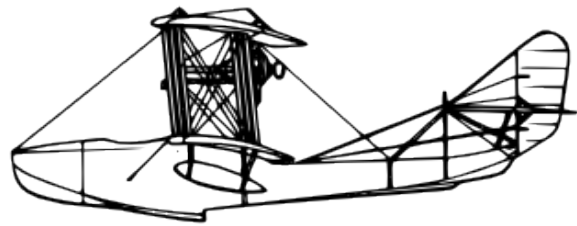
- C** Controls work in correct sense.
- H** Harness/es tight and secure.
- A** Airbrakes cycled, closed and locked.
Flaps set for take-off.
- O** Outside launch area clear.
Wind speed & direction.
Ground crew ready.
Options on launch failure
- T** Trim set for take-off.
Ballast secure.
Tail dolly removed.
- I** Instruments reading normally, no damage.
Altimeter set to QNH.
Radio set to correct frequency.
- C** Canopies closed and locked.
Undercarriage down and locked.
Controls have full and free movement.

Pre Hook-On Check - CARD

Performed by Launch Crew.

- C** Canopies closed and locked.
- A** Airbrakes closed and locked.
Flaps set for take-off.
- R** Radio on and set.
- D** Wing and tail dollies removed.

Refer to the back of the GFA Logbook for a list of GFA Standard Checks.

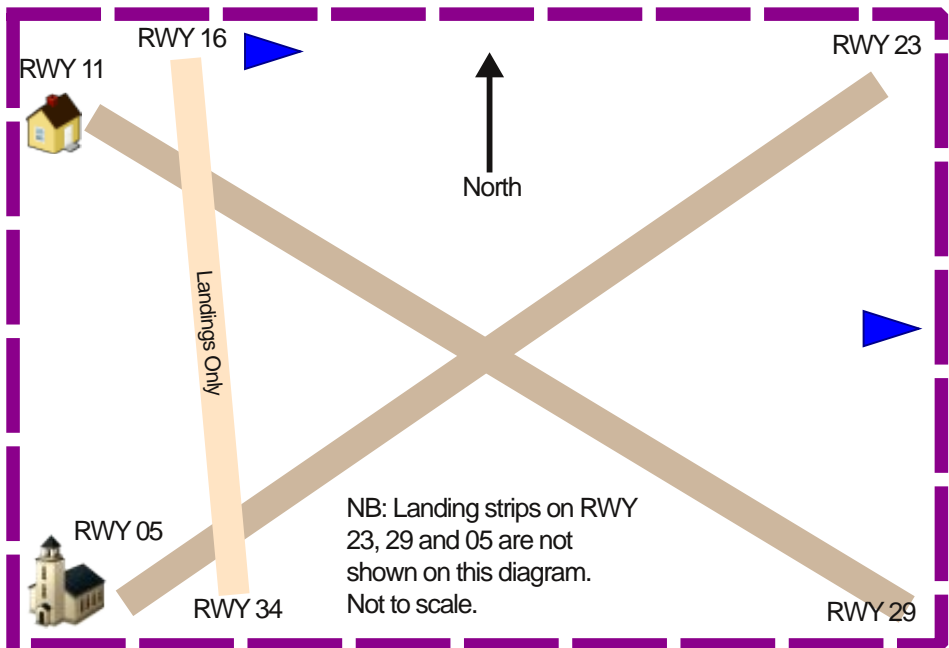


ATTENTION FQW PILOTS

The Club's insurance on FQW means that it can only be flown by a pilot in command with more than 100 GLIDING HOURS. GA hours cannot be counted for this purpose.



Runway Quick Reference Guide



Cut out and keep this diagram handy to prevent on-field embarassments.



Aircraft Maintenance Program

Please lend a hand with the following tasks...

Pukatek (KRO)

Form 2 (Annual Inspection) is due by the 26th of September 2009 (i.e. this month). The main wheel has a slow leak, PLEASE check tyre pressure each day before operating to avoid damaging the wheel and the aircraft,

The main wheel oleo will need recharging and will be done during the Form 2 work.

This is our main training/AEF aircraft so we need to ensure it is out of the air for as little time as possible - PLEASE lend a hand.

The rear cable release has been removed for replacement due to cable wear near the handle. This may have been replaced by the time you read this but if not then KRO can

only be flown with the command pilot in the front seat.

Club Libelle (GMI)

No known issues - Form 2 due 2010.

Arrow (GNF)

Repair work will continue at West Beach once FQW's prop work is out of the way.

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

MotorFalke (FQW)

The Motorfalke fuselage has been relocated to West Beach for the 30 yearly with the kind assistance of Anthony and his trailer.

The wings remain at Stonefield. The propellor is being dispatched for repair.

Standard Libelle (GTX)

Currently off-line and not operational.



Airfield Maintenance Program

Runway / Taxiway Marking

A number of tyres have been cut up to create pairs of runway markers (by Anthony and Mark T I believe .. Ed). These need to be cleaned off and painted white on the side that was previously the inside of the tyre. See the painted examples on the threshold of runway 11.

Winch

Both cables have been inspected and all swages cut out and reswaged with the appropriate 4mm or 5mm swages. A number of additional cable tie down loops have been made up and are in the Pie Cart. Each time you use one please make up a new one, just unwind a strand from some left over winch cable and tie a reef knot in

it.

A new set of Orange (660 Kg) weak links have been made and painted.

The Winch battery is starting to show signs of deterioration and may need jump starting.

Beware The Bog!

(I thought I'd never have to say this but ...)

After all the moisture of the past month there is a boggy area to the left of the concrete strip on runway 11. Please avoid this area, particularly if there is more rain as it will easily rut.



Flying Calendar

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



Moonrise, Photo M. Newton

September

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
	1	2	3	4	5 GO GLIDING!	6 GO GLIDING! Fathers Day
7	8	9	10	11	12 GO GLIDING!	13 GO GLIDING!
14	15	16 SAGA Coaching	17	18	19 GO GLIDING!	20 GO GLIDING!
21	22	23	24	25 AUGC DINNER Buck Arms Hotel	26 GO GLIDING!	27 GO GLIDING!
28	29	30				

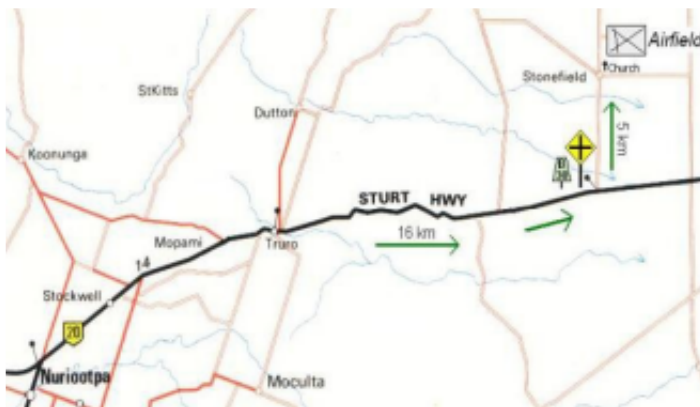
Stay In Touch

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: <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 7:30am), 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 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:	Catherine Conway	0429 803 705	treasurer@augc.on.net
Secretary:	Anne Philcox	0409 202 250	secretary@augc.on.net
Social Convener:	Derek Spencer	0429 028 065	social@augc.on.net
Exec Member:	Kolin Rajapaksha	0405 178 555	fifth-member@augc.on.net
Chief Flying Instructor:	Dennis Medlow	0407 833 565	cfi@augc.on.net
Airworthiness Officer:	Redmond Quinn	08 8344 5331	airworthiness@augc.on.net
Contact Person:	Guy Harley	0412 870 963	contact@augc.on.net
Newsletter Editor:	Dennis Medlow	0407 833 565	editor@augc.on.net