

Uni Gliding

Vol 37 Number 1 - January 2012



The Official Journal of the Adelaide University Gliding Club Inc.

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



Editorial

The Editor

What's Inside...

Hi,

The good news is that it looks like the members that participated in the recent coaching week at Waikerie has a great time and some excellent flying.

The bad news is that due to a number of maintenance issues we do not have any two seater aircraft, and hence no training capability, available. Unfortunately both of these aircraft will require parts or repair work that will mean they are out of action for several weeks, if not longer.

The Exec and Training Panel will meet to consider the options soon and will advise what options the Club has in this regard.

Keep flying!

Regards
Mr. Ed.



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Image Credits

Cover photo (Claudia & Bernard in his ASH-25) - David Conway
Coaching Week - David Conway

FDU Does 1000Km Flight From Stonefield!

<http://soaringcafe.com/2012/01/benjamin-bachmeier-tells-his-story-about-his-first-1000-km/>

Uni Gliding

A publication of the Adelaide University Gliding Club Inc.

Uni Gliding is published approximately 40 a variable number of times a year or whenever the Editor gets around to it.

Composed using the Scribus 1.4.0 desktop publishing system and Microsoft Office 2010 and published to Adobe Acrobat standard PDF 1.5 with a minimal amount of screaming.

Printed in Australia on recycled paper - assuming you print it in Australia and on recycled paper. It's pretty much your call, but if you do please consider the environment.

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AUGC 2012 Maintenance Schedule



Despite everyone's fervent hope, maintenance at Stonefield does not happen by magic. In 2012 the AUGC will dedicate four specific weekends on field at Stonefield to performing preventative maintenance, airfield improvements and aircraft inspections.

These weekends are:

Weekend 1 Sat/Sun 18/19 Feb (Weekend before o-Week)

Weekend 2 Sat/Sun 14/15 Apr (Last week of mid-semester break, used for Pik, Arrow Form 2s + pre-Flinders work)

Weekend 3 Sat/Sun 21/22 Jul (Weekend before Semester 2)

Weekend 4 Sat/Sun 18/19 Nov (Weekend after final Uni exams conclude, primarily for KRO/FQW Form 2s)

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

There will be a Club BBQ on the Saturday night with a number of ground school courses on offer if there is sufficient interest from the attending members.

These days are compulsory attendance for all Club members for at least four (out of the eight) days scheduled for 2012.

FOD is a dirty word



FOD (Foreign Object Debris) is a constant danger to aircraft operating anywhere in the world and Stonefield is no exception. In December last year a (non-AUGC) aircraft landing at Stonefield suffered considerable propeller damage due to striking debris (cable) on the field.

Fortunately in this case there was no injury and a safe landing eventuated. However the hassle and downtime of the aircraft for the owner plus the cost of repairs is something that may have been preventable.

This is damage due to FOD (in this case **runway/movement area FOD**). It is just one case that we need to be vigilant for, others are:

Tool FOD - items left inside the aircraft after maintenance or inspection, and

Cockpit FOD - items in a cockpit that are unsecured and may jam or restrict control movement.

There have been stories in the past of aircraft becoming uncontrollable in flight due to items as innocuous as pens and sunglasses falling under seats and jamming control linkages.

Anything that is not a part of the natural runway surface*, including but not limited to cable, litter, drink cans, tools, U-bolts, release rings, clothing, maps, ballast, cushions etc. etc. can be runway FOD - and it can cause damage to both gliders and powered aircraft. Even items that are normally associated with aircraft operation or maintenance (such as tools, maps, cameras, drink containers, GPSs) can become tool or cockpit FOD when they fall/roll or remain in areas that they are not supposed to be in.

We have a number of defences against FOD damage:

The best defence is to spot the FOD and bin it (or in the case of tools or other property remove it to a safe location such as a tool kit or pie cart).

Other actions we can take are:

- + Ensure that any tools used on an aircraft are accounted for *before* closing up sections when maintenance is completed.
- + Maintain the integrity of seals and boots around control rods and columns to ensure that there are no gaps through which FOD can move into the under seat areas.

IF YOU SEE FOD ON A RUNWAY - PICK IT UP! ENSURE IT IS REMOVED & BINNED ASAP.

ENSURE ALL ITEMS INTRODUCED TO A COCKPIT ARE SECURE AND REMOVED AT THE END OF THE FLIGHT.

*Technically a bird or animal is not FOD, unless it was dead before you hit it.

Coaching Week 2011

David Conway

The Annual SAGA Coaching week was held at Waikerie aerodrome between Christmas and New Year. David Conway supplied some stories and photos from the event.

After a couple of failed attempts Saturday and Monday, Claudia and I flew the Puchatek to WKI on Tuesday. Derek flew the Pik over.

The weather was excellent all week and steadily improved with 8000' on Thursday and 10,000'+ on Friday, Saturday and Sunday. Highest was 11,000'.

Quite a few hours were logged on club aircraft so it was worthwhile moving them to WKI for the week.

Tim and Claudia enjoyed cross country coaching flights in the DG505 with Derek, ASH25 with Bernard and the Nimbus with Cathy, as well as local soaring in the Puchatek.

Tim, Peter and Claudia also did some flying in the K21, and it's aerobatic potential in particular inverted flight put to the test.

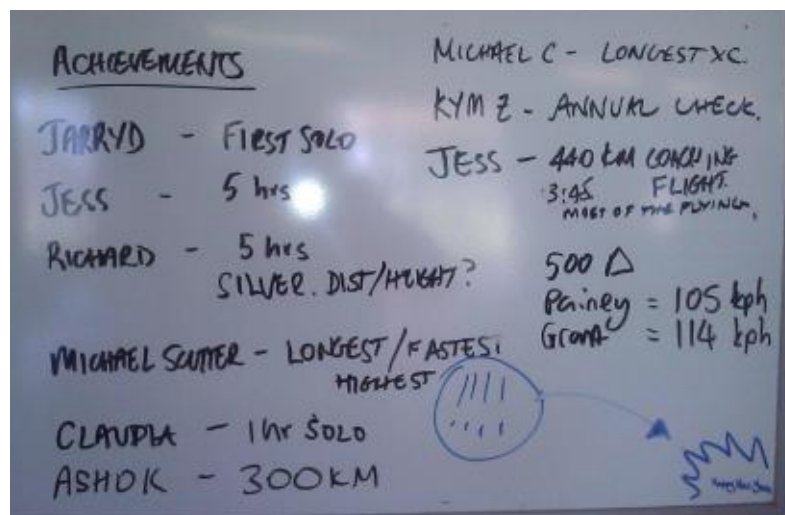
Michael Conway flew 340ks one day in the Pik, and missed his 5 hours by only a few minutes (again...) and Claudia got her first 1 hour soaring flight in the Puchatek.

James Dutske took his dad for a fly in the Puchatek, which was also used for some annual checks, aerotow conversions, and a WGC member Jarrod did his solo flight in it.

Yesterday Tim and Mike flew the Puchatek back to Stonefield, and Cathy and Peter flew the Nimbus back.

Many thanks go to Cathy Conway for organising such a fun week, and to Derek for spending all week in the back seat of the DG505!

CFI's Comment: Its great to see the level of progress being made and the achievements during the week. The whiteboard says it all!



Coaching Week 2011 (Cont.)



Gridded up and ready to roll



9,000' feet over the Riverland



*Waikerie from a long way up
(Airfield is at bottom right of photo)*



Tim & Michael prepare to ferry KRO back to Stonefield



The graphic features a stylized glider in flight against a green and blue background. The text 'FLY DOWN - UNDER' is written in a white, slanted font above the glider. To the right, a kangaroo is depicted in a white silhouette. Below the glider, the text 'Stonefeld-Trophy' is written in a large, bold, black font, followed by '2012' in a slightly smaller bold black font. A large red banner with white text reads '10,000 km+'. Below the banner, the words 'the challenge' are written in a large, bold, black font.

You might have heard about Fly Down Under. If you haven't - no problem. This is the story: For the first season we started operation on the Stonefeld airfield that we share with the Adelaide University Club and the Barossa Valley Club. We operate 7 days a week from November until end of February. Our goal for this season is to prove that long distance flights are not only possible in Chile or Southern Africa. They also can be flown from South Australia. Our pilots did some big flights in the recent weeks but I think we can even do better.

That's what we need your help for!

If you have a glider with an IGC logger, if you are not afraid to achieve record distance, if you want to have serious fun. Then join us on the Fly In and for the Open Day. The target is to log more than 10,000 km total flight distance on OLC on Saturday 21/01/2012.

Friday 20/01/2012: Fly into Stonefeld until Saturday 9:30 am.

Saturday 21/01/2012: 10:00 start for the longest flight you ever did

Sunday 22/01/2012: Open Day and win the price

Get free winch launches with our 300hp BMW/TOST winch, have fun on the BBQ and meet fellow pilots that you haven't seen for a while.

Please register through email with your name and glider registration and type through email: info@fy-down-under.com or phone 0457 601 974

The first 10 registered pilots will get a free place in the FDU hangar for the weekend.

We are looking forward to see you. Konrad & the FDU-Team.

WWW.FLY-DOWN-UNDER.COM

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

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

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.

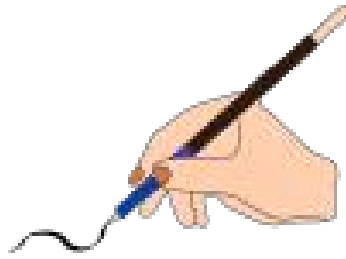
Cut this page out and have it handy.

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

FDU Fly In Days	20-22 January
Club Maintenance Day	18-19 February (pre O-Week)
O-Week	20-24 February
Club Maintenance Day	14-15 April

Aircraft Maintenance Program



Pukatek (KRO)

Currently out of service due to repairs required on the undercarriage and underside of the aircraft.

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 awaiting a new exhaust system from the manufacturer in Germany.

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

January



*Bernard must be a Mac User - he just doesn't like Windows?
A slight miscalculation as to where the ASH-25 wing ended and David's car began whilst derigging
during Coaching Week. (Photo D. Conway)*

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
		Australia Day				
30	31					

Stay In Touch

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



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

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

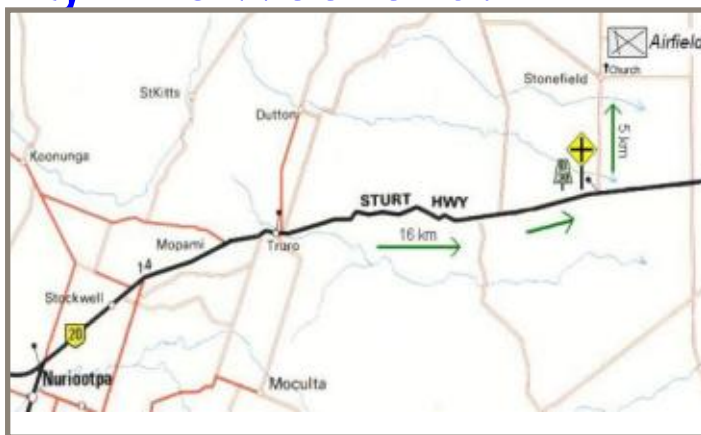
You can also get the latest newsletter and up to date news on what is going on at the Club's web page:

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

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

accounts@augc.on.net.

Fly This Weekend!



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

book via the online booking system at: www.augc.on.net and go to Gliding > Make a Booking. You can either drive up yourself by following the map at left, or the contact person can arrange a lift to Stonefield either from the Adelaide University footbridge (meet at 7.15am to leave at 7:30am), or from the Caltex Service station on the corner of Montague Road and Main North Road (meet at 7.45am to leave at 8:00 am).

Help out at West Beach!

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

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



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