

# Uni Gliding

Vol 40 Number 1 - September 2017



## In this issue...

Say hello to our new Janus!  
Diamond Height at Stonefield  
Know your Instructor  
...And more!

The Official Journal of the Adelaide University Gliding Club Inc.

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## Editorial

Hi All! Welcome to Uni Gliding, now bigger and better than ever! Some very cool things have happened lately (most notably, acquisition of a new two-seater aircraft, the Janus) and we have the scoop on it in this issue! We also have the story of a mighty flying achievement that took place from our very own airfield, some tips on the care and feeding of instructors, and lots more.

We're hoping to be able to publish Uni Gliding on a slightly more frequent schedule than has been the case over the last couple of years. However, while your Intrepid Editors are able to pull amazing articles out of our ears at the drop of a (terry-towelling bucket) hat, this Mighty Rag will be so very much better if you (yes, you!) contribute material as well. Have you taken some photos while on the airfield? Done something vaguely flying-related? Tell all! Better yet, send it to us and we'll delightedly publish it here.

No matter whether you write about "What Happened On My First Trip to the Airfield" or "Advanced Wave Soaring Technique: Debates And Controversies", we'd love to hear from you. Have any questions, or opinions you'd like to share? Send 'em all in! We're waiting with bated breath to see what you have to say. :-)

Cheers,  
Teal & Leigh

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### Image Credits

Cover photos:

Top: The view from the Janus rear seat (photo C. Conway)

Bottom: AUGC's new Janus ready to launch (photo R. Harris)

Original artwork: T. Evans

Others photos and images as noted.

## Uni Gliding

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# STOP PRESS!!!

Our ASK-13 training aircraft VH-GQC suffered a fabric failure on the Starboard wing on Saturday (19/8/17) when being evaluation flown at Vne after completion of a Form 2 (Annual Inspection). The failure has cast doubt on the bonding of the rest of the aircraft fabric to the structure. Accordingly the aircraft won't fly again until it has a complete refabric. We had planned to refabric the aircraft over winter 2019. This will be brought forward.

Pressure is now on to complete the refabric/survey of our other ASK13, VH-GQS. Until GQS returns to service, the Janus will have to be utilised for ab initio training. We will commence refabric of VH-GQC when GQS leaves the workshop.

*Please* come down to West Beach on Monday evenings and lend a hand getting our training fleet back in the air. Your club NEEDS you!

## Words of Wisdom from the Prez

Since El Presidente (who is also CFI) is so busy Presidenting that she hasn't had time to write stuff to go here, we will have to make do with this instead:

### Brussels Sprout Pudding

#### Ingredients

750g small Brussels sprouts, 300ml milk, 4 level tablespoons flour, 4 eggs, 4 tablespoons grated cheese, 90g butter

For the sauce: 300ml sour cream, 1 egg yolk, 150ml milk, salt to taste

#### Method

Combine eggs and milk thoroughly with a fork. Whisk in flour, then when thoroughly combined, add cheese and Brussels sprouts and mix through. Melt butter and use to coat muffin tray/moulds, and pre-heat tray/moulds in oven (200°C) for 15mins. When hot, pour in batter, which should sizzle. Bake for around 15mins or so until golden brown. Remove tray from oven, then remove puddings from tray.

To make the sauce, combine ingredients in a pan over a gentle heat. Pour sauce over puddings and serve the resulting mess to the dogs.

## The CFI Speaks...



SKWAAAAARK!!! Stop it or you'll go blind...

# Say Hello To Our New Janus!

Eagle-eyed members may have observed a new aircraft on the airfield of late. No, you're not hallucinating after a long day at West Beach huffing paint stripper fumes: AUGC has a new and super-shiny aircraft joining our fleet, as of August. Say hello to VH-GVU, a Schempp-Hirth Janus B, formerly of Melbourne Gliding Club. Huge thanks go to (former AUGC member) Simon Hackett, who generously donated the funds to purchase it.



The Janus is a high-performance, flapped two-seat fibreglass advanced trainer with water ballast capability. AUGC will now be able to offer advanced

*Simon Hackett takes the Janus for a fly (Photo: C. Conway)*

cross-country training, and conversions to the Pik-20 single-seater will be a lot easier now that we have a flapped two-seater in the fleet. We're also intending to take the Janus to soaring camps, which will allow less-experienced pilots to participate, and we also intend use it to field a team in the coaching division of Joeyglide - the Junior gliding nationals. If you would like to be part of this team please let an instructor or committee member know.



*The Janus in flight (Photo: T. Evans)*

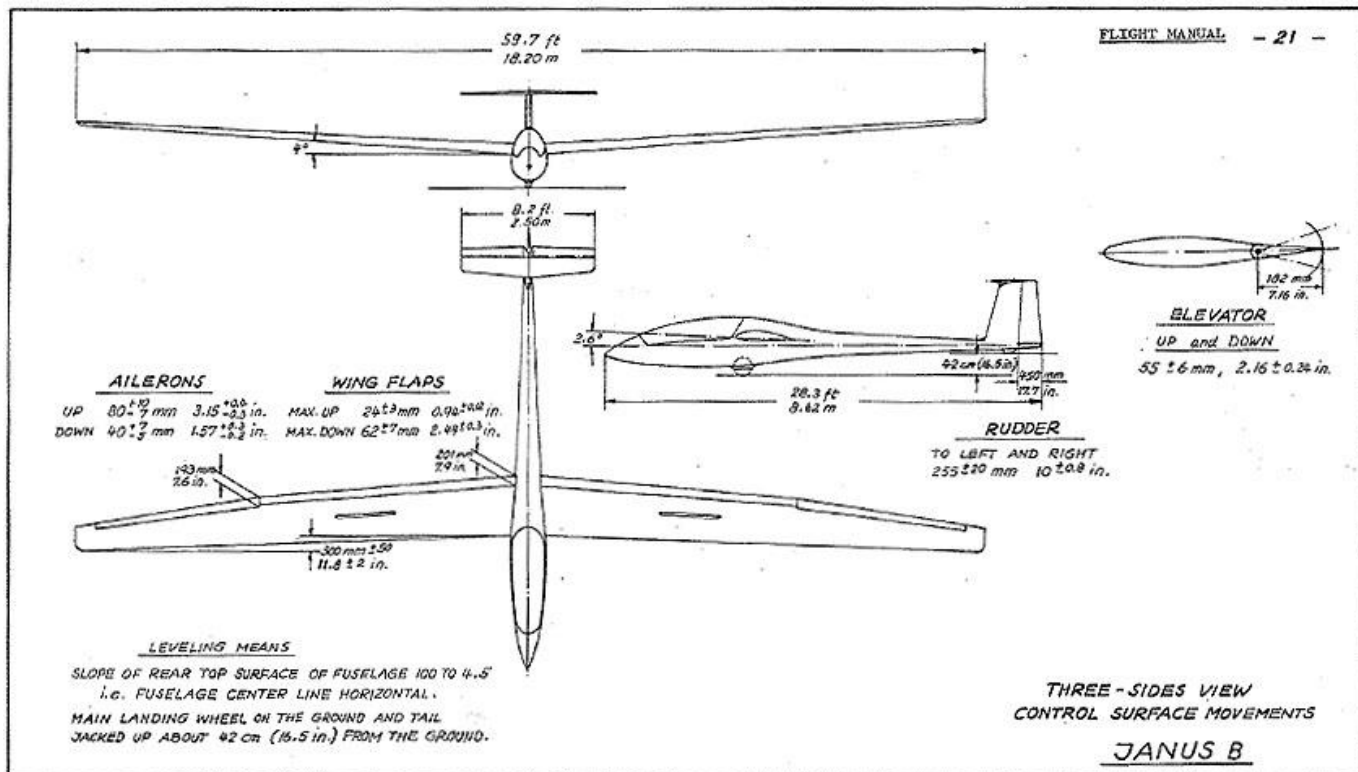
# Schempp-Hirth Janus B: Specifications

## General Characteristics

- Crew: 2
- Length: 8.62m
- Height: 1.45m
- Wingspan: 18.2m
- Wing area: 16.6m<sup>2</sup>
- Aspect ratio: 20
- Airfoil: root: Wortmann FX-67-K-170; tip: Wortmann FX-67-K-15
- Empty weight: 365kg
- Max takeoff weight: 620kg
- Water Ballast: 200-240 litres
- Weak link for towing/winch: Brown (#2) 850kg

## Performance

- Stall speed: 38kts (70km/h)
- VNE: 119kts (220km/h)
  - aerotow: 92kts (110km/h)
  - winch: 65kts (120km/h)
- Manoeuvring speed: 92kts (170km/h)
- Max speed in rough air: 119kts (220km/h)
- G limits: -5.3 -2.65
- Max glide ratio: 39.5 at 59kts (110km/h) at 36.5kg/m<sup>2</sup> wing loading
- Rate of sink: 0.6m/s at 49kts (90km/h) at 36.5kg/m<sup>2</sup> wing loading
- Max wing loading: 37kg/m<sup>2</sup>



From the Janus B Flight & Service Manual

# The Getting of the Janus

*By Derek Spencer*

If you haven't already heard, the club has just bought another glider. It's a Janus B. A HUGE "Thanks!" goes to Simon Hackett and The Hackett Foundation for making this possible. I won't bore you with all the specifications, but in short: it's bigger, heavy and goes faster than the K13s. Yes, a more serious XC machine that we are REALLY looking forward to testing out this summer. Bring it on!

So, what's involved in getting another glider? Paperwork! And amongst other things, we (the club) needed to have a look at it, assess it and see if it really was as good as they said it was. One significant factor was determining if I could actually fit into it, with some degree of comfort, particularly in the back seat and wearing a parachute if at all possible. (You have to wear parachutes at competitions!)

Club President Cath Conway organized with the Melbourne Gliding Club (formally the Victorian Motorless Flight Club) for the two of us to visit their club at Bacchus Marsh on a weekend. Bacchus Marsh is located 57 km northwest of Melbourne. The plan was set. Cath would pick me up from work at around 4:00pm on the Friday and we would then drive all the way to the Bacchus Marsh airfield, do what we needed to do with the aircraft on the Saturday and Sunday, and then derig it and put it into the trailer on the Sunday. I would then get dropped off at the airport and fly home, and Cath would drive back with the glider in tow on the Monday (since I needed to be back at work on the Monday).

Our contact in the MGC was Ben Loxton, and he had organized for us to use the club bunk house located on the airfield. We arrived there around 12:30am and it was FREEZING cold. I really should have been expecting that as it was the middle of winter and it is Melbourne! Fortunately, the rooms had heaters and the kitchen was open, so we could have a hot chocolate whilst the rooms warmed up a bit before going to bed.

Ben met us the next morning, and after exchanging pleasantries we ventured out to the hangar to inspect the glider. First item on the agenda: sit in the glider and see if I fit. I think I tried the front seat first, with success, and then the back seat with parachute both on and off. It was more comfortable with parachute off, but still possible parachute on, so a tick in that box.

Ben gave us a rundown on the aircraft and Cath did a DI on it. If we're going to buy it, we need to fly it first so that we know (at least a little bit) about how it's going to perform. Ben also ran through us through a conversion process. Both Cath and I have flapped and higher performance twin experience, so stepping into the Janus wasn't a big leap.

Being cold (remember it's Melbourne), the weather wasn't fantastic but there were some thermals around. We towed to about 3000' and then had a play. Unfortunately we didn't have an opportunity to put the glider through everything we would have liked to (for example spinning it in all the appropriate flap settings); but between the two of us we got a reasonably good idea of how well the aircraft was performing.

## The Getting of the Janus (cont.)

At the end of the day Saturday, we derigged the glider and put it into the hangar on its dollies. There were a few extra bits that needed to go into the glider (FLARM, B800 vario, etc.) and the trailer had to be checked over before we could put the glider into it. The guys from the club took us out to the local for dinner and to socialize. We were then dropped back at the airfield for the night.

Most of Sunday was spent sorting out paperwork, checking the trailer bearings, and trying to find missing bits and pieces (such as ballast blocks, the CoG rigging dolly, and the FLARM). As Ben was doing most of that Cath and I had a look around the museum, and checked out a number of gliders sitting abandoned in trailers. If you thought the number of trailers we have at Stonefield is bad, Bacchus Marsh is 10 times as bad!

Fortunately we were planning ahead and checked the trailer lights. Because sure enough, some didn't work; and the last thing you want is to attract attention from the Police because your lights aren't working properly. So 45 minutes later and with a dodgy "fix", we had the problem licked and the trailer good to go.

By late afternoon we decided that whatever was left to go on the glider could be sorted out later and we needed to get it into the trailer and ready to go. The ballast blocks, CoG rigging dolly and FLARM were all still missing, and the installation of the B800 vario wasn't going to plan either. Putting the glider into the trailer wasn't straight forward either. The wings go into the trailer on opposite sides to normal – the right wing goes in on the left side of the trailer, and the left wing goes in on the right side of the trailer. The front of the trailer also needs to be jacked up, but if you're on level ground it won't go up high enough to avoid scrapping the leading edge of the wings if you roll them in on the dollies (a trap for young players!).

With everything sorted out that we could sort out, it was time to pack the bags and head for the airport. My flight from Melbourne was then about an hour late leaving, and by the time I got back to Adelaide it was late, dark and cold... but it was good to be home.



*Sunset at Stonefield (Photo: T. Evans)*



*An instructor (Peter) shows a trainee (Zaw) over the cockpit of the Janus (glider)  
(Photo: T. Evans)*

## Fleet & Equipment Status

### **Aircraft**

Janus (VU): Operational

K-13 (QC): Form 2 completed, problem with fabric adhesion; HELP NEEDED URGENTLY AT WEST BEACH!

K-13 (QS): At West Beach in pieces being rebagged and overhauled; still lots of work to be done

Ka-8 (AQ): Operational (Form 2 now completed)

Ka-8 (QU): Operational

Pik-20 (WVA): Operational

Motorfalke (FQW): Undergoing Form 2, canopy replacement and aileron pushrod guide replacement at Parafield.

Arrow (GNF): Goes No Further. The Arrow is currently stored in the club hangar awaiting interest and attention. Work to get it flying again would include a survey, some wood repairs on the wing, and new fabric for the wing.

### **Winches**

Truck winch: Operational

Tost winch: Operational

Trailer winch: Offline. Needs work on engine tuning and modifications to guide rollers and cable guards.



# Know Your Instructor

The novice pilot usually starts out thinking that learning to fly is a simple matter of taking lessons from a mysterious demigod known as an “instructor”. However, he or she soon realises that it is not that simple, and that instructors can be grouped into a number of separate types, each of which requires handling in a different way in order to get the best response from them. To assist trainees, here is a list of a few common instructor species from the genus *Eruditorum*.

## **The CFI (*Eruditorum magnificus*)**

This species is fairly common: every gliding club has (at least) one. However, don't let his or her apparently sedate (or occasionally even pompous) demeanour fool you. In reality s/he is a fairly tender creature that needs to be handled with kid gloves. If managed properly, training with the CFI can be not only painless, but quite rewarding. However, if mistreated s/he will turn into a raging monster with a fierce and extremely painful bite.

## **The Control freak (*Eruditorum nodoitthiswayii*)**

Trainee experiences with this instructor species usually vary according to how much flight time the trainee has. Initially, when the trainee's head is full of questions such as “where should I put my feet when I'm in the cockpit?” and “if I pull the stick too hard, will it come off?” the Control Freak's “take charge” style seems very comforting. But as they gain flying experience, that comfort mutates into frustration when the instructor takes control without so much as a “my aircraft!” whenever the trainee does something wrong (such as flying the final approach at 55.2kts rather than 55.37kts, or thermalling clockwise when obviously the thermal was rotating anticlockwise).

## **The Hotshot (*Eruditorum whoopeii*)**

The Hotshot is probably the most entertaining member of this genus to fly with. During the mating season (spring to winter) they perform stunning high-speed beat ups over both the launch point and the winch. This is followed by thermalling away (aided by ground effect) from final. After this thrilling display they produce their familiar mating call of “If you thought that was good, watch this!” Fortunately, this species has fifteen lives – because they need each and every one of them before they settle down and mature into CFIs.

## **The Snoozer (*Eruditorum somnolis*)**

A trainee's first flight with *E. somnolis* is likely to be rather unnerving. From launch to landing, this species of instructor says not a word, giving the trainee the impression that s/he is fast asleep. A quick glance over the shoulder may confirm this suspicion. However, the entire interval between raising the canopy after landing and closing it again for the next launch will be filled with a stream of scathing criticisms of the trainee's flying technique, thus demonstrating that the instructor was only pretending to be asleep in order to fool the trainee into a false sense of security.

## Know Your Instructor (cont.)

### **The Loudmouth (*Eruditorum megavocalis*)**

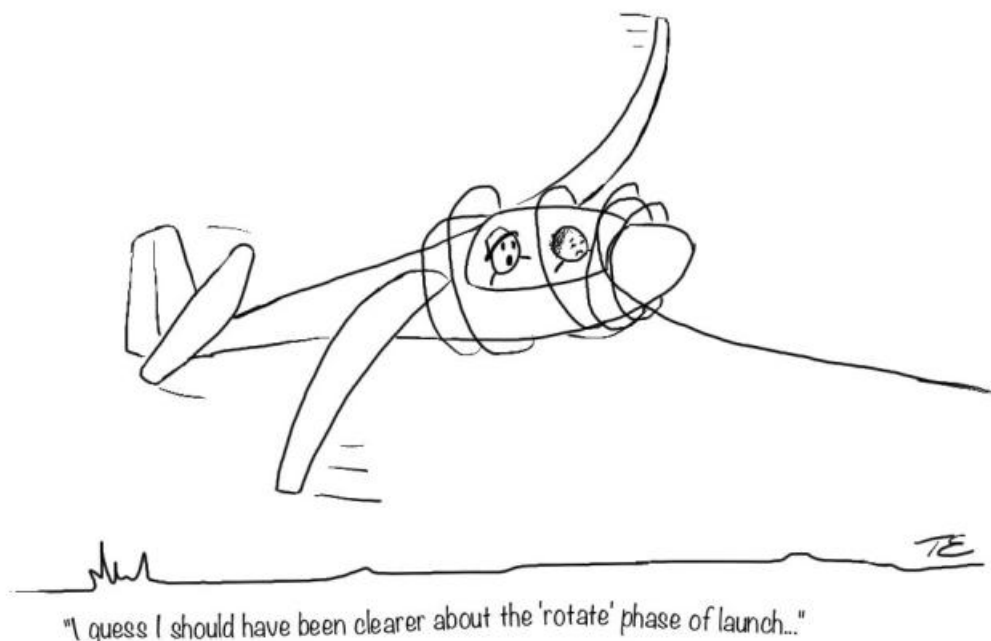
This species is easily recognised by its loud call, which is clearly audible at great distances (10,000 feet is the current record). It is recommended that the trainee wear earplugs when flying with this species, as the constant high-volume vocalisations can be a hearing risk. Note that after a flight trainees are often unable to hear normal volume speech for several hours. (It has been hypothesised that this species originally evolved in a jungle environment and needed loud calls for territorial marking. This has yet to be investigated.)

### **The Hinter (*Eruditorum inexplicitus*)**

Probably the most challenging species of instructor to fly with, the Hinter is the type most likely to suffer indignities such as rectally inserted Tost rings as frustrated trainees fail to contain their wrath. The problem is that while Hinters often have vast amounts of flying skill and experience, they lack the ability to clearly share their wisdom with trainees when needed. Instead, they emit gnomonic utterances like “OK, give it a bit there” or “Give her a nudge and Bob’s your uncle!”. Lacking any clear idea of what the instructor is asking for, trainees have been known to resort to twiddling flight controls at random in the hope of accidentally achieving whatever-it-is that the Hinter is failing to convey to them.

### **The Panicker (*Eruditorum timidus*)**

This creature is exceedingly timid. If the trainee lets the speed drop below 70 knots at any time in flight, s/he retreats into the luggage compartment with howls of terror. This species is easily distinguished by its characteristic call of “What the #!&?! do you think you’re doing???” This call is emitted in various tones during the flight according to the situation, such as when the trainee flares at 30m (or 30mm), enters a gaggle and starts to circle the wrong way, or blithely overflies the airstrip as the winch commences launching another glider because they were distracted by a bug on the canopy. At the end of the flight the trainee is usually as much a nervous wreck as the instructor, who will attempt to avoid another flight by making excuses like “Sorry, I can’t, I really have to go and polish the winch”.



# 2017 AGM President's Report

*By Leigh Stokes*

## **The Past Year**

In the last year the club enjoyed consistent and safe training operations from Stonefield. Two flying camps away were held, one at Wilpena Pound in the Flinders Ranges and one at Khancoban at the base of the Snowy Mountains. Both camps were safe and enjoyable, with the Flinders camp in particular well attended with members old and new enjoying the great flying conditions there.

In October the club's airfield was really put on the map when a flight of 18,400ft in mountain wave was recorded by a club member from a winch launch, the flight being sufficient to achieve an FAI diamond height gain. This and other extreme flights of long duration and distance recorded during the soaring season highlight how wonderful a location the club has at Stonefield and how it can support a pilot's development to a high level in the sport.

In January the clubs at Stonefield received a windfall in the form of an exceptionally generous donation of a large hangar, accommodation units, briefing room and new winch from the former operator of Fly Down Under. This solves the club's hangarage problem for the long term and gives us a more solid base to work from in terms of club development.

## **Airworthiness**

During the year the club's motor-glider was returned to service after a very long period of work by members in restoring it to airworthiness. The club also completed work on the 2nd Ka-8b single seater and introduced it to service. Work continues on re-fabricing our first K13 two-seater. An allowable cockpit weight increase was granted on the second K13 which allows more people to fly. I would like to encourage members to take interest in airworthiness activities. Not only do we need to share the significant burden of maintaining our fleet between more than just the two or three hard working people that currently do it, but being involved in working on the aircraft can bring significant benefits in terms of learning aircraft structures and systems hands on – great for those studying engineering and aeronautics. It can also be satisfying seeing your work fly and be enjoyed by others. And it undoubtedly makes you a better, more confident pilot and daily inspector, knowing every nut and bolt on the aircraft you are flying.

## **Marketing**

With thanks to the AU Sports Association the club held a very successful O'Week display in conjunction with volunteers from the AIAA. A fair amount of interest was generated from this and other recruiting events such as 'Clubs in the Hub' that is gradually being converted to AEF flights and membership. Our newsletter output is still at a standstill however the club has been active this last 12 months on social media, with updates about the club's happenings being posted on a regular basis throughout the year. Many members have kindly been contributing fantastic photos to this end. The updates have been seen by hundreds and have generated a significant amount of contacts to the club.

## 2017 AGM President's Report (cont.)

### **Social**

The club's social scene has remained disappointing this year but I thank those who have made the effort. We should not be discouraged and give up in this area. This coming year will be more positive, with more off-airfield events and lectures it will eventually gain momentum again. The completion of the West Beach club's hub will be a boost here.

### **The Future**

For the future the club has significant challenges. The membership base needs to grow, in particular from AU students. Training ops are being carried by only two hard-working instructors, Derek Spencer and Redmond Quinn and although another is soon to start instructor rating training, this will be an ongoing concern. The club has improved its administration and financial handling from recent times but care and vigilance here will be key for the future. To ensure longevity of the club and its future success, the incoming committee will need to work harder in terms of planning, club development and marketing. This could involve significant changes and recognition that the way things have been done in the past may not be compatible with changes in technology, people's attitudes and society in general. The club needs to work towards better providing for and even exceeding what people expect from their club experience and our wonderful sport if it hopes to gain new members and more importantly, retain them for the future.

### **Thank You**

Thanks go to Derek Spencer, Redmond Quinn, our CFI Catherine Conway and the rest of the committee for the phenomenal amount of work put in during the year with instructing, airworthiness, administration and other things in the background that keep the club running.

Leigh Stokes  
President  
Adelaide University Gliding Club



*The Ex-Prez hard at work*

# Diamond Height at Stonefield! *By Leigh Stokes*

The day started out looking pretty miserable like the previous couple had, with 25-30kt winds on the ground and intermittent low cloud with showers. South Australia was seeing some of the worst weather that it had in 50 years. (There must be a flying camp on.) It is fairly common to see wave around the area on a westerly, and we always have our eyes and ears open for it. I had tried a couple of winch launches the previous day with the ASW20 to try and contact what we knew surely must be there, only to be shot down after 12 minutes of clawing desperately at rotor both times and getting blown downwind like a leaf. I just wasn't getting the release height and position I needed.

This day though, something cool happened. I was in the hangar with my head down working on something when the howling wind outside started to die right down. I walked out to see cumulus very rapidly



forming over the paddock upwind of the airfield at about 2500ft. It is getting quiet and a rumble of wind in distant trees is heard. I think *This is the case where it would work*. So out comes the winch and the '20, and in no time I'm sitting on-line staring down the target: the line of cu, which was starting to advance upwind.

The launch was superb and I went off at max rough air in pursuit. The lift I found on the way could only be described as violent, and I could see the shadow on the ground growing upwind quickly. Things were changing fast. 3.5 miles of rotor dance upwind later at 3500ft, and it went smooth, the vario starts picking up... and I had it! I radioed Derek and Ben back at the field and they took to the motorglider. Oxygen on, a quick call to ATC and I was headed north to clear airspace, but mindful of the gap that may close behind, and imminent showers from the west.



The lift was a steady 6kts up to about 15000ft where it tapered off to 18400ft, the most I could wring it for: just high enough for a diamond, a bit east of Mt Bryan. Stonefield was showing us again how wonderful a place it can be to fly from. And yes, it gets mighty cold up there!

(Photos: L. Stokes)

# Dates for your Diary

## Coming Special Events

### **SAGA Winter Coaching Lecture Series**

Interesting series of lectures on gliding-related topics at 7-9pm on the 2nd Wednesday of the month over winter. Usually held at 10 Gouger St, City; full details can be found here:

<https://docs.google.com/document/d/1dZyTpKBoHRti7MtrEqoFOBAIIZtViw9dS7uuBOOXmK4/pub>

## Recurring AUGC Events

### **Flying**

Most Saturdays & Sundays at Stonefield. Check the flying roster on the AUGC website ( <http://augc.on.net/FlyingRoster.php> ) to make a booking.

### **Aircraft Maintenance**

Most Monday nights at West Beach. See last page of Uni Gliding for details.

### **Committee Meetings**

Every 4th Wednesday night of the month, at Cath's place (21 Cardigan Ave, Felixstowe). All welcome! Come and get involved in the running of your club (or at least see how it is run...)

## Flying Camps and other Major Events

### **Beginners' Coaching Week (26/11/17 - 2/12/17)**

This will be held at Stonefield toward the end of this year, and is intended for beginner cross country pilots. More details will be available as we get closer to the date; book soon to reserve your spot!

### **Khancoban Alpine Soaring Party (3/11/17 - 7/11/17)**

This annual extravaganza takes place in the Snowy Mountains near Mt Kosciuszko, where we join the GCV for a week of mountain soaring fun and 4WD touring.

### **Flinders Ranges Soaring Camp (9/6/18 - 11/6/18)**

An event where AUGC migrates to Wilpena Pound for spectacular ridge and wave soaring against a dramatic rocky backdrop. Takes place over the June long weekend. More details will be available next year closer to the event.

## Dates for your Diary (cont.)

### Further Afield...

(Unless otherwise specified, details for all of these events can be found in Gliding Australia or on the GFA website)

**Canberra Gliding Club Wave Camp** (26 August - 3 September 2017)  
Bunyan Airstrip, Bunyan, ACT.

**Club & Sports Class Nationals** (9-11 October 2017)  
Goondiwindi, QLD.

**Women In Gliding Week** (6-10 November 2017)  
Narrogin, WA. (Contact: Robyn Becker - robynbecker@y7mail.com )

**Keepit Fast cross-country training & coaching week** (11-8 November 2017)  
Lake Keepit, NSW.

**Waikerie Orange Week** (18-25 November 2017)  
Waikerie, SA.

**Narromine Cup** (18-25 November)  
Narromine, NSW.

**Formula 1.0 Gliding Competition** (28 December 2017 - 5 January 2018)  
Leeton Airfield, NSW.

**Multiclass Nationals** (8-19 January 2018)  
Waikerie, SA.

**Joeyglide Narromine** (20-27 January 2018)  
Narromine, NSW.

**Sailplane Grand Prix** (20-26 January 2018)  
Horsham, VIC.

**Horsham Week Competition** (3-10 February 2018)  
Horsham, VIC.

**Keepit Regatta** (24 February - 3 March 2018)  
Lake Keepit, NSW.

# Fees & Charges

## Aircraft & Airfield Charges

| Aircraft Type                   | Club Rate (\$/min) | Student Rate (\$/min) | Visiting Pilot Rate (\$/min) |
|---------------------------------|--------------------|-----------------------|------------------------------|
| Janus (VH-GVU)                  | 0.85               | 0.55                  | 1.10                         |
| K-13 (VH-GQC, VH-GQS)           | 0.75               | 0.45                  | 1.10                         |
| Motorfalke flying time (VH-FQW) | 1.00               | 0.60                  | 1.50                         |
| Motorfalke engine time (VH-FQW) | 0.90               | 0.90                  | 1.00                         |
| Ka-8 (VH-GQU, VH-GAQ)           | 0.50               | 0.30                  | 0.75                         |
| PIK-20D (VH-WVA)                | 0.80               | 0.50                  | 1.05                         |

Winch Launches: Student \$5.00/launch, Non-Student \$6.00/launch

SAA Airfield Levy: \$8.00/person/day - applies to anyone that flies.

## Memberships

To fly with the Adelaide University Gliding Club it is necessary to be a member of the Club, a member of the Adelaide University Sports Association (AUSA) and a member of the Gliding Federation of Australia (GFA). Membership rates are as follows:

AUGC: Student \$30/yr, Non-Student \$150/yr

AU Sports Association: AU Student \$Nil, Non-Student Junior (under 18yo) \$22/yr, Non-Student 18+yo \$88/yr,

GFA: Student \$143/yr, Non-Student \$275/yr, Introductory (see below under Air Experience Flights) \$40 (9 days)

GFA Membership is required to fly AUGC aircraft. Introductory membership can only be taken out once per person.

## Air Experience Flights

Student \$100, Non-Student \$120

This covers up to 20 minutes flight time, GFA Intro M'ship, SAA Airfield levy, up to 2 winch launches. Time in excess of 25 minutes is charged at \$0.75/minute for K13, \$2.00/minute for Motorfalke.

## Pre Solo Packages

AU Student \$600, Other Student \$600, Non-Student \$900

This covers flying time, winch launches and airfield levy up to solo with the following limits: Includes 12 hours and 1.5 hours Motorfalke engine time, OR 40 winch launches OR 12 months, whichever occurs first. Logbook, Club, Sports Association and GFA membership are additional.



## Fees & Charges (Cont.)

### Miscellaneous Items

Basic Gliding Knowledge Book: \$25

Pilots Logbook: \$5

DI Handbook: \$15

AUGC Training Book: No charge

Airways-Radio procedures: \$5

## 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. Our power bill is \$400 a quarter. That's money we don't get to spend on fun stuff, so let's not add to it unnecessarily! We have also been advised by local police that random strangers have been seen sniffing around the local area (and yes, on our airfield as well) looking for stuff to swipe. So PLEASE remember to....

Check your car for RADIOS (folk keep wandering off with them, and we NEED them on the airfield!), FLIGHT SHEETS, or any other club equipment.

If you've used one of the huts, switch off the power and hot water, lock all doors, and return keys to the office next to the briefing room.

Ensure all (non-hut) keys are returned to the key board in the clubhouse just inside the door.

If you're the last to leave:

- ensure that hot water, lights and any unnecessary electrical equipment is switched off
- check that all hangars are locked, and lock the clubhouse and bunkhouse
- lock the front gate as you leave.

THANK YOU!

# Visitors on the Airfield

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

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

## So what do we need to do?

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



*Some guests visit the airfield (Photo: T. Evans)*

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 don't forget to make them welcome, answer any questions they might have and assist with directions to facilities, water etc.

# Flying Checklists to Know

There are a number of safety checklists that you will need to learn that need to be performed in certain flying situations.

All pilots **must** use these checks in the form specified here. For more information see the Manual Of Standard Procedures Vol 2 on the GFA website ( <http://glidingaustralia.org/> )

## Pre-Take Off Check (from **OUTSIDE** cockpit)

- A** AIRFRAME: walk around check for damage and/or defects. Maintenance Release checked, including DI validity.
- B** BALLAST: glider loading is within placarded limitations and trim ballast secure.
- C** CONTROLS: checked for correct sense and full deflections, including airbrakes and flaps.
- D** Check that all tail or wing DOLLIES (or other ground handling equipment) are removed.

## Pre-Take Off Check (from **INSIDE** cockpit)

- C** CONTROLS checked for correct adjustment and comfortable access, and rudder pedals adjusted for reach (if applicable).
- H** HARNESS/ES tight and secure, lap belt low on hips (front and rear if applicable).
- A** AIRBRAKES closed and locked.
- A** FLAPS set for take-off.
- O** OUTSIDE: airspace and takeoff path clear, wind checked, ground crew available.
- O** OPTIONS: identify critical aircraft speeds, launch failure actions.
- T** TRIM: set for launch.
- I** INSTRUMENTS: altimeter set to QNH, intact, avionics on and working, radio set to 126.7 MHz.
- C** CANOPY closed, locked & clean.
- UNDERCART: down and locked.
- CONTROLS: full & free movement.

## Pre-Landing Check

- F** FLAPS: set to landing position (if fitted).
- U** UNDERCART: down and locked.
- S** SPEED: set to safe speed near ground (1.5 x stalling speed).
- T** Aircraft TRIMMED for selected speed, disposable ballast drained (if present).

## Pre-Aerobatic Check

- H** HEIGHT: Sufficient for recovery by 1,000ft AGL (2,000ft if within a 2 mile radius of a licenced aerodrome).
- A** AIRFRAME: Flaps, airbrakes, undercarriage set as required. Trim as required. Hatches and vents closed and locked as appropriate.
- S** SECURITY: Harness secure. Loose objects stowed.
- L** LOCATION: Clear of built up areas, cloud, controlled airspace
- LOOKOUT: 180° plus 90° turns checking carefully around, above and underneath. Do not do a 360° turn.

Cut this page out and have it handy.

# So you want to fly this weekend?

If you want to fly this weekend, there are two ways to arrange it. The first (and best) way is to **put your name down on the flying roster!** It can be found at <http://augc.on.net/FlyingRoster.php> and is also a great way to see who else is going up to the airfield on the same day. (Note that in order to access the flying roster, you'll need to register on the AUGC website first; it's easy to do, and the registration page is here: <http://augc.on.net/Register.php> ) The other way to book is to call the club contact person **on the Thursday beforehand, either by phone between 8pm and 10pm on 0412 870 963, or by email ( [contact@augc.on.net](mailto:contact@augc.on.net) )**. Please don't just show up without booking: we need to know that you're attending so that instructors (and transport, if necessary) can be arranged.

OK, you've booked to fly; what now? If you have your own transport, it's easy - there is a map on the AUGC website that shows you how to find us ( <http://augc.on.net/FindingUs.php> ), or you can navigate your own way there. Note that Google Maps (and other nav tools) have our location recorded as "**Steinfeld**", not "Stonefield". If you leave the city at 8am, you'll be at the airfield in plenty of time for the 10am pre-flight briefing. If you don't have your own transport, we can help! When you make your booking, either request transport from the contact person when you phone/email them, or if you book online make sure you mention that you need transport in the "Msg" field, and leave a contact phone number so that we can get back to you to arrange it.

There are a few other things you should plan before you head up to the airfield. The details are all spelled out on the website (<http://augc.on.net/ComeGliding.php> ) but in brief, you will need:

- comfortable outdoorsy clothes, fully enclosed footwear... and expect to get dirty.
- water, and lots of it (yes, even in winter)
- a hat & sunblock
- lunch (you can bring your own or stop at the awesome Truro bakery on the way, but there is unlikely to be food available to purchase on the airfield)



*Come and fly! You know you want to... (Photo: T. Evans)*

If you have any questions, please feel free to either ask the contact person, or email the AUGC-People mailing list (you have signed up to that, haven't you? If not, go here: <http://lists.internode.on.net/mailman/listinfo/augc-people> .

See you soon!

# Other ways to be involved...

## Stay in touch online

The club has an email mailing list ([augc-people@lists.internode.on.net](mailto:augc-people@lists.internode.on.net)) that is used both for general gliding-related chat and for planning and arranging things within the club (and also sending you your copy of the latest newsletter!). It is very much recommended that members subscribe to this mailing list, which can be done by completing the rego form at <http://lists.internode.on.net/mailman/listinfo/augc-people>

You can also stay up to date with club activities by keeping an eye on the following:

AUGC website: [augc.on.net](http://augc.on.net)

AUGC Facebook: <https://www.facebook.com/AdelaideUniGliding/>

AUGC Twitter: <https://twitter.com/AdelUniGliding>

## Get involved in aircraft maintenance at West Beach

The AUGC workshop at West Beach is where we carry out repairs and maintenance on our gliders and equipment. This can range from fixing or replacing small items through to complete strip-down and rebuild of aircraft. We welcome any extra assistance no matter your skill level - if you don't know how to do things, you'll get friendly advice and instruction from the more experienced people there. Getting up close and personal with the insides of a glider is a good way to learn how they work, and great for learning about glider airworthiness and repair techniques. There are members at the West Beach on most Monday evenings from around 7pm onward; if you want to check that people will be at the workshop before heading down, an email to the AUGC-People mailing list earlier in the day as a good way to be sure. If you want a lift to the workshop, that can also be arranged via the mailing list.

The AUGC workshop is located at the end of Foreman Street, West Beach (next to the AUGC sports grounds): drive through the gate, turn right and park on the grass (or mud during winter) and you'll see the workshop to your right.



*The workshop at West Beach (Photo: T. Evans)*

# Club Contacts and Who's Who

President: Cath Conway (president@augc.on.net)  
Treasurer: Redmond Quinn (treasurer@augc.on.net)  
Assistant Treasurer: Derek Spencer (derekspencer@internode.on.net)  
Secretary: Derek Spencer (secretary@augc.on.net)  
Social Convenor: Jarryd Ligertwood (social@augc.on.net)  
Exec Member: Leigh Stokes (fifth-member@augc.on.net)

Chief Flying Instructor: Cath Conway (cfi@augc.on.net)  
Airworthiness Officer: Redmond Quinn (airworthiness@augc.on.net)  
Club Coach: Leigh Stokes (jimmytechnologies@yahoo.com.au)  
Clubhouse Officer: Leigh Stokes (jimmytechnologies@yahoo.com.au)  
Grants Officer: Teal Evans (augc@chromatic-dragonfly.com)  
Contact Person: Ben Carter (contact@augc.on.net)

## SAGA Reps:

Redmond Quinn  
Jarryd Ligertwood (ligjw001@mymail.unisa.edu.au)

## SAA Reps:

Redmond Quinn  
Leigh Stokes (jimmytechnologies@yahoo.com.au)  
Derek Spencer (derekspencer@internode.on.net)

Public Officer: Derek Spencer (derekspencer@internode.on.net)

Website Officer: Peter Cassidy (peter@petercassidy.com)  
Social Media (Facebook): Leigh Stokes (jimmytechnologies@yahoo.com.au)  
Social Media (Twitter): Teal Evans (augc@chromatic-dragonfly.com)

## Newsletter Editors:

Teal Evans (augc@chromatic-dragonfly.com)  
Leigh Stokes (editor@augc.on.net)



*AQ returns home (Photo: T. Evans)*