

Uni Gliding

Vol 38 Number 3 - June / July 2013



The Official Journal of the Adelaide University Gliding Club Inc.

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



Editorial

The Editor

What's Inside...

Hi,

Welcome to the last edition of Uni Gliding under my editorialship. Yes the baton has finally been passed (or is in the process of passing). The enormous weight of responsibility to inform and entertain the huddled masses now falls on the broad shoulders of Andrew Lusher.

I'd like to thank those that have contributed to the newsletter over the years with both articles and photos as this has made my life easier (less stuff for me to write!), please keep up the good work for Andrew.

Regards

Mr. Ed.



Image Credits

Cover photo - Freda (an AEF and visitor) catches the spirit of flight in the launch queue. (photo T. Evans)
Others as noted.

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The K-13 VH-GQS currently has a max cockpit load of 160Kg. This means that **the combined weight of both pilots plus other equipment carried must not exceed 160 Kg.**

Please be aware that this means that for some instructors this will limit the trainees that they can fly with. Do not exceed this weight limit. If in doubt - weigh yourself.

Uni Gliding

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VHF Radios & the Winch

Dennis Medlow

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

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

This license is easily obtained:

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

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

AUGC Ground School

The AUGC Ground School is over. The date for the remainig school session was the 10th of April but due to the CFI coming down with tonsolitis it moved to late April. The last session looked at spins, circuits, approach and landing.



However we couldn't set a date that fitted in with all students so we'll rerun the last session and open it up to anyone that wishes to come along. What this means is that even if you havent attended the earlier sessions you are welcome to attend the last unit if you would like some additional information on these topics.

The date will be published on augc-people.

If there is sufficient interest we will run an advanced training ground school and cross country course later in the year - please register your interest by sending an email to cfi@augc.on.net.

On Learning to Fly

Mark Newton

Okay, let's have a think about the role of an instructor, and how that dovetails with the way adults learn things.

You've started out flight training more or less as a neophyte: you're doing everything for the first time, give or take. You're expecting to make mistakes, and you're also expecting that the instructor will carry 100% of the command responsibility for the flight. You're just doing what you're told, imperfectly.

As you gain skills, the dynamic inside the cockpit will start to subtly change:

You won't feel like you need to be told to do everything anymore, because you know how to do it. And the instructor will have transferred some of the responsibility on to you.

By the time you get to the end of your pre-solo training, you should be showing reasonable skill in everything, and carrying all the responsibility for the safe conduct of the flight. At that point the instructor can exit the cockpit without making any difference to anything, and you'll have your first solo.

So you can look at the training programme as a gradual transfer of responsibility from the instructor to you, at a pace which matches your training progress.

It makes no sense to hand over responsibility for something to you if you're not ready for it. But it makes even less sense for the instructor to continue to dominate aspects of flying that you've already mastered. So you could say that part of the instructor's role is to get into your head to accurately estimate your aptitude, to match the handover pace with your learning pace. Too fast - too slow will both leave you feeling frustrated; and since you're only doing this to have fun, if it's frustrating you'll feel like not doing it anymore.

So you could say that minimal frustration will be attained if you and the instructor maintain excellent communication about your progress and readiness.

Sadly it isn't quite that simple, due to the way adults learn new skills.

Everyone has a comfort zone, a regime they can operate within which doesn't stretch them or challenge them. It applies to just about everything you do: driving, working, public speaking, whatever.

It's immensely disconcerting to be outside the comfort zone. Consider the difference between skydiving for the first time without any prep by just strapping on a 'chute and jumping, vs skydiving for the 300th time after training and planning -- completely different psychological

On Learning to Fly (Cont.)

dynamic, one of them is utterly terrifying to think about, the other is mundane and routine.

If you're inside the comfort zone where you aren't stretched or challenged, you'll rarely learn new things. If you're well outside it, you'll be incapable of learning anything because you'll be too overwhelmed by the experience.

Optimal learning happens if you're right on the edge: When you're stretched to the limits of your competency, right on the boundary of fear.

For most adults, that's the area that leaves us least qualified to accurately judge our progress and skill. Because you're right on the edge you'll be making mistakes all the time, and because you're in the realm of anxiety you'll lack the rational objectivity you'd need to observe that the skill you're making minor errors in today was the one you couldn't do at all two weeks ago.

If your instructor is doing his job properly, that's where you'll spend most of your time.

As you extend your comfort zone and start to feel good about how everything is working, the instructor will use that as a cue to transfer a bit more responsibility to you, and all of a sudden you'll feel like you're thrashing about at random all over again.

If things are moving too fast, your instructor will slow them down a bit by imposing a period of consolidation where you spend time reinforcing skills you've already mastered, so you'll start to feel good about them again. You might, at that stage, feel like you're going backwards!

Where is all this heading?

Well: You're going to find that as your training progresses into areas of greater complexity, it's going to be a bit of an emotional roller coaster for you. There will be periods when you feel like you're going backwards; there'll be periods where you feel like everything you do is rubbish. You'll be pummelled by things you don't understand, and will feel like the reason for your lack of understanding is that you aren't good at it.

A goodly percentage of people going through the syllabus drop out when they start feeling like that. That's a mistake, because those feelings always pass; they're just a natural consequence of adult learning and skillful instructing.

It'll be important to stay grounded in reality, to remember that the bit that you think you're having trouble mastering is something that 99.5% of the general population would never even attempt.

On Learning to Fly (Cont.)

t'll also be important to understand that the instructor is SUPPOSED to keep you at the very edge of your comfort zone, otherwise you'll never learn anything.

And it's also worth remembering that your instructor is observing all of this happening from a position of greater skill and objectivity than you have, so when they offer praise about your progress they probably know a bit more about it than you do. Take the compliment and accept it as genuine, even if there's a little voice inside your head going, "He can't possibly be serious, I'm crap at this."

And if you feel like it's all turning to worms, get in touch with a different instructor for a second opinion and a reality check. That'll set you right.

You'll remember your first solo flight for the rest of your life, and the GPC you get at the end of the syllabus will give you opportunities you haven't even thought of yet. The thought patterns and mental discipline inherent in being a pilot will benefit parts of your life that have nothing to do with aviation too.

It might not seem like it all the time, but it's all worth it.



Quite a Queue (Photo T. Evans)

Congratulations



Congratulations to:

Sarah Allen for revalidating as Level 1 instructor.

Leigh Stokes for gaining his single seater endorsement.

Leigh Stokes for gaining his aerotow endorsement.

Teal Evans for going solo (again).

Derek Spencer for finally getting to fly a K-13.

From the Video Vault...

Deep from within the mouldy recesses of the archives we once again explore the murky past of AUGC and ask the question...

Who are these people? (Easy)

Where was the photo taken? (Harder)

Feel free to express your opinion online (most of the world already does...).



Photo D. Medlow

Chief Flying Instructor's Message

Dennis Medlow

Photo: D. Medlow



When you are in command of the aircraft - from the moment you assume command to the moment you pass it to someone else - you should have a plan for what you will be doing in the aircraft in the near future. That plan will in fact be a series of long term and short term plans which may range from the whole purpose of the flight through to what area we plan to start our circuit in.

Why is this important? Well as the adage goes - 'fail to plan, plan to fail' and as failures in aviation tend to have serious consequences, we would prefer to stay out of that territory.

As part of our planning process we should consider the impact of what might happen if something goes wrong - our risk assessment. Such as 'what happens if I can't join circuit where I had planned' or 'what if the other aircraft decides to land in front of me'. Allowing our minds to think through these scenarios means we have already considered the contingencies. We already do this when we consider our options prior to take-off, we should be considering other contingencies during our flights.

Mark Goes East

I would like to thank Mark Newton for his instructing efforts and contribution to the Club over the years - he has taken up a position in Sydney but has promised to buzz in from time to time in his RV6.

Unfortunately this also means we are one less instructor - so I am keen to hear from anyone that would be interested in nominating themselves for consideration for instructor training.

MOSP Record Keeping of Medical Declarations

All pilots are reminded that you MUST email a copy of your medical declaration or certification as required by MOSP Part 2 - 8.1.15. You can do this at the same time you send it to GFA by email, just add cfi@augc.on.net to the address line.

Operational Goals for 2012/2013:

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



Every year AUGC makes a pilgrimage to the central Flinders Ranges and operates out of Arkapena Airfield just south east of Wilpena Pound. 2014 was no exception and whilst the flying was not spectacular, the scenery and the weather made for an excellent weekend.

The Club brought up the Pik and Single Astir, Peter Cassidy brought up his Libelle and Simon Hackett rode up in his white stallion (the Stemme). Cathy flew up FDU's Super Dimona and was our tuggie for the weekend. (Given that AUGC used to have to rely on other Clubs to provide both tow plane and tug pilots its an achievement to be able to do this organically now. A big round of thanks goes to FDU for the aircraft hire and to Cathy and Sarah Allen who were our tug pilots.)

Whilst the weather was a little uncooperative in the wind department (a large ridge of high pressure over the State's north meant that winds were light, the nights were clear and cold and the bonfires were well attended)



The nightly bonfires were well attended (Photo D. Medlow)

Flinders 2013 (Cont.)



The Pik heads toward Point Bonney (Photo D. Medlow)

there was also a lack of rain (until Tuesday) and we still had some thermals to fly in. On a few days there was enough wind to soar the ridge at Point Bonney however it was far from consistent.

Nevertheless it was still a fun trip. Leigh Stokes got to try out his new aerotow rating on a foreign airfield and various 4WD adventures were undertaken throughout the weekend. We also had our fair share of drama when a day hiking trip took a little longer than expected and when David's landcruiser was accidentally used as a WRX Rally Car.



Cathy brings the Dimona back after a successful aerotow (Photo D. Medlow)

Flinders 2013 Centrefold



*The Pik is captured flying over Wilpena Pound, with Lake Torrens in the background.
Photo D. Medlow*

Fees & Charges

James McNeil, AUGC Treasurer

Aircraft & Airfield Charges

| Aircraft Type | Club Rates | Club Student Rates | Visiting Pilots Rates |
|---------------------------------|------------|--------------------|-----------------------|
| K13 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 |
| ES59 Arrow VH-GNF | 0.50 | 0.30 | 0.75 |
| K8 VH-GQU, VH-GQW | 0.50 | 0.30 | 0.75 |
| Astir 77 VH-KYR | 0.70 | 0.40 | 1.05 |
| PIK 20D VH-WVA | 0.80 | 0.50 | 1.05 |

Winch Launches: Normal \$6.00/launch; Student \$5.00/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 follow.

| Membership | Cost |
|------------|-----------------------------------|
| AUGC | Normal \$150/yr, Students \$30/yr |

Club Membership is required to fly at Club rates

AU Sports Association Normal \$88/yr, AU Student - Nil, Junior \$22/yr

AUSA Membership required for all AUGC members

GFA Normal \$239/yr, Student \$147/yr, Intro \$30 (9 days)

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

Air Experience Flights

Normal \$90, Student \$70

This covers up to 25 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

Normal \$1,100, AU Student \$680, Other Student \$730

This covers flying time, winch launches and airfield levy up to solo with the following limits: Max 12 hours, 40 flights, 1.5 hours Motorfalke engine time. Package expires after 12 months. Logbook, Club, Sports Association and GFA membership are included.

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. Even as recent as last weekend! Our power bill is \$400 a quarter, that's money we don't have to spend on better things.

Its not hard - just remember to....

CHECK CARS FOR RADIOS, FLIGHT SHEETS AND OTHER CLUB EQUIPMENT.

ENSURE ALL KEYS ARE RETURNED TO THE KEY BOARD IN THE CLUBHOUSE.

TURN OFF HOT WATER, LIGHTS AND ALL UNNECESSARY ELECTRICAL EQUIPMENT.

SECURE HANGER DOORS.

**LOCK THE HANGERS & CLUBHOUSE & BUNKHOUSE.
LOCK THE FRONT GATE.**



Ensure all the keys are returned to the keyboard in the Clubhouse.

Like the View from the Backseat?

AUGC is in need of instructors!

We are looking for suitably qualified pilots to be trained as Air Experience Instructors (AEI), Level 1 and Level 2 instructors.



Training fees and course costs are generally paid for by the Sports Association & the Club.

AEI candidates need only be 16 years old, have their C certificate, 50 hours (or 200 launches) of gliding time and the ability to fly safely & competently.

Level 1 candidates must be 18 years old, require a C certificate and 75 hours of gliding and have passed a competency check with the CFI.

If you also hold a power aircraft license (PPL or CPL) then you can count a portion of power hours logged towards the experience requirement.

Please contact the CFI on cfi@augc.on.net if you are interested.

AUGC AGM Minutes

Date: 24 April 2013.

Meeting Opened 18:50

Present Redmond Quinn (President, Airworthiness Officer)
 Catherine Conway (Secretary)
 James McNeill (Treasurer)
 Tom Wilksch (Social Convenor)
 Derek Spencer (Committee Member, Club Coach)
 Dennis Medlow (CFI)
 Leigh Stokes
 Andrew Lusher
 Michael Conway
 Alexei Lusher
 Jamon Barns
 Bennett Lusher
 Peter Conway
 Tim Bartlett

No Proxies or Apologies Recorded

2. Confirmation of the Minutes of the 2012 AGM – unanimous

3. Reports

Presidents Report – Attached

Treasurers Report – Attached

CFI Report

(Verbal report reproduced in point form from notes aken by secretary)

- 2011-2012 has been a challenging year operationally.
- So far not much flying in 2012 but safe and productive
- There has been damage to ASK 13 and the single Astir (non flying) since the last AGM
- The club passed a GFA ops check with flying colours
- We have conducted self audits against the MOSP and Ops Regs
- We have upgraded our SMS and training book
- Club has one structural problem which is a lack of instructors
- Weight limit in the ASK 13 is also a problem
- Need more people on field
- 6 members attended the ground school run by the CFI
- An advanced ground school is planned for later in the year
- Thanks to the instructors panel for their efforts over the last 12 months
- Been CFI for 6 years – may retire soon
- AUCG hosted SAGA Coaching Week at short notice. Good feedback on safety.

AUGC AGM Minutes (Cont.)

Coaches Report (Verbal report reproduced in point form from notes taken by secretary)

- BVGC allowed us to use Marianne for coaching week and at other times
- Lots of up and coming XC pilots especially juniors

4. Election of the New Committee

| Position | Name | Nominated by | Seconded |
|-----------------|------------------|------------------|----------------|
| President | Redmond Quinn | James McNeill | Tom Wilksch |
| Secretary | Catherine Conway | Tom Wilksch | Dennis Medlow |
| Treasurer | James McNeill | Catherine Conway | Dennis Medlow |
| Social Convenor | Tom Wilksch | Redmond Quinn | Leigh Stokes |
| 5th Member | Jamon Barns | Michael Conway | Bennett Lusher |

5. Elections or Appointments of other Office Bearers

| Position | Name | Nominated by | Seconded |
|----------------|----------------|------------------|---------------|
| SAGA Delegates | Michael Conway | Catherine Conway | Dennis Medlow |
| | Redmond Quinn | Catherine Conway | Derek Spencer |
| SAA Delegates | Derek Spencer | Dennis Medlow | Redmond Quinn |

| | |
|-----------------------|---------------|
| CFI | Dennis Medlow |
| Airworthiness Officer | Redmond Quinn |
| Club Coach | Derek Spencer |
| Assistant Treasurer | Derek Spencer |
| Newsletter Editor | Andrew Lusher |
| Contact Person | Peter Conway |
| Webmaster | Jamon Barns |
| Clubhouse Officer | Leigh Stokes |

6. Any Other Business

Go Carting night coming up soon 1 May. Talk to Tom if you are interested

- Cath with the help of Derek rescued the original GQW (Boomerang) from Canberra so have requested return of the registration to that aircraft. A new Mark will be allocated for the other K8b
- Tim Bartlett donated his white Pulsar to the club as an airfield car.

Meeting Closed 20:05

Handy Winch Maintenance Hints #8



Leigh applies some tough love to the recalcitrant wheel bearing which had welded itself to the shaft.

David is all lubed up and ready to make the wheel bearing work again.



Visitors on the Airfield

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

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

So what do we need to do?

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

When people are on field they will probably want to take photographs from areas that are not safe. If you see someone in an area where they should not be then remind them politely that they need to return to the correct area.

We need to make sure that physical barriers to control visitor movement are in place such as the plastic barricades around the tie down points. Equally the areas where visitors should be (such as the piecart) are located in an area a safe distance from any conflict with operations.

And finally dont forget to make them welcome, answer any questions they might have and assist with directions to facilities, water etc.



New GFA Operational Documents

Have you read the new GFA Operational Documents (Operational Regulations (Op Regs) and the Manual of Standard Procedures (MOSP)) yet?

They are available from the GFA website (www.gfa.org.au) and a hard-copy is available in the Clubhouse.



EFTPOS @ AUGC



Electronic payment technology in the form of a mobile EFTPOS terminal has finally found its way into AUGC. The new terminal allows processing of credit and debit cards on field with a printed receipt.

The use of the terminal allows everyone to settle their flying at the end of each day so there should no longer be any debts being accrued by members.



New GFA & Club Paperwork Processes

The Club has instituted a new method to process and handle GFA, Sports and Club Membership forms. In the past we have had issues with forms being lost and this can be both an inconvenience to the member involved as well as a potential insurance liability.

Therefore the following changes have been made to the way we handle this paperwork which are outlined below. All members will comply with the new procedures.



1. UNDER NO CIRCUMSTANCES are the GFA Form books or membership form books to be removed from the Clubhouse.
2. Members will be given their AEF or GFA Membership form copy once completed AND witnessed. They need to keep this as their GFA proof of membership until their card has been received. Instructors may request to see this at any time.
3. Once completed the Club, Sports Association & GFA copies of the forms as well as completed flight sheets must be placed in the TOP tray in the Clubhouse.
4. Only the Club President, Treasurer, CFI or Derek Spencer are to remove completed forms from the Clubhouse.

Members are encouraged to photograph forms and flightsheets for emailing to treasurer@augc.on.net, but this is only to provide a back-up check so that we know the physical paper form is there to be collected.

Detailed instructions are located above the trays in the Clubhouse - Please read them (reproduced on next page).



Completed forms go in the top tray.

Form blanks can be found in the bottom tray.

New GFA & Club Paperwork Processes (Cont.)

This document covers the following procedures:

- GFA Introductory Membership (Air Experience Flights)
- GFA, Club and AUSA annual memberships
- On field handling of flight sheets

Air Experience Flights:

A prospective member may engage in Air Experience Flights on the following basis:

- The prospective member must make the appropriate Air Experience Flight payment (see separate Charges sheet) and complete a GFA 9 Day Introductory Membership Application.
- The payment must be recorded on the back of the flight sheet.
- The form must be witnessed and activation date entered.
- Parent/Guardian signature is required under 18 years of age.
- This membership is effective for 9 days (effectively 2 consecutive weekends) and cannot be repeated. If the person returns on the second weekend they must bring the yellow copy of the form with them.
- No club or AUSA membership is required while flying under the GFA Introductory Membership.
- The white copy of the form must be placed in the completed forms tray on top of the safe in the clubhouse.
- The prospective member shall keep the yellow copy
- Leave the pink copy in the book.

Annual Memberships:

Training beyond the initial Air Experience Flights will only occur on the following basis:

- The prospective member must make the appropriate payments (see separate Charges sheet) to join for 12 months each of AUGC, Adelaide University Sports Association and GFA.
- Following payment both the long term GFA form and club membership application will need to be completed
- The GFA form must be witnessed and activation date entered.
- Parent/Guardian signature on the GFA form is required under 18 years of age.
- The white copy of the GFA form must be placed in the completed forms tray on top of the safe in the clubhouse.
- The prospective member shall keep the yellow copy of the GFA form
- Leave the pink copy of the GFA form in the book.
- The completed Club Membership Application form must be placed in the completed forms tray on top of the safe in the clubhouse.

Flight Sheets:

- All completed flight sheets are to be placed in the completed forms tray on top of the safe in the clubhouse at the end of the flying day.
- All payments made on field whether electronic or cash must be recorded on the back of the flight sheet.
- Cash collected must be bagged with a note identifying associated flight sheet date and removed to Adelaide for banking. This must be done by the instructor of the day or other authorised club members. Bank transaction should identify flight sheet date.

Further Requirements:

- GFA and Club Membership forms must be completed in the clubhouse. Do not take them to the pie cart. The books of forms/blank flight sheets etc shall remain on top of the safe.
- Completed forms will be returned to Adelaide by authorised club members only.
- It is critical that forms be filled out neatly and accurately. The form witness should ensure the documents are legible.
- If any books of forms etc are running low put a note on the back of the flight sheet.

EFTPOS User's Guide

James McNeil

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

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

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

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

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

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

Pre-TakeOff Check



The GFA pre take-off check is known by the pnemonic 'ABCD-CHAOTIC'.

All pilots must use this form of the check. For more information see the GFA Operations Bulletin OD 01/11 available at <http://www.gfa.org.au>.

Pre-Take Off Checks (from **OUTSIDE** cockpit) 

- A** AIRFRAME inspected and ready for flight.
- B** Need for BALLAST determined. Ballast weights installed/secured or removed as required.
- C** CONTROLS checked for correct sense and operation to full extent incl. airbrakes and flaps.
- D** Check that no tail or wing DOLLIES are attached to the aircraft.

Pre-Take Off Checks (from **INSIDE** cockpit) 

- C** CONTROLS checked for correct adjustment and seating position.
- H** HARNESS/ES tight and secure (front and rear if applicable).
- A** AIRBRAKES closed and locked.
FLAPS set for take-off.
- O** OUTSIDE strip clear, wind, airspace clear.
OPTIONS launch speeds, launch failure actions.
- T** TRIM cycled and set for launch.
- I** INSTRUMENTS set to QNH, intact, avionics on, radio set to 126.7 MHz.
- C** CANOPY closed and locked.
UNDERCART down and locked.
CONTROLS full & free movement.

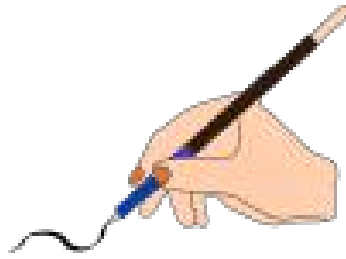
Cut this page out and have it handy.

AUGC on Social Media

Having joined the social media revolution, there is now a Twitter account for @AUGCCFI. Follow it for insightful thoughts 120 characters at a time...



Logging Aircraft Flights Reminder



So far we've been pretty good at updating the DI books at the end of the day - thanks to everyone that has been doing this and please keep up the good work!

Please remember that the aircraft DI books need to be updated at the end of **EVERY** day's flying.

It is not good enough to leave it on the assumption that someone flying the next day will do it.

If you fly it - then record it.

(If you don't know how - please ask an instructor).



CALLING ALL PILOTS

If you are solo (or approaching solo) then you should be applying for a Daily Inspector (DI) rating for the aircraft types we fly.

A DI rating means that you can help others by inspecting and signing out the aircraft to fly for the day. It is also essential if you want to gain an independent operator rating.

Form 2 Inspectors (Redmond Quinn, David Conway, Anthony Smith, Cathy Conway) can advise on the requirements and process for obtaining a DI rating. Make it happen!

Diary Dates

Mexican Food Night 6 July
National Club/Sports Class competition: 2 - 11 January 2014 @ Waikerie.
Re-orientation Day 8 August, Adelaide Uni

Aircraft Maintenance Program



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

K-13 GQC is at West Beach and has had its releases checked and reassembled. Not long before the aircraft is completed. The first K-8 is ready to go but delays at GFA in issuing the airworthiness certificate are holding things up.

Single Astir (KYR)

Undercarriage has been repaired with a new part from Germany by Derek and Redmond. It has survived the Flinders Weekend!

Pik 20D (WVA)

No known issues.

Arrow (GNF)

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

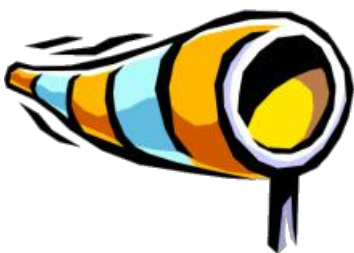
MotorFalke (FQW)

Currently out of service whilst undertaking a range of maintenance items.

The engine has been reinstalled.

We need to get the Falke back in the air for the Uni Course.

Airfield Maintenance Program



Windsock & Launchpoints

Two new windsock poles are currently under construction at West Beach thanks to Derek & Leigh. We will be replacing both poles with tiltable poles so that we can change windsocks safely on the ground (the 'MacKinney' design). Both windsock locations have had holes dug in preparation of a concrete pour when the hanger footings are done.

Tie down points for the pie cart at launch points have been made ready for concreting.

New Hanger

At the recent working bee weekend the door footings and dolly tracks were made ready for concreting.

Door rollers were removed for servicing.

Calendar

July



The Pik at the Flinders (Photo D. Medlow)

| Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
|--------|---------|-----------|----------|--------|---|--------|
| | 1 | 2 | 3 | 4 | 5  Mexican Night | 6 |
| | 8 | 9 | 10 | 11 | 12 | 13 |
| | 15 | 16 | 17 | 18 | 19 | 20 |
| | 22 | 23 | 24 | 25 | 26 | 27 |
| | 29 | 30 | 31 | | | |

Fire Danger Season information derived from the SA CFS Webpage, check with http://www.cfs.sa.gov.au/site/fire_restrictions/fire_danger_season_dates.jsp prior to lighting any bonfires.

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

Calendar

August



A cumulus cloud teases the aircraft ready for launch (teases .. tee ses, get it ...) (Photo: Teal Evans)

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

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

Stay In Touch

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



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

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

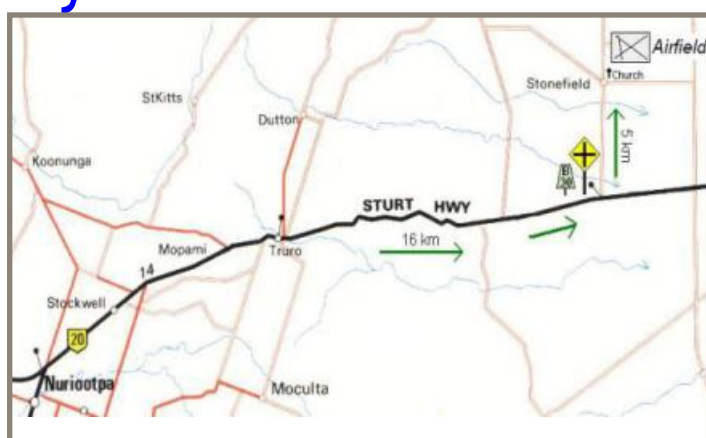
You can also get the latest newsletter and up to date news on what is going on at the Club's web page:

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

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

accounts@augc.on.net.

Fly This Weekend!



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

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

Help out at West Beach!

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

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



Club Contacts

| | | | |
|--------------------------|----------------|--------------|--|
| President: | Redmond Quinn | 08 8344 5331 | president@augc.on.net |
| Treasurer: | James McNeil | | treasurer@augc.on.net |
| Secretary: | Cathy Conway | 0429 803 705 | secretary@augc.on.net |
| Social Convener: | Tom Wilksch | | social@augc.on.net |
| Exec Member: | Jamon Barnes | | fifth-member@augc.on.net |
| Chief Flying Instructor: | Dennis Medlow | 0423 124 555 | cfi@augc.on.net |
| Airworthiness Officer: | Redmond Quinn | 08 8344 5331 | airworthiness@augc.on.net |
| Clubhouse Officer: | Michael Conway | 0429 803 705 | |
| Contact Person: | Peter Conway | 0412 870 963 | contact@augc.on.net |
| Newsletter Editor: | Andrew Lusher | | editor@augc.on.net |