

Uni Gliding

Vol 37 Number 2 - March 2012



The Official Journal of the Adelaide University Gliding Club Inc.

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



Editorial

The Editor

What's Inside...

Hi,

It's probably fair to say that 2011 is likely to be considered a 'difficult year' for AUGC.

2012 offers a considerable challenge but also an opportunity to reposition the Club for better times. We have the opportunity to refresh the fleet and look at different operating models, as well as giving our operations a cold hard look to see where we can improve.

Whilst we may have a few months whilst we organise a new fleet we should use this opportunity to improve the other facilities at the field - it will mean the eventual return to operations will be so much better.

Keep flying, or something!

Regards
Mr. Ed.



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Maintenance Days - Dennis Medlow

Uni Gliding

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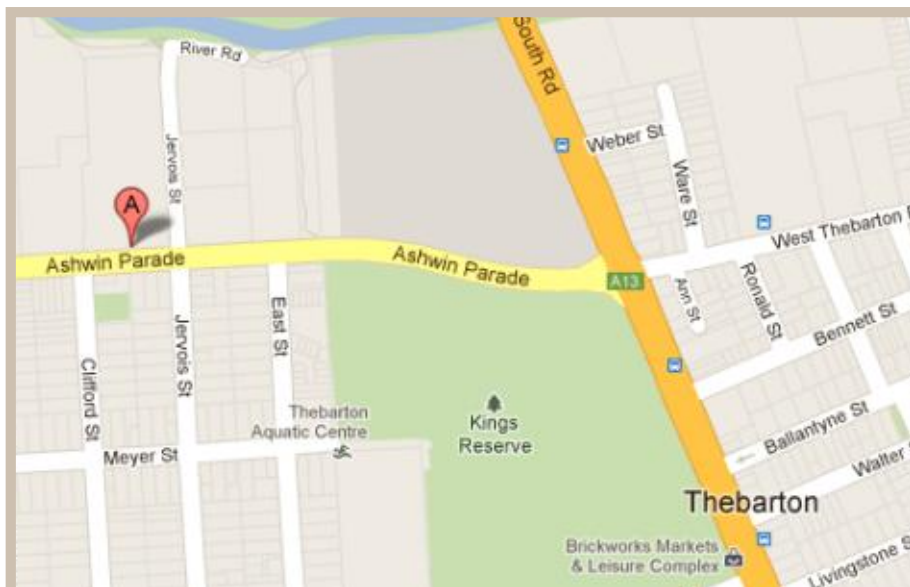
Advertising rates available from
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AUGC 2012 Annual General Meeting

AGM

Wed. 4th April,
7:30pm

@ Epitome Software
Level 1, 16D Ashwin
Parade, Torrensville.



Club News

The last few months have been fairly dramatic for the Club. In the new year period we had an accident in the Pukatek where the undercarriage assembly collapsed on landing. Fortunately there was no serious injury to the pilot. The damage to the aircraft however, whilst initially looking repairable, was beyond the economic value of the aircraft and so it has been written off by the insurer.

We also had a cessation of operations pending a special Operations Check by the RTO/Ops. This check was conducted in early February and no major issues were raised, however the Club needs to implement much better processes for handling the GFA paperwork and ensuring annual checks are written correctly in log books. AUGC was returned to operational status soon after. However the remaining twin seater, the MotorFalke needed to be withdrawn from service to fix some airworthiness problems - including replacing the exhaust and the cockpit fuel gascolator (fuel strainer).

As a result of the Pukatek accident and the earlier accident in the Club Libelle, the Club has to practically renew its fleet. It is considering options including a K-13 (twin seater) and a K-8 (single seater) of which a number of aircraft are on sale in Europe. With the high Australian dollar its actually cheaper to buy an aircraft overseas and ship it to Australia in a container. We have reserved space on a container leaving Europe on the 27th of March in case this is needed. K-13s are very nice aircraft and are tightly held in Australia, therefore an overseas buy will provide better value, as well as offering good asset value for the Club. Final decisions on these will be made once inspection reports are received. If purchased the aircraft should arrive sometime in May.

Some unexpected good news was received just recently with a generous donation to the Club by Simon Hackett. His donation will allow the Club to repay in full all current loans and permit the purchase of new aircraft, as well as progressing development plans for the airfield.



One of a number of K-13 twin-seat aircraft offered for sale in Europe.

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. The first of these has already occurred and was a great success.

The remaining weekends are:

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

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 aircraft maintenance)

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.

Club Karting

An evening's go-karting has been proposed by the Social Convenor (Cathy Wang), details below. We need a minimum of 12 people to run this event, if confirmed it will be announced on the mailing lists.

Date/Time: 28 March. 7 pm.

Venue: Kart Mania at Gepps cross (Corner of Main North and Grand Junction Roads)

Cost: \$50 per person including a warm up, qualifying session 10 laps and 3 individual heats 10 laps each (50 laps total).

Winner gets a trophy to take home!!!





See it
Collect It
Bin It

For the attention of all AUGC solo pilots

Before you can fly in-command again, you must ensure that:

- a. your log book is up to date,
- b. your annual check is recorded correctly in the log book and,
- c. that these items have been sighted by the CFI or his delegate (currently Redmond Quinn is delegated for this purpose).

What is an Independant STOP signal?

When anything goes wrong, or even looks like it might go wrong, with a glider launch we need a way of informing the winch driver that the launch must stop, immediately.

We can do this using the same UHF radio that we signalled the launch to start with - but what happens if the battery in the radio chooses that moment to die, or the local farmers come on channel to discuss the merits of dry soil tilling?

We therefore have to have an independant STOP signal that is recognisable to the person in the winch. One way of achieving this is to use a signal bat as shown on the right. This one was found in the main hanger during the recent clean up and will be placed in the pie cart for use on field.

We will need to test its visibility by the winch driver which may require some more paint work or reflective strips so there may be some changes to its appearance in the future.



James McNeil models the way to send a STOP signal without a radio.

From Germany to SA...



The photos on this page are of a K8 glider. The K8 is a wood, fabric and steel tube construction aircraft built by the famous glider firm of Alexander Schleicher in Germany. You can probably tell from the glider registration that the aircraft was still in Germany when this photo was taken. Apparently it is (or is soon to be) in a container bound for the land of less green airfields (i.e. Oz, more specifically Stonefield).

AUGC used to operate an Australian cousin of the K8 (the Australian built Ka 6) at Lochiel.

Derek and Cathy have bought this one from a gliding club in Germany. Perhaps they are hoping that it will spontaneously evolve into a ASH-25?

Vital statistics:

Designer: Rudholf Kaiser

Wing Span: 15m

Crew Capacity: 1

Empty Weight: 191 Kg

Wing Area: 14.15 m²

First flight of type: November 1967.

(Source: Simons, M 2002, *Sailplanes 1945-1965*, EQIP Werbung & Verlag GmbH, Germany.)



Club Maintenance Days - February

The first of four Maintenance day weekends was held recently in February. With the dedicated effort of eight Club Members (plus one from BVGC) quite a few things were achieved.



On left is the 'new' hanger which now sports a total of three walls (the photo was taken Saturday evening).

The picture from the main hanger (below) shows how tidy the western wall of the hanger now is - lets try to keep it that way!

The pic below shows the large pile of refuse cleaned out of the hanger (no this does not include the LandCruiser, ...).



What is not shown is all the work put into the Clubhouse by Tim & Claudia.

The next maintenance day is scheduled for mid-April. We're expecting all Club members to attend at least a couple of these days each year.

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.

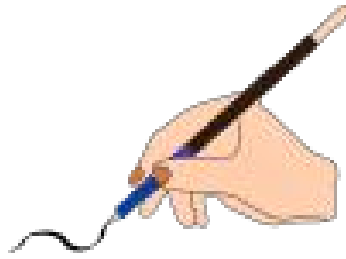
Cut this page out and have it handy.

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

Go Karting

March 28, 7pm, Kart Mania, Gepps Cross
(Event needs a minimum participation to run)

AUGC AGM

Wednesday 4th April, 7:30pm.

Club Maintenance Days

14-15 April, 21-22 July, 18-19 November

Aircraft Maintenance Program

Pukatek (KRO)



The insurers have indicated that the Pukatek has been written off as a total loss as the cost of repairs to the metalwork is quite high.

Pik 20D (WVA)

Next Form 2 inspection due June 2012. It will need to go to West Beach to investigate the issues with the undercarriage retraction stiffness.

Arrow (GNF)

Aircraft has been moved to Cathy's property at Wistow outside Mount Barker. Repair work will continue through the year. 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 and also at Cathy's property whilst undertaking a range of maintenance items. The old exhaust has been removed and the new one has been received in country.

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 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, Dennis Medlow & 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 (white) windsock has been replaced thanks to the efforts of Dennis, Redmond and Derek. True to form as soon as it was serviceable the secondary (yellow) windsock broke. A replacement is now on field and Derek will need to supply another of his awesome windsock frames.

Calendar

March



As a front passes over Stonefield, the dark grey clouds make way for blue skies.

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
			1	2	3	4
5	6	7	8	9	10	11
12 Public Holiday	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28 Go Kart Event (if going ahead)	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 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>.

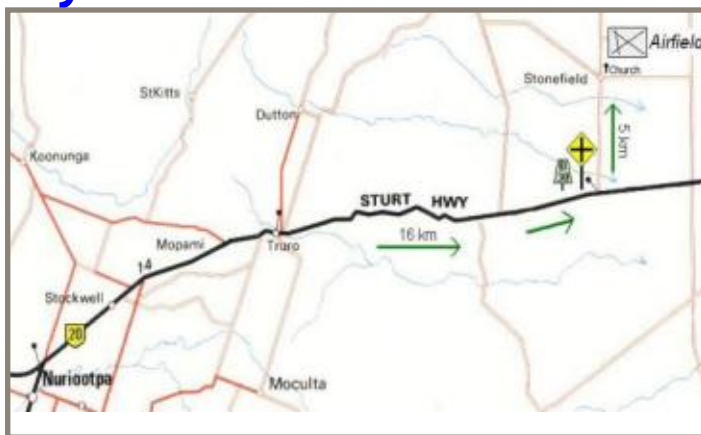
You can also get the latest newsletter and up to date news on what is going on at the Club's web page:

<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!



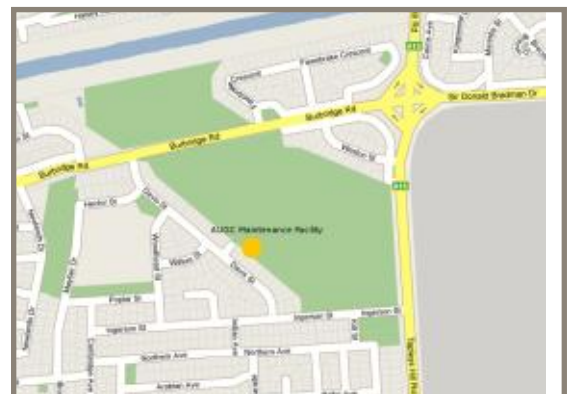
Want to go flying on the weekend? You must ring the club contact person on the **Thursday before between 8.00pm and 10:00pm on 0412 870 963**, (or send an email: contact@augc.on.net) so that he can organise instructors and transport for those intending to fly. Members can

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.



Club Contacts

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