

Uni Gliding

Vol 37 Number 4 - June/July 2012



The Official Journal of the Adelaide University Gliding Club Inc.

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



Editorial

The Editor

What's Inside...

Hi,

Great News!

If you have been hiding under a rock awaiting the introduction of the Carbon Tax, you may not have seen the photos of the new (ish) gliders that have now found themselves on Australian soil for the first time in their collective lives. Once the culture shock wears off they will be bundled up to Stonefield.

In other new things there's a new fibreglass ship as well. Arriving just in time, the Astir KYR was used in the AUGC Flinders Camp. It will provide an excellent step up between the wooden K-8s to the more advanced Pik 20.

And last but not least - a new way to pay using EFTPOS has landed on field. This means there is no excuse now to pay for your flying on the day (we have to pay for the upkeep of this new fleet somehow).

I'm pretty sure AUGC has **never** had a fleet of this depth and quantity before. We need to take care of it.

Regards

Mr. Ed.



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Image Credits

Cover photo - Cathy flies the Super Dimona past St. Mary's Peak (Redmond Quinn)

Wilpena and Lake Eyre - Mark Newton

Calendar Pages - Dennis Medlow

New aircraft - Cathy Conway

Uni Gliding

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A Gaggle of Gliders



*Four wooden gliders, sitting in a shed.... (Photo C. Conway)
or ... what happens when you leave interchangeable glider parts alone for too long.*

Twin Seaters

ASK-13: a wood, steel tube and fibreglass two-seater glider designed by Rudolf Kaiser (that's the 'K' in ASK-13) first flown in 1966. It has a forward swept wingspan of 16 metres and a maximum glide ratio of about 28:1. Over 700 of this type have been built and a number of clubs in Australia operate K-13s.

See them on You Tube at:

<http://www.youtube.com/topic/kgA6GNheEv0/schleicher-ask-13>.

Single Seaters

ASK-8: Derived from the earlier Ka-6 (an aircraft which AUGC also used to operate some years back) the K-8 was also designed by Rudolf Kaiser and first flown in 1957. Similar to the K-13 it is a steel, wood, fabric and fibreglass construction. It has a wingspan of 15 metres and a maximum glide ratio of 27:1.

Single-Astir G102 (not in picture): Designed by Burkhart Grob, a fibreglass aircraft first flown in 1974. The CS77 variant operated by AUGC first flew in 1977. It has a maximum glide ratio of 37:1. The aircraft is equipped with water ballast and a retractable main wheel.

President's Message

Redmond Quinn

Thanks to the club members and others who have made a big effort over the last few days to shepherd our container load of gliders through the import and quarantine inspection process. Particular thanks are due to Catherine Conway, David Conway, Peter Cassidy from the club and to Kevin Lewis from Cadet Gliding club and one of his friends.

Due to the requirement to unpack the container for quarantine inspection we then had to borrow trailers to complete delivery. Thanks to Emilis and ARA for use of their trailers.

One K8 and one K13 have been moved to West Beach, one K13 has been moved to Catherine's shed and the other K8 will be stored at Stonefield in the short term. Airworthiness surveys will be required on each aircraft before they are issued with Australian Certificates of Airworthiness. The K13's will be processed first in order to get club training back under way. We need you to help with this survey work over the next couple of months.

I would particularly like to thank Catherine for riding this project all the way through from acquisition of the aircraft in Europe to clearing them into Australia.

My further thanks go to the crew from Fly Down Under for helping us to consolidate the load and pack the container in Germany. The aircraft survived their extended voyage without damage. Judging by the number of tie down straps we took out of the container I suspect there is now a shortage in Germany!

My final thanks go to Simon without whose generous help this wouldn't have been possible and to Anne Philcox and James McNeill for providing support to get fast payments made where necessary to keep the ball rolling.

We need to get the new hangar completed before the K13's go into service. Watch this space.

Safe Flying
Redmond

STOP PRESS

An airfield fly-n-build weekend is organised for the 23rd & 24th of June. We will be advancing work on the hangar so it will be ready for final painting. One of the K8's will also be rigged so we can check control deflections as part of its survey. Tom is organising his besser-brick chicken - bookings essential!

CFI's Message

Dennis Medlow

So we have some new aircraft....

At some time in the not-too-distant future I hope you'll want to fly all of them. This may take a while as we need to sort out their airworthiness paperwork and inspections. So what should you be doing right now to work towards that goal?

Firstly get to know the technical elements of the aircraft. Download the aircraft manuals from the Club website and read them. Understand not only how to fly the aircraft but how to rig and derig it and what the manufacturer recommends in their manuals about maintaining it. What are the airspeeds for take-off, landing, circuit, rough-air, never exceed? What G loadings will it sustain? Does the aircraft have systems you've not used before like a retractable undercarriage or a glide computer - how do these work?

Secondly get to know the aircraft - sit in the cockpit and really look around you. Where are the controls, what instruments are fitted, what is visibility like? How do I buckle and adjust the harness? Is the release in a spot where you can access it without delay? How do the rudder pedals adjust? Can you fully move all the controls? How does the canopy open and what do you need to know about securing it? If I had to get out in a hurry how would I do that? How would I tie the aircraft down?

Thirdly think about how you are going to fly it. Will you need ballast (or will you need to lose a few kilos)? If you need ballast how much will you need, how is it organised in the aircraft, how is it secured? How will you check whether it is installed correctly? What weak link are you going to need to check with the ground crew prior to launch?

Finally get involved in making the aircraft ready to fly, we need assistance in the inspection process, as well as getting hangers and trailers up to scratch to store and transport the aircraft. Get hands-on and understand the structure of the aircraft. What is it made of, what keeps the wings on? How do we keep it looking good? How will weather affect it?

I've only just touched on a number of the things you should be thinking about with the new fleet. Don't be afraid to ask others (particularly instructors) about things you want to know.

I'm looking forward to discovering a lot more about our sport over the next few months.

Dennis Medlow

CFI

Speeds
Structure
Weights
Rigging
C of Gravity
Trailing
Controls
Seating
Harness
Ballast
Checks
Weak Links
Tyre
Water
Pressures
Instruments
Canopy
Tie-downs

There's a lot
you need to
start learning
about...

Operational Goals for 2012/2013:

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

Flinders Camp 2012



Greg Newbold and company at the summit of St Mary's Peak.

Flinders 2012 was a relatively subdued affair, with only one Club glider (the recently acquired KYR Single Astir) and one private single seater (the Scutter's LS4a) attending.

Flying was conducted on Saturday, Sunday and Monday. For the first time in AUGC history we conducted our own aerotows using the Super Dimona hired from FDU. The tuggie was Cathy Conway.

Many flights on Saturday were just local thermals, on Sunday Point Bonney offered lift and on Monday (no idea as noone has told me what happened... ed).

The first challenge on Saturday was, 'ummm..., who knows how to rig a single Astir?' After a few blank looks we thought "how hard can it be?" and pulled the aircraft out of the trailer. We finally got it together once we worked out what position the red ring thingys had to be in.

Saturday we had the traditional Club Dinner in the Woolshed Restaurant. Each year the food



The AUGC Flinders Dinner at the Woolshed restaurant on Saturday Night.

gets better and better. Of course each night the AUGC firepit was in operation (AUGC: doing its bit to singe the Flinders, one eucalypt at a time)...

As you can see from the photos, there was also plenty of non-flying related activities with hikings and 4WDs around the locality. Mark Newton flew up to Lake Eyre and stopped off at William Creek for lunch in his RV6. Mark has provided a couple of excellent photos from his trip on the next page. More can be seen at <http://www.vansairforce.com/community/showthread.php?t=87354>.

Flinders 2013 should be a much more robust affair - with the opportunity to bring a K-13, some or all of the K-8s the Astir and a Pik back up. We have plenty of cabin accommodation booked and the fireplaces and BBQ reserved!

Flinders Camp 2012 (Cont.)



Wilpena Pound (Northern wall) with St. Mary's Peak looking east.



*Lake Eyre, seen from the vantage point of an RV6
Note the lack of a distinct horizon.*



*The remains of a Cessna that crashed into
Lake Eyre due to loss of visual horizon due to
being too close to the lake's surface.
There's not much of it left today.*

Our New* Aircraft

*OK technically they're not new as in brand-new but they are new to AUGC.

Our two K-13s (twin seater training aircraft) and two K-8s (early solo single seaters) are now with us! Cathy Conway has provided these photos for the newsletter so we can recognise them when we see them!



A bold yet sensual Italian, this K-13 likes to be called 'GIRI' (that's with a soft 'g'). With her metallic paint and swept wings, she enjoys threesomes with experienced pilots. Has been known to flirt with BergFalkes.



A no-nonsense proper German aircraft - this K-13 is all about the numbers (3843 to be precise) but her two-tone colour scheme and one-piece canopy is likely to make her desirable to many pre-solo pilots.



The K-8 likes to stand out from the crowd - painted like a rising sun she wants to take her pilot higher than they've ever been. (Does not come with disembodied hand - we hope). May find lack of grass at Stonefield disturbing at first.



With a paint scheme that looks like its a refugee from an advertising company, this K-8 has airbrakes that will frighten the stripes off of a striped animal. Yet we will find she will be a delight to fly. (Stern faced German pilot not included in package.)

Our New* Aircraft (Cont.)



And introducing our newest fleet member...

The Single Astir CS was previously in the BVGC fleet. It offers excellent soaring and cross-country performance and has a retractable undercarriage. It is an good aircraft to bridge between the lower performance K-8s and the more advanced Pik 20.

AUGC 2012 Maintenance Schedule

STOP PRESS

A airfield fly-n-build weekend is organised for the 23rd & 24th of June. We will be advancing work on the hangar so it will be ready for final painting. One of the K8's will also be rigged so we can check control deflections as part of its survey.

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 and second of these has now been held and thanks to those that attended they were a great success.

The remaining weekends are:

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.

The last airfield maintenance day was well attended and the meal provided at the end of the day was fantastic. We skipped the usual BBQ and went Italian with Tom Wilksch providing his 'world famous' spaghetti bolonaise.



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.

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.

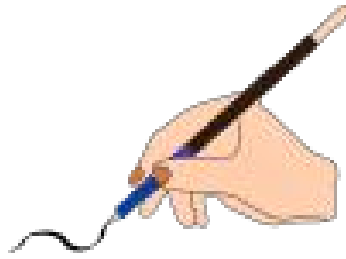
Cut this page out and have it handy.

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

Club Maintenance Days 21-22 July, 18-19 November.
Khancoban Excursion November

Aircraft Maintenance Program



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

Landed in Adeaide in various locations, surveys and Form 2 work to be conducted.

Single Astir (KYR)

Airworthy.

Pik 20D (WVA)

Currently in West Beach awaiting Form 2 work - some issues with bent pushrods are being rectified by an approved workshop.

Arrow (GNF)

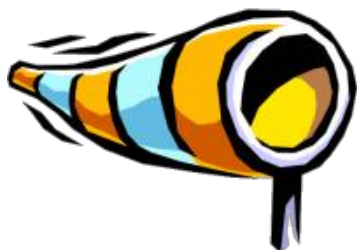
Repair work will continue throught the year. There are a number of woodwork & fabric repairs to complete - an excellent opportunity to gain skills in wood repair techniques.

MotorFalke (FQW)

Currently out of service whilst undertaking a range of maintenance items. The old exhaust has been removed and the new one is ready to mount. The prop has been inspected and the oil seals that were leaking replaced.

During the inspection the cylinder heads were found to be cracked, requiring an expensive replacement. Head cracks are due to poor pilot management of engine temperatures. This has resulted in a very expensive repair.

Airfield Maintenance Program



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 windock frames.

Calendar

June



And just like that the new olympic sport of 'tank tipping' was invented at Stonefield ...

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
					1	2	3
4	5	6	7	8	9	10	
11	12	13	14	15	16	17	
18	19	20	21	22	23	24	
SAGA Winter Lecture					FLY-n-BUILD WEEKEND !		
25	26	27	28	29	30		
Exec Meeting							

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

Calendar

July



The end of yet another beautiful day in the Flinders Ranges

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
					Maintenance Weekend	
23	24	25	26	27	28	29
Exec Meeting DI Course						
30	31					
DI (Engine) Course						

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>.

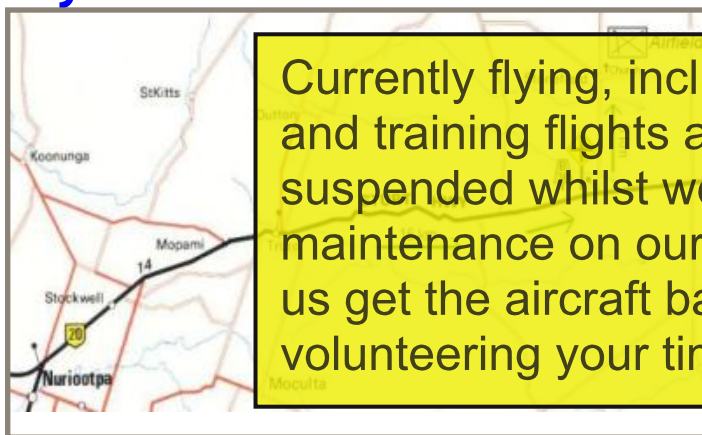
You can also get the latest newsletter and up to date news on what is going on at the Club's web page:

<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!



Currently flying, including air experience and training flights at Stonefield are suspended whilst we perform maintenance on our aircraft. Please help us get the aircraft back into service by volunteering your time to assist.

Want to go flying on the weekend? You must ring the club

contact person on the Thursday before between 8.00pm

and send an email:

organise instructors

Members can

use the online booking system at:

Make a Booking.

Following the map at

lift to Stonefield

bridge (meet at

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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