

Uni Gliding

Vol 36 Number 5 - November 2011



The Official Journal of the Adelaide University Gliding Club Inc.

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

Editorial

The Editor

What's Inside...

Hi,

A combination of work, business travel and uni assignments have kept me away from the Uni Gliding desk for a while so this edition will contain a number of articles that are overdue.

We were fortunate that the accident with GMI last month did not result in serious injury to the pilot, however the loss of the aircraft just at the start of the soaring season will be an issue.

On the plus side the annual trek (or is that pilgrimage?) to Khancoban in NSW went well and without incident. Next month I plan to report some commentary and photos.

Keep flying!

Regards
Mr. Ed.



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Image Credits

Cover photo - Cathy Wang (FQW at the Flinders)
Club dinner - Dennis Medlow & David Conway
Calendar Photo - Cathy Wang
President's Photo - David Conway



When DI'ing the MotorFalke always check that the bolts holding the wing walker legs in are tight and secure!

Uni Gliding

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Club Annual Gala Dinner

The Club held its annual dinner in September at the Earl of Leicester Hotel in Parkside. The Annual dinner is the highlight of the AUGC social calendar and provides the opportunity to present the Club Awards for the year for a variety of achievements (both positive & not-so-positive). This year's recipients were:

Harley Award

Awarded for the most meritorius cross-country flight.



Recipient: Michael Conway (on right) for his flight at the Junior Nationals.

Duncan Award

Awarded to the most improved pilot in the last 12 months.

Recipient: The training panel considered that the progress made by all trainees this year was excellent, but could not identify a recipient for the award.

Winch Engineers Award

Awarded to the member that has contributed the most effort to winch maintenance.



Club Annual Gala Dinner (Cont.)

Recipient: Derek Spencer

Wildlife Award

Awarded to the member responsible for the destruction of flora or fauna in the pursuit of gliding.



Recipients: Cathy Conway (on right) & James Francis

Wheels-Up Award

Awarded for leaving a certain lever in the wrong place at the wrong time.

Recipient: Not awarded (much to the relief of the CFI).

Can't Keep it Up Award

Awarded for the greatest Cross Country disappointment.



Recipient: Michael Conway (on right)

Creative Rim Award

Awarded for the most destruction caused to a vehicle or parts thereof during operations or towing.

Club Annual Gala Dinner (Cont.)



Recipient: Redmond Quinn (on left)

Keeping it up Award

Innovation in keeping the Club operating.

Recipient: Redmond Quinn.

Postscript: At the SAGA AGM the following night Michael Conway was awarded the SA State Gliding Association's Most Meritorious Award (see below) - well done Michael!



Assorted photos from the evening...



President's Report



Once again our newsletter editor has twisted an arm to make a contribution to the newsletter.

I am sitting at Khancoban producing this contribution. Flying and socialising here is second to none. I dare say you have seen Dennis' reports from Khancoban – relaxed flying and interesting after flying activities.

We have brought the Motorfalke to Khancoban. This has shown us the potential of this aircraft (it has been up over Mt Kosciuszko multiple times). Last month it spent several days at Arkaroola in the northern Flinders . This was also a successful expedition. We should look to further creative use of our fleet in this manner.

We are now moving into our summer season. Thermals will be getting better and flight times longer. Get out there and make the most of it.

Over the next few weeks the Puchatek and Motorfalke are coming in for their annual inspection. Please provide any help you can with these activities.

We have a number of members heading for first solo. It will be pleasing to see some new solos.

A few weeks ago the Club Libelle was damaged in a launching accident. The causes of this event are still being considered by the instructor's panel. It is likely the outcome will be some changes to our instructing process.

A tractor and slasher have been introduced to the airfield at Stonefield. We will develop a set of operating and maintenance instructions for this equipment. Following development of the necessary paperwork we will introduce more members to the equipment. Our strips will be much better for introduction of this equipment.

Finally, please make a contribution to the newsletter. Anything from your gliding activities will be of interest. Dennis will welcome your contribution.

Safe flying,

Redmond

AUGC President

Chief Flying Instructor's Comments

A few weeks ago a Club member was injured in an accident in the Club Libelle (GMI) during launch. It is very fortunate that the pilot seems to have escaped more serious injury, but unfortunately the aircraft is likely to be a total loss. Such an accident could easily have been far worse with potentially fatal consequences to the pilot.

The accident occurred during the early stage of the launch when the rope section of the trace broke as the pilot rotated into full climb. The aircraft stalled and impacted the ground in a wings-level position at high vertical speed, causing the damage and injury.

At this time we are reviewing the circumstances of the accident, the pilot's response and the contributing factors. The accident report has been forwarded to GFA and the Training Panel will meet to consider any changes that may be required to the way we conduct training in order to reduce the likelihood of future accidents of this type.

One contributing factor seems to be that the break in the rope rather than the cable produced a 'softer' failure - which some have suggested may require pilots a longer time to recognise the problem. Regardless of this the principle indication of launch failure is the drop in airspeed and pilots should be monitoring this continually during the launch and be prepared to take immediate action if it falls below the minimum safe winch speed for the aircraft. If you need further guidance consult pages 59-61 of the Basic Gliding Knowledge document available on field or from the GFA website.

Needless to say this should be a message to every pilot in the AUGC - **we are not immune to accidents**. The continued existence of the AUGC relies on us continuing to execute each and every procedure correctly and safely every time. There is simply no excuse to be doing anything else.

Fly Safe

Dennis Medlow

AUGC CFI

Using the Trailer Winch

Derek Spencer

Whilst the normal truck winch is out of commission during the front engine replacement, we will be using the Barossa Valley trailer winch. This winch is in many ways similar to operate, but also has a number of differences that winch drivers need to be aware of. If in any doubt always check with an instructor.

There are two basic things to consider: (a) laying out cables and (b) reeling in cables. Derek Spencer takes us through a number of points on each of these in this article.

Cable Laying

Cables are laid out on the strip two at a time by dragging them from the winch using the Club's 6x4 trailer. Special hooks have been installed on the rear of the trailer on each side to attach the cable tie (the loop normally connected to the tie down point). Remove the drogue chutes and traces and place these into the trailer itself.



Winch drum ENGAGED (in)



Winch drum DISENGAGED (out)

BEFORE laying cables ensure that:

1. The winch drum brakes need to be on whilst the cables are dragged back. Use an Occy Strap as the setting - it will secure onto the cage on the outside but see an experienced person for an appropriate setting.
2. The trailer winch is EITHER secured to a vehicle via the towing hitch (hand brake on in the vehicle) OR secured to the ground with some star droppers.
3. A wheel chock is placed on the ground behind the winch trailer wheel.
4. BOTH winch drums are disengaged i.e. the drum mechanisms have been pulled OUT (see photo).
5. A functional UHF CB radio is with both the trailer winch driver and the 6x4 trailer tow vehicle.

The 6x4 trailer driver can then proceed back to the launch point at approximately 20 km/h in a straight line. Ensure that the winch driver and 6x4 trailer towing vehicle can maintain UHF CB radio contact so that the tow back can be terminated immediately if problems are observed.

Reeling In (Launching)

BEFORE launching ensure that:

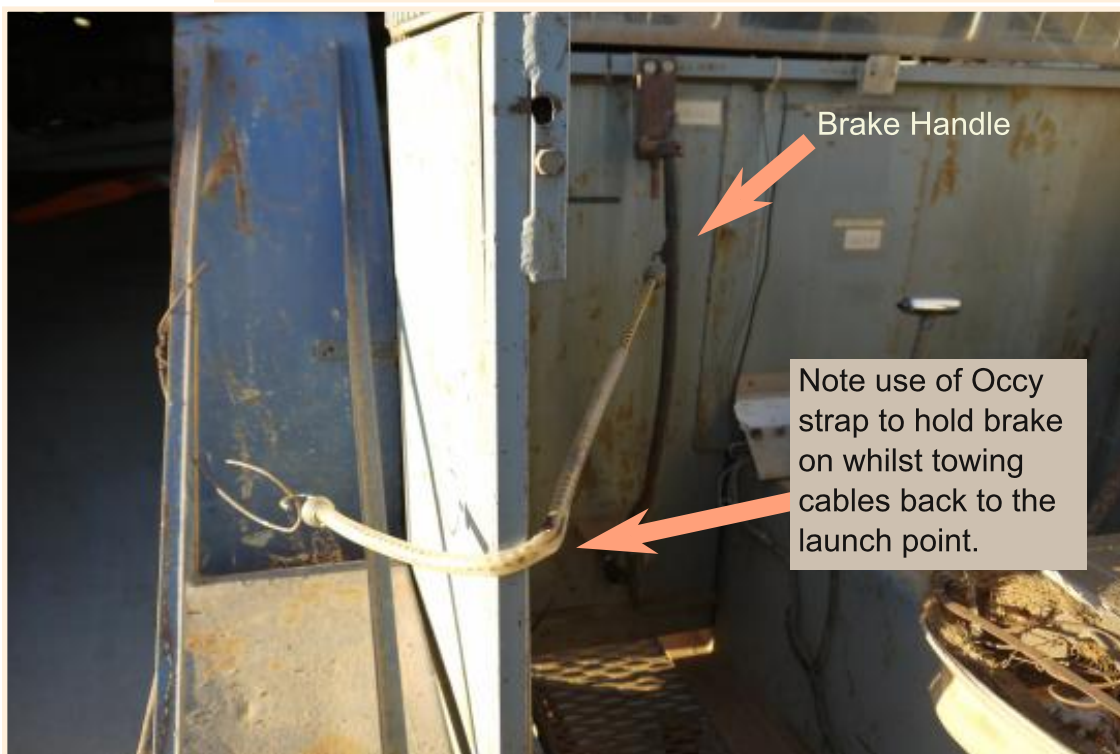
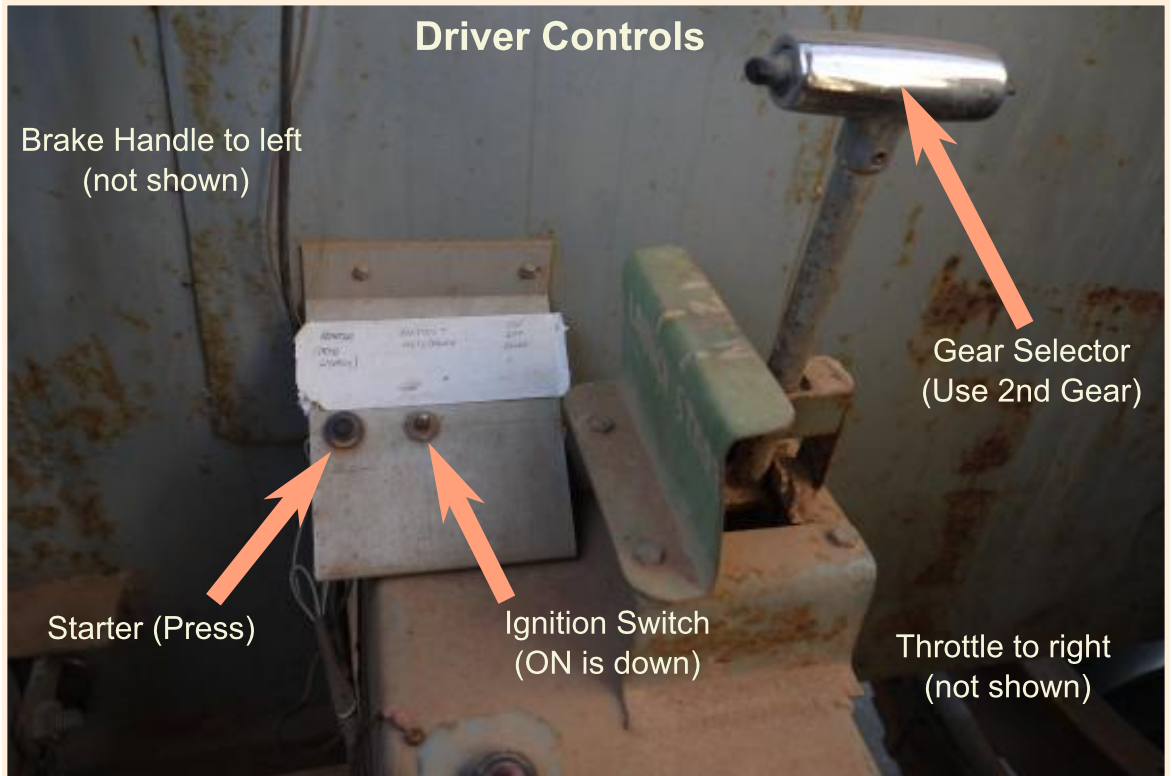
1. The correct drum is selected by engaging the drum pushing in the hub for the drum to be used.
- 2,. Always ensure the other drum is disengaged.

Using the Trailer Winch (Cont.)

- The UHF CB hand held radio goes on the cage on the side or at the front on the bracket

When launching aircraft:

- Use 2nd gear
- Hold the brake lever at all times during launch
- Don't forget to take the engine out of gear after the launch is complete.
- There is no speedo or tacho instrument - use the cable tension and glider signals as a guide to the speed to be used when launching.



Quotable Quotes

Once upon a time, at an airfield far, far away, we used to have a 'quote book'. This was a simple notebook into which we recorded the wise (and sometimes unwise) sayings of various Club members, with or (preferably) without the context in which it was said.

That notebook, and the airfield on which it once resided, are now long gone, but the tradition lives on in the pages of *Uni Gliding*....

Claudia to Redmond - "Can you give me a hard one?"
(Context: in a CB radio conversation on the drive to Khancoban - she was after more difficult question in the game of 'I spy').

David Conway to, well, anyone - "I have a defective thing."
(Context: could be about any number of things really...)



Derek Spencer to AUGC people @ Khancoban - "The good thing about goats is that they have horns you can hang on to".
(Context: best not to ask.)

Some AUGC members have said that there were an number of quotes that were allegedly attributable to the Newsletter Editor and that these were not included in this edition, perhaps hinting at some form of journalist bias. The Editor would like it to be known that the lack of any attributable comments is fully due to the fact that he gets to decide what's in the newsletter, so there.



Bradley Gould sent us this photo from a recent airfield evening showing Derek utilising the explosive power of the potato gun.

New Pre-TakeOff Check



The GFA has adopted some changes to the pre take-off check. Previously known by the pnenomic 'CHAOTIC', it will now be remembered as 'ABCD-CHAOTIC'.

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

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

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

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

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

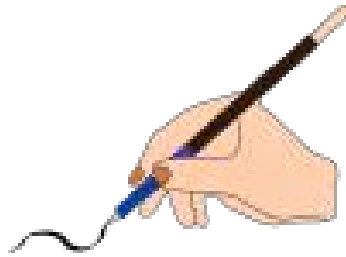
Cut this page out and have it handy.

AUGC on Social Media

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



Logging Aircraft Flights Reminder



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

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

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

If you fly it - then record it.

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



Our aircraft insurance has a \$ 5,000 excess.

If you can't afford to pay \$ 5,000 then **DON'T DAMAGE THE AIRCRAFT.**

(Even if you can afford it, please don't.)

Diary Dates

Fire Season Starts

15th November 2011 - (Check CFS web site)

Aircraft Maintenance Program



Pukatek (KRO)

Form 2 due December 2011. The undercarriage oleo will need resealing once a reseal kit has been sourced.

Pik 20D (WVA)

Next Form 2 inspection due June 2012.

Arrow (GNF)

Aircraft has been moved to Cathy's property outside Mount Barker. Repair work will continue through the year. There are a number of woodwork repairs to complete - an excellent opportunity to gain skills in wood repair techniques.

MotorFalke (FQW)

Form 2 due on 20 November.

The engine fairings need be returned to Adelaide for fibreglass work. Flarm still needs to be installed. Navigation lamps to be replaced.

Intercom now works and a new Oil Temp guage has been installed.

Airfield Maintenance Program



New Tractor/Slasher

The Stonefield Aviation Association (of which AUGC is a member) has taken possession of a second-hand tractor and slasher combination that is being used to widen and extend a number of the runways and landing areas on the airfield. This will help to make operations safer and more efficient, particularly when the Fly Down Under operation starts sometime in November.



This equipment is dangerous to operate without the proper training and very expensive to repair. Therefore it is OFF LIMITS to everyone with the exception of Redmond Quinn, Derek Spencer, David Conway & Cathy Conway. A training and preventative maintenance program will be developed to allow other members to be able to safely and correctly operate the equipment in the future.

Windsock


Our primary windsock has been out of action for a few months but a new one has been sourced and delivered. A new windsock frame will be made up at West Beach to attach it to the existing pole and it should be on field sometime this month.

Calendar

November



TX sits ready for another great flight at the Flinders. (Photo C. Wang)

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
	1	2	3	4	5	6
Khancoban Camp						
7	8	9	10	11	12 Bonfire! 	13
14 Exec Meeting	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

GO FLYING!

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>.

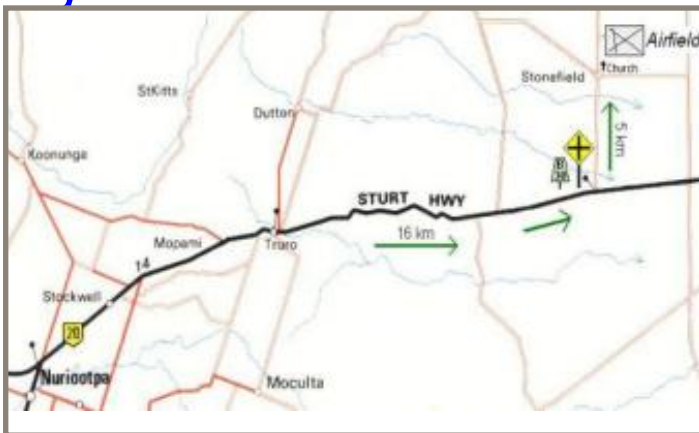
You can also get the latest newsletter and up to date news on what is going on at the Club's web page:

<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.



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