

# Uni Gliding

Vol 36 Number 4 - September 2011

The Official Journal of the Adelaide University Gliding Club Inc.

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

# Editorial

The Editor

# What's Inside...

Hi,

Yes the editor has been a little slack lately, what with the Flinders Camp, exams, assignments and .. oh yes.. work. So I feel I should probably apologise for not getting an edition of Uni Gliding out into the digital streets earlier.

Nevertheless here it is - just in time for the Annual Club dinner (I wonder who will get the wildlife award this year?). Unfortunately I wish I had better news to print in it. The Club finances need more flying to remain healthy and the winch front engine has died (yes the new one that Jon had slaved over for so long). Oh and Kermit the Green Car also died - although its hard to see that it ever actually 'lived'. Oh well, its these sort of challenges that .. well .. challenge us.

Keep flying!

Regards  
Mr. Ed.



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### Notice to all Club Libelle (GMI) Pilots

The seat recline mechanism has a spring to ensure that the seat remains positively locked in a fixed position. You must ensure that the seat is locked in place, preferably with material behind the seat to ensure it does not recline during a winch launch. It is thought that backward movement of the seat has contributed to serious accidents on winch launch for this type of aircraft.

### Image Credits

Cover photo - Dennis Medlow (from wave over the Flinders!)  
Scene on Field - Regius Assiimwe  
Flinders 2011 - Dennis Medlow, Mark Newton  
Calendar Photo - Anne Philcox

# Uni Gliding

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# Scene on Field...

I wish Mum had bought a ASH-25....



*Cathy Conway takes a RAAF Air Cadet for a flight in the Short Wing Kookaburra.*



*Claudia answers that age-old question that Instructors always ask 'which way is up?!*

# News & Events

## Upcoming SAGA Winter Lectures

The program for the SAGA Winter Lecture series is:

- 6 Sept Daily Inspection Course Part 1
- 7 Sept Official Observer Course Part 1
- 13 Sept Daily Inspection Course Part 2
- 14 Sept Official Observer Course Part 2
- 19 Sept Outlandings
- 20 Sept Daily Inspection Course - Engines

All lectures are held at 1930 at the Chemical Engineering building at Adelaide University.

Meet at 1920 at Gate 5 Frome Road for escort into the building.



### AUGC in the Pub

The Social Convenor (Kathy Wang) organises a monthly AUGC Pub Night on a Friday night. Come along for some non-airfield related socialising.

Details are published on the augc-people mailing list.

But remember - alcohol and flying do not mix, drink responsibly as flying requires a ZERO BAC.

## New AUGC Flying Rates



**New flying rates** have been determined by the AUGC Executive. These (members only) rates come into effect as of 1st September 2011.

Single seaters (MI, WVA)      \$ 42/hour

Puchatek (KRO)                      \$ 45/hour

MotorFalke (FQW) Airframe      \$ 60/hour, Engine \$ 54/hour.

The presolo training package will now include 12 hours and 40 launches, 12 SAA levy payments & logbook. New packages will be available for sale from 1st September.

# President's Comments

The Club financial resources are a bit thin at the moment. This can be traced to two contributing factors:

1. Our annual flying hours are down on previous averages
2. Our flying rates have been held fixed in the face of rising costs over an extended period of time.

The committee met last week and addressed the issue in detail. The outcome is our flying rates will increase from 1st September. The revised rates are shown elsewhere in this newsletter. We also aim to get our flying hours back up to previous levels.

Our flying hours have decreased in line with a drop in membership numbers compounded by a poor soaring season last summer. Fortunately we have seen a surge of new members this year. This is helping to pick up the flying hours in the Puchatek. As the new members solo and move on to single seaters those aircraft hours will also increase. These new members will be the future of the club. As their flying skills and experience develop they will move on into instructor, coaching and airworthiness roles.

Speaking of people moving into new roles I would like to thank Tim Bartlett for offering to pick up the contact person function. He is organizing a handover from Jon Keatley. I would also like to take this opportunity to thank Jon for carrying out this important function over an extended period of time.

Also thanks to Sarah Allen and James McNeill for the extended effort they have made to get the club accounts in order.

In the next couple of months both the Puchatek and Motorfalke will come in for their annual form 2 inspection. Please lend a hand to get these aircraft through the inspection and back on the flight line.

The winch front engine has suffered a terminal failure. We plan to tow cables out for a couple of weekends while we complete an upgrade of the trailer winch. We will then utilize the trailer winch for a couple of months while we give the truck winch a heart transplant.

Please lend a hand wherever you can with our club projects.

Safe Flying

Redmond

# Club Financial Position



The Club held an Exec meeting on Thursday the 18th of August at Cathy's house.

The main purpose of the discussion was to consider the poor ongoing financial position of the Club. Whilst the Club has a reasonable amount of cash at present the Club has a number of debts that are coming due for insurance and loan repayments over the next few months. There are also a lot of accounts in the red (i.e. owe money to the Club) some of which the Club may not be able to recover. Equally there are a number of Club members with large positive balances who may wish to be repaid.

James McNeil has done an analysis of flight times over the past 10 years and there has been a substantial reduction in single seater hours in the last few years, part of which has contributed to a drop in revenue.

The major issue is that many of the Club's costs are fixed (insurance, SAA fees, loan repayments etc.) which means they are the same no matter how many hours we fly. So as the Club's flying hours have reduced the expenses become more of a problem. Lack of instructors for flying recently has not helped, but more independant operations would offset this.

Some of the ideas discussed:

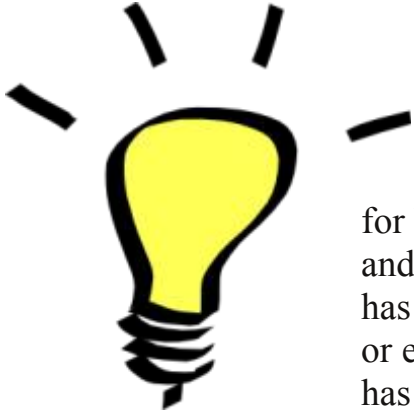
- + Hold some week long camps over spring to autumn to encourage more cross-country flights.
- + Get greater utilisation of the aircraft.
- + Organise a fly-in or other associated event, possibly with other aviation related Clubs.
- + Increase the charges for the aircraft.
- + Increase the participation in competitions and events.
- + Have POS facilities on field to encourage payment.
- + Open a PayPal account for the Club to allow easier payments.
- + Discounts for flying paid in advance.
- + Encourage more independant operations.
- + Reduce the number of aircraft owned by the Club (e.g. MI could be sold and other aircraft loans paid down).
- + Negotiate a better return for the Sports Association memberships paid by Club members.

Doing nothing is not an option as the Club will run out of money and \*much\* more drastic action will then need to be taken.

**The easiest (and most fun) way to solve the problem is to fly more often, fly more cross-country, and ensure you don't owe any money to the Club.**

# A Damn Fine Idea...

The winner of this month's **Damn Fine Idea Award** is...



## David Conway

for his excellent suggestion to photograph the day's flight sheets and post them to augc-people. Now that pretty much everyone has a smartphone, or a not-so smartphone but still has a camera, or even an iPhone-y-thingy, this is fairly easy to achieve. This has been done for a number of weeks now so hopefully we're making it a (good) habit.

Got a great idea or know of one that should be better publicised? - Email it to [editor@augc.on.net](mailto:editor@augc.on.net).



*Another beautiful day on field.*

# And you thought your day was bad....

*Mark Newton sent in this impressive train derailment photograph taken from the cabin of his RV-6 whilst out flying around the Flinders.*



# Flinders 2011 ... Oh Boy!

## Saturday

A Flinders Camp just like any other, although I was trying real hard not to get too excited about the weather forecast (but damn it did look good) as that would just jinx it. Fortunately the weather decided to be nice to me and Saturday dawned bright, rain-free, with just the right amount of wind.



*View from Rawnsley's Bluff looking south towards Rawnsley airstrip and the Southern Flinders.*

*TX passes by as we soar the eastern face of Wilpena Pound. The Chase range can be seen in the background.*



Oh goody, looks like a easterly straight onto Rawnsley's Bluff. So out to the airstrip (well we had to find the strip first as we were operating out of Arkapena for the first time in who-knows how long) rig gliders, brief pilots, help tuggie with tug and ... try to remember how to ridge soar.

A few flights launch and ... yes, good ridge lift

reported on the Bluff! A brilliant day's flying ensues. So many people had had their fill that we even had time with aircraft sitting on the ground with no one to fly them!

Even better a whole crowd of people had hiked up to the top of the Bluff. I had an opportunity to demonstrate my precision aircraft manoeuvres! Visibility was excellent, you could see

right down to Mount Remarkable on the Southern Flinders Ranges.

Saturday night - dinner at the Woolshed and the usual fire at the cabins, perfect end to perfect day.

## Sunday

If I had thought Saturday was good, then Sunday was going to blow me away. The day



## Flinders 2011 - Oh Boy... (Cont.)

again dawned pleasant but with obvious wind aloft and what looked suspiciously like wave cloud dotted around the area. The first flights didn't seem to find much but as the day went on pilots reported contacting wave lift at 3,000' and using it to above 10,000'. An aircraft was available and I asked the tuggie to take me to where the action was (which turned out to be a series of cloud streets

just west of the field). After a release and a tentative fly around I felt this silky smooth lift (only 1 - 3 Knots at first) that soon had the altimeter winding ever higher and higher, above the clouds and into the brilliant blue sky. Up to nearly 9,000' - it was fantastic!

Unfortunately that was as high as it went and the wave started to break up, meaning a slow decent down whilst trying to search for other wave systems that might be in the area.

For the perfect end to a perfect day - a BBQ back at the cabins and a roaring fire.

### Monday

Monday didn't seem to have much lift around in the morning.

A few gliders had taken high tows but hadn't found anything and were slowly decending. Since I was driving back to Adelaide later that morning I took one more flight in the Motor Falke to say goodbye to the Flinders. (Until next year and hopefully even better!)



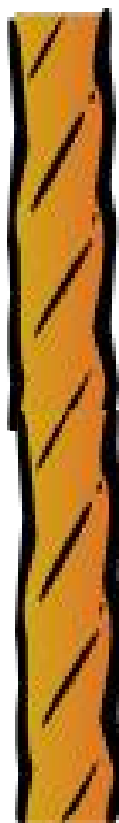
*The Chase range from much much higher!*

*Looking south-west towards the Elder range.*



# Enough Rope?

So you're towing an aircraft behind a car. No big deal - its all under control. But things can change quickly - what if the aircraft ran down a slope and into the back of the tow vehicle? How would you prevent an accident that, whilst minor, may mean the aircraft is out of the air for many weeks whilst it is being repaired, costing the Club many thousands of dollars in repairs and lost income?



Gliders are like sea-lions, they're particularly hopeless outside of their native element. We have to use vehicles to move them any distance around the airfield. When we combine two moving entities in close proximity we run the risk of damage and injury. Part of the key to controlling the process of towing gliders is the length of the rope between the tow vehicle and the glider. (Speed is another factor but let's stick to walking pace OK?)

The theory is, that in the event of a problem during a tow such as the glider overrunning the tow vehicle, the wing tip holder can lower the wing to the ground and allow the aircraft to turn around it, with the rope backreleasing as the glider turns (or the person walking at the fuselage releasing the rope from the cockpit). Therefore the tow rope in use has to be long enough to allow the aircraft to do this without the other wing impacting any other obstacle (like the tow vehicle). This means the rope should be at least as long as one wing span. Don't use shorter ropes - throw them out or combine them into a longer rope that can be used without risk to the aircraft or the tow vehicle.

## Derek's Handy Winch Hints

### #2 - How To Know Which Way to Loosen a Wheel Nut

The direction of rotation for loosening nuts on the rear outer tyres can be a little tricky.

To loosen the nuts holding the rear outer tyres on, use the following guide: Rotate the spanner handle over the top of the axle and backwards, i.e.

- Drivers side is anti-clockwise
- Passenger side is clockwise



# Chief Flying Instructor Comments Dennis Medlow



## Safe Speed

When we fly an aircraft - the airspeed over the wings is what generates the lift which keeps us flying. When the airspeed reduces the lift reduces and at some point the wing will stop producing lift altogether (the stall). We want to make sure we always maintain a safe margin of speed above the stall particularly when we are close to the ground (defined for this purpose as < 1,000' AGL). The formula we use is 1.5 x Aircraft Staff Speed (1.5 x Vs) and this is known as the 'Safe Speed Above Ground'. (For KRO the safe speed above ground is 55 Knots.)

Yet I see people trying to fly slower than this when on circuit or otherwise below 1,000'. The simple message is **DONT, you need that airspeed**. You can expect your instructor to be quite vigilant on this on training and check flights.

## Learning Your Checks

Checks are important, they help us to remember to check or do things that must be done before critical flight events such as take off, landing, aerobatics etc. yet time and time again I see students that have been on field many times not proficient in performing them. They are not rocket science - and you don't even need to be on field to practice them! Why would you want to waste precious minutes sitting in the glider trying to learn them when you can do that at home or even driving up to the airfield?

## MotorFalke Pilot Limits

A gentle reminder for the more well endowed pilots (weight wise) that the MotorFalke has a 189 kg cockpit limit which includes the fuel in the tank at take-off. So two 85 kg pilots can only carry a max of 19 kg fuel (approximately 26 litres).

## Operating with FDU

In a month or two's time the Fly Down Under organisation will start to operate their aircraft and winch at Stonefield. This will be a great opportunity to see a number of advanced and modern aircraft up close, but it will also mean that we as a Club need to coordinate our operations so that we don't get in each other's way. The Training Panel will be meeting to discuss various operating procedures and these will be published in due course.

*Fly Safe*

CFI

# 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.

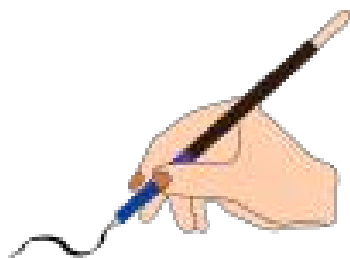
Cut this page out and have it handy for when you have nothing better to do...

## 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

Club Dinner & Annual Awards  
SAGA AGM (Waikerie)  
October Long Weekend

September 23, Earl of Leicester Hotel.  
September 10  
1st - 3rd October

# Aircraft Maintenance Program



## **Pukatek (KRO)**

Form 2 due December 2011. The undercarriage oleos has been recharged but they still have a slow leak and will need resealing once a reseal kit has been sourced.

## **Club Libelle (GMI)**

No known issues. Form 2 inspection due June 2012.

## **Pik 20D (WVA)**

Back at West Beach for paintwork and wing seal installation post Flinders. Next Form 2 inspection due June 2012.

Work will occur on every Monday & Tuesday night (and possibly other nights as well).

## **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)**

Flarm still needs to be installed. Intercom now works and a new Oil Temp gauge has been installed.

# Airfield Maintenance Program

**Alas the front winch motor may have self destructed** - this plus the failure of the front radiator holding brackets means that some serious winch work has to be done in the near future.

The primary windsock has been removed as it was torn - a new one is being sourced however some work will need to be done to inspect and (possibly) fix the swivel mechanism.

Further hanger work was conducted in August but cladding is yet to commence.

Derek has manufactured some new traces using air pressur hose that should last longer than the current ones.

The recent rains has meant the strips are covered in something that is almost not completely unlike, well, grass! Slash the strips when weeds grow. Clean out the slasher after use, make sure you tighten all bolts.

We still have some tyres that can be cut up for runway markers - use a jigsaw with a coarse blade.



# Flying Calendar

## September



*There's nothing better at the end of the day than watching something burn. (Photo A. Philcox)*

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
			1	2	3	4
5	6 SAGA Lecture Adelaide Uni	7 SAGA Lecture Adelaide Uni	8	9	10 SAGA AGM Waikerie	11
12	13 SAGA Lecture Adelaide Uni	14 SAGA Lecture Adelaide Uni	15	16	17	18
19 Exec Meeting	20 SAGA Lecture Adelaide Uni	21 SAGA Lecture Adelaide Uni	22	23 Club Dinner	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](mailto: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>.

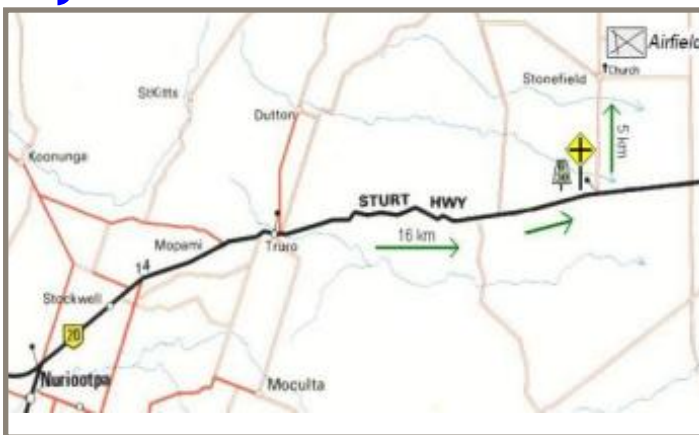
You can also get the latest newsletter and up to date news on what is going on at the Club's web page:

<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](mailto: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](mailto: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](http://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](mailto:augc-people@lists.internode.on.net).



## Club Contacts

President:	Redmond Quinn	08 8344 5331	<a href="mailto:president@augc.on.net">president@augc.on.net</a>
Treasurer:	Sarah Allen		<a href="mailto:treasurer@augc.on.net">treasurer@augc.on.net</a>
Secretary:	Regius Asimwe		<a href="mailto:secretary@augc.on.net">secretary@augc.on.net</a>
Social Convener:	Kathy Wang		<a href="mailto:social@augc.on.net">social@augc.on.net</a>
Exec Member:	Michael Conway	0457 295 971	<a href="mailto:fifth-member@augc.on.net">fifth-member@augc.on.net</a>
Chief Flying Instructor:	Dennis Medlow	0407 833 565	<a href="mailto:cfi@augc.on.net">cfi@augc.on.net</a>
Airworthiness Officer:	Redmond Quinn	08 8344 5331	<a href="mailto:airworthiness@augc.on.net">airworthiness@augc.on.net</a>
Contact Person:	Tim Bartlett	0412 870 963	<a href="mailto:contact@augc.on.net">contact@augc.on.net</a>
Newsletter Editor:	Dennis Medlow	0407 833 565	<a href="mailto:editor@augc.on.net">editor@augc.on.net</a>