

Uni Gliding

Vol 35 Number 4 - May 2010



The Official Journal of the Adelaide University Gliding Club Inc.

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

Editorial

The Editor

What's Inside...

For Pete's Sake!

Reelected unopposed? Surely there is someone out there that wants to edit this august journal? After all Rupert got his start in newspapers - why not Uni Gliding? Sure its not as glamorous and there are no sub-editors to kick around but its still media (sort of).

I suppose we have to wait another 11 months to find out. In the meantime I will repeat the customary shrill cry of the *Editorus Newletterus* by saying 'yeah verily I beseech thee to send all scribbles and treatise, drawings and digital photographs' and thanking all of you that have already done this. In particular the photographic team machine that is Justine and Anthony whose work tends to grace every issue of Uni Gliding.

Other less-important stuff happened at the AGM - see inside for details...

Its been good to see the firepit get a workout in the last few weeks as our calendar pic attests. Unfortunately the photograph cannot convey the deeply satisfying, dare I say almost spiritual, 'woof' sound that accompanies the sudden combination of dry wood, petrochemicals and an ignition source. To experience this for yourself just come up on field on a Saturday, preferably when Redmond is there!

Regards

Mr. Ed.



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Notice to all Club Libelle (GMI) Pilots

The seat recline mechanism usually has a spring to ensure that the seat remains positively locked in a fixed position. Currently the spring is broken/missing. 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.

Image Credits

Cover photo - Jon Goes Solo (Photo by A. Philcox)

Solo Eagle (Photo by J. Thompson)

Calendar - Firepit (Photo by D. Medlow)

Uni Gliding

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AGM Minutes

Minutes of the AUGC AGM held in the Sports Association office, Adelaide University on 28 April 2010

Meeting opened: 7:30pm

Attendees: Redmond Quinn (President), Cath Conway (Treasurer), Michael Conway, Anne Philcox (Secretary), Peter Cassidy, Mark Newton, Allan Wiseman, Hugh Round, Sam Taylor-Burdon, Matthew Scutter, Michael Scutter, Greg Newbold, Jon Keatley, Kevin Zietz, Dennis Medlow (CFI)

Apologies: Igor Blazujevic, Brenton Wait, Mark Tyler

Motion: To accept the minutes of the 2009 AUGC AGM

Moved: Michael Scutter

Seconded: Mark Newton

Carried unanimously

The President's Report was tabled. Redmond elaborated on the issues raised in the report.

Motion: To accept the President's Report

Moved: Cath Conway

Seconded: Peter Cassidy

Carried

The Financial Reports were tabled. Redmond highlighted elements of these reports. Redmond thanked Greg Newbold for his efforts in their preparation. Greg provided clarification on some issues, such as the current state of loans etc.

Motion: To accept the Financial Reports

Moved: Redmond Quinn

Seconded: Michael Scutter

Carried

The Chairman of the Training Panel (Dennis Medlow) presented a verbal report.

A successful year- we have not broken anything.

The number of recent solos we've had is really good. We need to try and keep this up.

Dennis was commended on the production of the new training books that are in accordance with the GPC. Dennis thanked Peter Cassidy in particular for his input.

A winch manual has also been put together. More documents are still required.

There have been significant cross-country achievements this year.

Motion: To accept the CTP's Report

Moved: Redmond Quinn

Seconded: Anne Philcox

Carried

The Airworthiness Officer (Redmond Quinn) presented a verbal report.

Airworthiness has been relatively easy considering we have had an accident-free year/ no surprises.

The single biggest issue has been the serviceability of the Club's radios.

The Motor Falke's magneto cost half of what was quoted to rebuild.

Repair work on the Arrow is progressing at Cath's place. Hopefully it will be in service by the end of this year. Need to move this project on for our recent solo pilots.

Motion: To accept the Airworthiness Officer's Report

Moved: Anne Philcox

Seconded: Cath Conway

Carried

Election of Executive Committee

President

Nomination: Redmond Quinn

Moved: Cath Conway

Seconded: Peter Cassidy

ACCEPTED

Elected unopposed

Secretary

Nomination: Anne Philcox

Moved: Peter Cassidy

Seconded: Michael Scutter

ACCEPTED

Elected unopposed

Treasurer

Nomination: Hugh Round

Moved: Redmond Quinn

Seconded: Anne Philcox

ACCEPTED

Elected unopposed

Social Convenor

Nomination: Jon Keatley

Moved: Anne Philcox

Seconded: Michael Scutter

ACCEPTED

Elected unopposed

Fifth Member

Nomination: Michael Conway

Moved: Peter Cassidy

Seconded: Dennis Medlow

ACCEPTED

Elected unopposed

Dennis Medlow moved a motion to thank the previous executive committee. Michael Scutter seconded this. Carried unanimously.

Other Appointments

Assistant Treasurer

Nomination: Mark Tyler

Moved: Redmond Quinn

Seconded: Cath Conway

ACCEPTED in absentia

Elected unopposed

SAGA Reps

Redmond Quinn stated he is happy to continue. Redmond will check with Derek Spencer to assess his willingness to continue in this role.

STOP PRESS

WVA and GMI need their Form 2 (Annual) Inspections completed prior to the Flinders Weekend. These will be conducted at the West Beach workshop commencing the 10th of May with WVA. We need a good turnout each night to complete these in time. Please contact Redmond (president@augc.on.net) if you are able to assist.

SAA Rep

Currently Redmond Quinn, Dennis Medlow and Anthony Smith. Happy to retain these appointments.

Newsletter Editor

Nomination: Dennis Medlow

Moved: Redmond Quinn

Seconded: Michael Scutter

ACCEPTED

Elected unopposed

[On behalf of SAA] Clubhouse Officer

Jon Keatley volunteered to take on this role.

Contact Person

Jon Keatley volunteered to take on this role.

Sports Association Rep

Anne Philcox volunteered to continue in this role.

No other business.

Meeting closed: 8:30pm



CAN YOU HELP?

Be the first to provide a witty, insightful or just plain funny answer to the question on the right and be immortalised into the Uni Gliding Hall-o-Fame!

Send contributions to editor@augc.on.net.



Stonefield Cup Results

Motor Glider Section

No claims received.

Glider Section

No claims received.



Recent Solos - Congratulations!



PLEASE !!!

If you are the last to leave the airfield on the weekend please take the rubbish bag from the Clubhouse and dispose of it properly.

If rubbish is left in the Clubhouse for a week the result can be very bad for the next people to use the building.

2009 Club Annual Report

The following report is extracted from the AUGC's Annual report to the AU Sports Association.

1. Introduction

2009 – 2010 has been a year with a combination of highlights and frustrations for AUGC. While we have moved forward and are now in a stronger position than 12 months ago there have been a number of disappointments with our progress.

2. Club Membership

We have seen a minor lift in active club participation. This has been welcome, however with more focused effort we could do better.

The single biggest disappointment with the year has been our failure to make significant inroads into attaining a greater number of active Adelaide University student members. This problem was compounded by the poor outcome of the big effort Anne Philcox and Derek Spencer put into 'O' week. The format of 'O' week has been degrading from a gliding point of view over the last 10 years. This year we couldn't even get the space to rig a glider. We need to now look beyond 'O' week with our on campus marketing.

3. Operations



We have had an accident free year. For this I would like to thank Dennis Medlow (CFI) and the Club Training Panel.

A significant change in gliding training has occurred over the year with basic and advanced training brought closer together into a seamless process. While this has not been a major change for our operations it has lead to the combining of our previous basic and advanced training books into a common upgraded document aligned with the new GFA syllabus. I would like to thank the training panel for the effort that went into that exercise. The AUGC training documentation is recognized as leading edge and is being adopted by other clubs.

4. Fleet

The AUGC aircraft fleet has served us well through the year. We have not encountered any maintenance surprises.

The ES59 Arrow has been moved from West Beach to Catherine Conway's shed at Mt Barker. Repair work is now slowly progressing on this aircraft. It would be very useful to have the Arrow back in service to provide rapid transition out of the Puchatek for new solo pilots. The Motorfalke has served well through the year. Its magneto has just been rebuilt and is now good for another 500 engine hours.



If we can build up our active membership it will lead to significantly better utilization of our single seater fleet.

5. Administration

The club has suffered from an inconsistent treasury operation through the year. This is reflected in problems with other aspects of club management. I would like to thank Derek Spencer for fulfilling the assistant treasurer's role through the year. This ensured flight sheet data and payment information was consistently entered to the club database and GFA membership submissions were effectively handled. A review of our insurance policies during 2009 identified a number of glaring errors in our aircraft insurance arrangements. These were quickly fixed. We need to carefully check documentation presented to us by our insurance brokers to identify any problems. A further review of indemnity limits on our aircraft would be appropriate in the coming year.

6. Social Events

Generally our off field social events calendar has been pretty bare. Hopefully we can improve on this during the coming year.



The annual dinner was moved from mid year to September. This was a well received event. Possibly next time we can find a better venue with a dedicated room for the club.

The Christmas BBQ at Catherine Conway's house was a great success. It was good to see so many old club members show up.

7. Airfield

Stonefield is proving an effective home for the club. Our new hangar is gradually coming together. There will be a major event in the near future to erect the framework. Finally we will have something to show for our effort!



SAA (Airfield Operator) has had a couple of signs of interest

from outside parties who may wish to use the airfield. This augurs well for the future since it will spread the costs of running the airfield over a larger user base.

AUGC believed a grant of \$17,000 was available from AUSA to assist with moving the 2 hangars from Lochiel to Stonefield. Unfortunately this information proved to be incorrect and the grant was reduced to \$7,000. The majority of this has been consumed with the work so far completed on the first building to be moved. We are now ready to erect the first hangar at Stonefield, however we will be struggling to finance the final concrete works and electrical supply once the primary structure is erected. Potentially the second hangar still standing at Lochiel will have to be written off.

8. Future



For the club to develop successfully into the future we need to:

- Operate safely.
- Develop new members, particularly from the Adelaide University student population.
- Gradually build up our airfield assets.
- Repay debt in the short term
- Upgrade our fleet in the longer term

Redmond Quinn

President AUGC

Diary Dates

1st Semester	1 March - 18 June
2nd Semester	26 July - 5 November
June Flinders Camp	12th - 16th June
October Labour Day Annual Dinner	Monday 4th October TBA

Chief Flying Instructor Comments



How close to an accident?

Take a good look at the photo on the left.

It was taken from the cockpit of a glider that had just been hooked on prior to a launch on RWY 23 at Stonefield. The first cable of the pair was in use for this launch.

The day was windy, but not so much that operations were at risk. The drogue has inflated, however this is not an issue as the cable tension will soon pull it tight during launch.

The problem is that the inflated drogue has pulled the (long) trace back behind the tie down tyre. Had the launch been conducted the rope would have tried to pull the glider sideways towards the tie down point. Since the pilot noticed the problem and released the cable the potential for harm was eliminated.

Sure the wing tip runner might have noticed it or the rope might have broken on launch. But what if they didn't? Would we have resulted in a broken undercarriage or an injured wing-tip runner as a result?

As pilots, launch crew and winch drivers we should be looking at all the activity around us - looking at what might go wrong and eliminating or reducing risks before they contribute to an outcome we would all prefer not to happen.

Fly Safe
CFI

Did You Know?



The maximum loading on an aircraft seat in a glider is 110 Kg. We use ballast weights to ensure that the aircraft is always flown within the C-of-G range as specified by the designer, using the cockpit placards to tell us the minimum pilot weights. Regardless of this, the **MAXIMUM** weight on any seat is 110 Kg - this is the load the seat is designed to take.

What this means is if you (and your clothes, cameras and other accoutrements) weigh more than 110 Kg - you cannot fly. No ifs, buts or maybes. This applies to AEFs as well. If in doubt, weight the pilot/passenger to be sure.

The contact officer should make this clear to any prospective AEFs when they first contact the Club to avoid disappointment.

Know Your Checks

Pre Take Off Check - CHAOTIC

Performed by Pilot in Command.

- C** Controls work in correct sense.
- H** Harness/es tight and secure.
- A** Airbrakes cycled, closed and locked.
Flaps set for take-off.
- O** Outside launch area clear.
Wind speed & direction.
Ground crew ready.
Options on launch failure
- T** Trim set for take-off.
Ballast secure.
Tail dolly removed.
- I** Instruments reading normally, no damage.
Altimeter set to QNH.
Radio set to correct frequency.
- C** Canopies closed and locked.
Undercarriage down and locked.
Controls have full and free movement.

Refer to the back of the GFA Logbook for a list of GFA Standard Checks.

Pre Hook-On Check - CARD

Performed by Launch Crew.

- C** Canopies closed and locked.
- A** Airbrakes closed and locked.
Flaps set for take-off.
- R** Radio on and set.
- D** Wing and tail dollies removed.

PAYMENT OF FOOD & FLYING

Everyone please note that:

Payment for FLYING goes into the beige cash tin.

Payment for FOOD & DRINK goes into the black cash drawer near the sink.

AUGC Members can use the tick sheets located on the fridge doors to have their purchases charged to their AUGC account.



Aircraft Maintenance Program



Please lend a hand with the following tasks (see Redmond for details)...

Pukatek (KRO)

Multiple testimonials have established that the VHF radio in KRO transmits very clearly - however reception is extremely poor to useless.

Form 2 due 3Q 2010.

Club Libelle (GMI)

The seat recline detent mechanism has lost its locking spring. It can still be flown if pilots are (a) aware of the problem and (b) take precautions against the seat reclining during flight.

Form 2 due Q1 2010 - will be done following WVA.

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)

The Motorfalke magneto has been rebuilt and has returned to service.

Pik (WVA)

Removed from service and relocated to West Beach for Form 2 inspection prior to Flinders weekend. Many hands needed to help!

Airfield Maintenance Program



Runway / Taxiway Marking

More tyres have been cut up and need painting - the tin of white paint in the main hangar is fine. The intersections of runways have been marked out but the landing areas off of 05, 23 and 29 need better definition.

Winch

The Winch rear drum brakes are poor and are the cause of many cable tangles on layouts.

Please remember to layout and walk the cables monthly - it will mean less cable breaks, less delay in launching and a greater chance of catching that awesome thermal.

Windsocks

Both windsocks are servicable. The one on the Northern fence is becoming a little ragged and will need to be checked each weekend.

Fire Trailer

PLEASE NOTE THE FIRE PUMP MUST RUN ON UNLEADED FUEL (ULP) NOT AVGAS.

New Hangar Construction

The hangar steelwork has had rust removed and repainted and moved from the hangar materiel holding area to the hangar construction preparation zone (where the new hangar is...).

News & Notices

Flinders Weekend Pilot Briefing

There will be a Pilots Briefing on Wednesday the 3rd of June at 7:30pm (venue TBA) for all pilots that wish to fly at the Flinders Ranges Camp on the June holiday weekend. Please download and read the Pilot's Notes from the website and bring these along to the meeting.

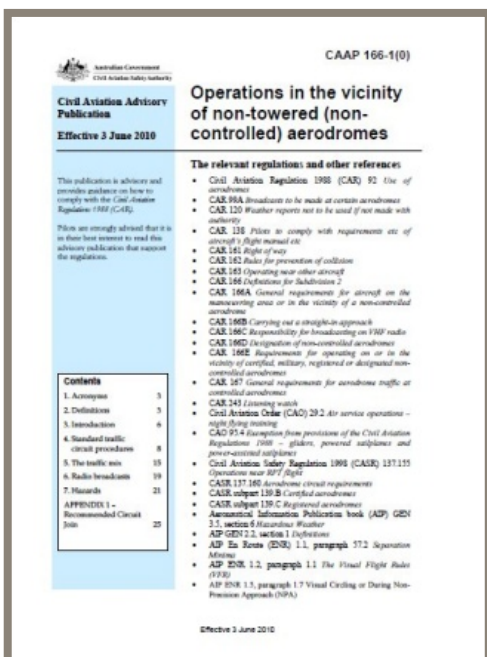
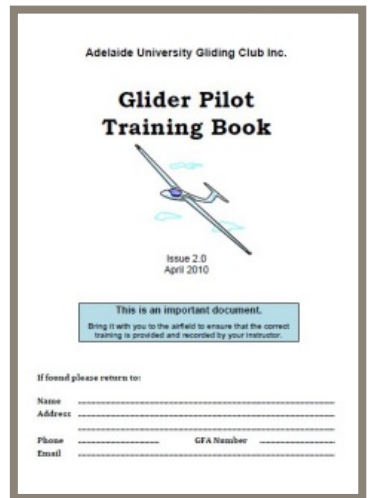
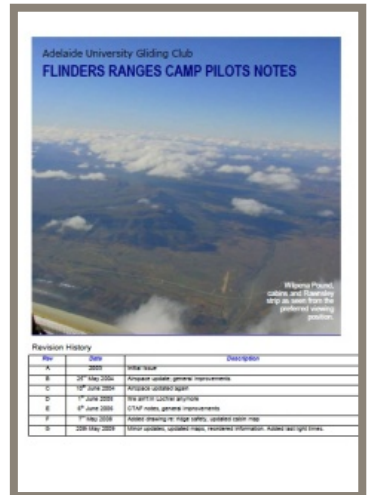
Also please note the Flinders Weekend Dinner has been moved to the Saturday Night as the Woolshed were overbooked on the Sunday.

New Pilot Training Book

Its taken a while however the AUGC Training Panel has released an update (Issue 2.0) to the AUGC Glider Pilot Training Book. This new book combines the old Training Book and Advanced Training Book and is aligned with the new GFA Glider Pilot Certificate (GPC) syllabus. The new publication also includes a number of diagrams and notes that should assist students and instructors when discussing aspects of the training sequence. We are currently arranging for the printing and binding of these and copies should be available soon. If you have any comments or suggestions regarding the new book, please pass them to the Training Panel via cfi@augc.on.net.

Changes to Non-Tower Aerodrome Procedures

CASA have announced changes to procedures for non-tower aerodromes that come into effect on June 3. These changes are documented in Civil Aviation Advisory Publication CAAP 116-1(0). All pilots should download and read this prior to any flight into, near or transiting an aerodrome to which this CAAP applies.



Flying Calendar

May



The airfield fire-pit is used for the first time in 2010.

						1	2
3	4	5	6	7	8	9	
10 Help with Form 2 work @ WB	11 Help with Form 2 work @ WB	12 Help with Form 2 work @ WB	13	14	15	16	
17 Help with Form 2 work @ WB	18 Help with Form 2 work @ WB	19 Help with Form 2 work @ WB	20	21	22	23 SAA AGM @ Stonefield	
24 Help with Form 2 work @ WB	25 Help with Form 2 work @ WB	26 Help with Form 2 work @ WB	27	28	29	30	
31 Help with Form 2 work @ WB							

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>.

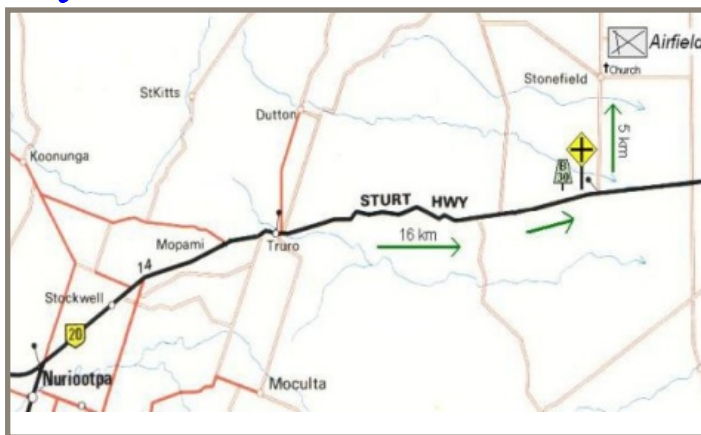
You can also get the latest newsletter and up to date news on what is going on at the Club's web page:

<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:

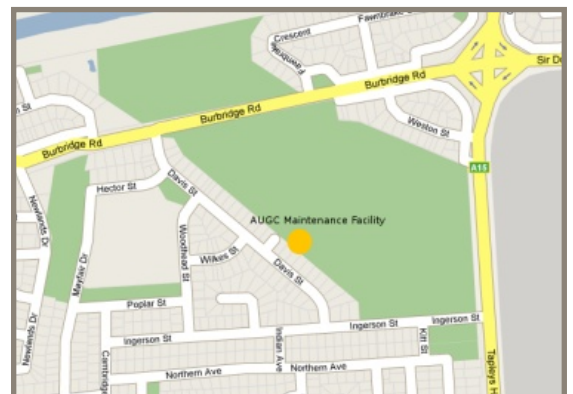
www.augc.on.net and go to Gliding > Make a Booking.

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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