

Uni Gliding

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The Official Journal of the Adelaide University Gliding Club Inc.

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

Editorial

The Editor

What's Inside...

Finally,

Daylight saving returns and the daily temperature forecast has a '2' in front of it. The blue skies and pleasant weather of spring is upon us. Have you made your goals for the soaring season yet?

There are also a few non-flying activities this month with the Club Dinner and the last SAGA Winter Lecture (+ Simulator Demonstration).

I look forward to seeing you on field.

Regards

Mr. Ed.



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Notice for 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 - Justine Thompson - Peter Cassidy in GMI at the Flinders
FAI Badges (Silver, Gold, Diamond) - Grzegorz Nadolny
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Uni Gliding

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Flying Tips

Peter Cassidy

Peter provides some advice on a technique that helped him improve that trickiest of manoeuvres - the landing.

What improved my landings when I was early solo was to think about the flare as a curve. Everybody just thinks about the endpoints: at the start you're going down along an approach path, and at the end you're going parallel with the ground. This mentality doesn't give you the chance to evaluate how the flare is going as you are doing it.

If you think about the flare as managing the *entire curve* from 'down' to 'flat', you give yourself several times around the feedback loop while you're doing it and hence several times to correct yourself.

You need to decide if "this is the curved path I am going to follow that ends near the ground". Then at several points along the curved path, you can think, "am I above the path I want?" in which case slow down the rate of bringing the stick back, or "am I below the path I want?" in which case speed up the rate of back-sticking.

This prevents the "oh darn!" moment when you're almost on the ground and still only halfway through the curve. It also pays to start the flare a bit early so you have the chance to get more than one iteration in. This worked wonders for me. :) In fact, I still sometimes do it when converting to a new aircraft whose flare characteristics are unfamiliar to me.

Ed's Note: See BGK Section 5, page 72-> for theory relating to approach and landing.



Your experience in different aircraft may vary...

Do you have any flying tips that might be useful to other pilots? If so please email them to editor@augc.on.net to share your experiences and wisdoms.



Be aware that the Fire Danger season will commence on the

15th of November 2010

This means that the fire pit cannot be used after this date until the season ends in April 2011.

For more information see

http://www.cfs.sa.gov.au/site/fire_restrictions/fire_danger_season_dates.jsp.

Chief Flying Instructor Comments

Dennis Medlow

So you've gone solo - is that it?

There is a common misconception amongst my non-aviation colleagues that 'going solo' is the end goal of the student pilot. Whilst it is one of the milestones towards our learning how to fly, it should be by no means the end-point. The new Glider Pilot Certificate (GPC) syllabus approved by GFA and incorporated into the new AUGC Training Book makes this clear by having solo flight as only part way through the syllabus. So if solo is not the end-point what is?

The short answer is - there is none. Every pilot should continue to learn and improve their skills on *every* flight. There are however some additional milestones that pilots can aim for that formalise acquisition of particular skills over time. I have logged well over 2,500 flights yet I can often take something away from my own or others actions on each new one.

Let's look at what some of these goals are. The first and most obvious of these are the A, B, and C certifications and the Silver, Gold and Diamond badges. These certificates and badges indicate a degree of proficiency in flight and (later) cross-country flight experience. Whilst Diamond badges may not be on everyone's agenda, the Silver C (50 Km cross country) and Gold Distance (300 Km cross country) are quite achievable (and enjoyable) in Club aircraft.

Beyond these certificates and badges there are several flight statuses that can be achieved. The first of these is to fly in a single seater aircraft. The Club has 3 types of single seater (Arrow, Libelle and Pik in increasing levels of beauty, performance and complication). As your aviation skills improve you can request to be converted to each of these - this process will generally involve a theory briefing and one or more check flights with an instructor in order to ensure that you will be able to handle the demands of the aircraft. (Don't forget to read the aircraft manual beforehand!) Similarly there are several ratings to be achieved with the use of the motorglider (local, cross country and controlled airspace use).

At some point you should also consider becoming a FAI Official Observer (OO) - this will mean reading and understanding how to apply the rules for claiming badges and making record claims. Having a number of OOs available in the Club makes it easier for us all to claim badge flights in the good flying conditions coming up over Spring/Summer.



The FAI Silver, Gold and Diamond Badges

Chief Flying Instructor Comments (Cont.)

There is the ability to fly friends and family in a dual seater (Private Passenger ratings) and the ability to operate on field independently of an instructor (Independent Operator ratings). If the Club had more of the latter we would probably find high usage of single seaters on days where an instructor is not available.

Then there are the several levels of instructor rating. These start with the Air Experience Flight (AEF) Instructor who is able to provide hands-on instruction to ab-initio pilots above 800' AGL, through to the Level 1 & Level 2 instructors and finally the Level 3 instructor who is effectively part of the national senior instructor ranks.

There are also ratings in Airworthiness that can be obtained - and without these the Club cannot operate either. These start at a Daily Inspector (DI) authorisation and Annual (Form 2) Inspector as well as Component Replacement, Minor and Major Repair authorisations. Airworthiness ratings beyond the DI authorisation are generally achieved by attending a course put on by the SA Gliding Association.

I trust this has highlighted the various levels of achievement that can be made post-solo in our sport. I do however need to remind all pilots that whilst the Club can offer the training and equipment, ultimately the impetus to move onwards and upwards (pun intended) is the responsibility of the individual. Please see me or any member of the AUGC Training Panel if you need more information or wish to progress towards any of the goals mentioned in this article.

Fly Safe
CFI



Don't let

Distraction

at the launch point turn into...

Disaster!



Concentrate on activities at the launch point.

Make sure checks are completed positively, make clear and unambiguous radio calls and ensure that everyone (members *and* visitors) are in a safe position clear of launching and landing aircraft.

New GFA Operations Advice Notice Issued

The Gliding Federation of Australia has issued an Operations Advice Notice (OAN 1/10) covering Sailplane Operating Limits. This notice is reproduced below or can be accessed directly from the GFA web site at http://2009.gfa.org.au/Docs/ops/OAN_1-10.pdf.

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*The Gliding Federation of
Australia Inc.*



Operations

Operations Advice Notice

No: 1/10

Sailplane Operating Limits

All sailplanes have specific operating limits and pilots are responsible to ensure that aircraft are operated in accordance with these limitations. It is a GFA Airworthiness requirement that certain operating limitations are displayed on cockpit placards for the information of pilots.

Cockpit weight loading limitations are of particular significance for some pilots. Pilots who weigh less than the placarded minimum cockpit load may add ballast weight to bring the cockpit load to, or above, the minimum load requirement. However, pilots who cannot meet the maximum permitted load have no practical means available to them to operate the sailplane within its certified limitations.

Each pilot must accept it is their responsibility to operate a sailplane within its certified limitations and the operation of a sailplane with a cockpit load in excess of the certified limit is not sanctioned by GFA. It is the responsibility of the pilot in command of a flight to ensure compliance with the certified maximum cockpit load requirement.

GFA understands that an increasing number of pilots are experiencing difficulty meeting the maximum cockpit load requirement of sailplanes. Pilots in this situation are encouraged to seek gliders which accommodate their needs within their placard limits or to seek advice from the manufacturers or suitably qualified engineers about possible engineering solutions. GFA will pass on any information that becomes available on the matter.

Kevin Olerhead,

Chief Technical Officer - Operations

28/09/2010

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...



AVIATION AND DRUGS DO NOT MIX



Don't Forget

Update the aircraft flight times and launch numbers in Part 3 of the GFA DI Books at the end of each day's flying.

Diary Dates

Final Semester	25 July - 5 November
SAGA Winter Lecture	21 October, Adelaide University
Annual Dinner	15 October, Royal Hotel, Hackney
Fire Ban Season	Starts 15 November 2010

Aircraft Maintenance Program



Pukatek (KRO)

Cockpit window rail needs to be reinstalled when Mark remembers to bring it up to the airfield.

Flarm to be installed.

Form 2 due October 2010. This will need to be done on field so to reduce the amount of time the aircraft is out of the air we need members' help to get all the work done quickly.

Club Libelle (GMI)

No known issues.

Form 2 due June 2011.

Pik 20D (WVA)

No known issues.

Form 2 due June 2011.

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.

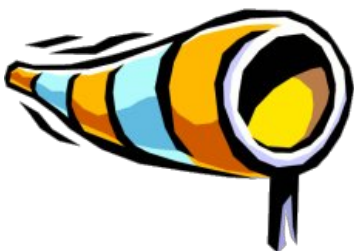
MotorFalke (FQW)

Now out of service for Annual Inspection (Form 2).

Starter motor has recently had a major service.

Flarm also needs to be installed.

Airfield Maintenance Program



Things to be done:

- Clad main hanger.
- Improve winch rear drum brakes (the cause of many cable tangles on layouts).
- 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.

Clean out the slasher after use, tighten all bolts.

Coaching Corners

There is only one Winter Lecture left for 2010:

Thurs 21 October	Flight Analysis	Bernard Eckey
	World Comps Report	Graham Parker

This will be preceded by a Flight simulator demonstration and flying at 1700 (5 pm) at the University of Adelaide, Room N123b Engineering North Building. Meet at Gate 5 Frome road. Ring Andrew on 0427 976779 when at gate 5.



Don't forget the Free Annual Coaching week being held at Waikerie from 27 December 2010 to 1 January 2011. Spaces are strictly limited, send enrollment applications to eckey@internode.on.net.

News & Notices

Keep it clean please!

Now that we've had a big clean up on field, please help to keep the Clubhouse and Bunkhouse areas clean!
After each day's flying sweep out the rooms.
If you've used the showers please get the mop out and clean the floors.
Take the rubbish back to Adelaide at the end of the weekend.



AUGC Biannual Audit

The biannual check of the Club was held on Saturday 11th of September with the RTO/Ops. The day ran (reasonably) smoothly and there were no actions arising from the check. Thanks to all that made the day possible.

Long Grass on Field

The slasher made good progress recently on the long grass on the runways, some further slashing is needed in the area between the threshold and launch point on RWY 23 and the 2 landing areas at RWY 23 and 29. The slasher seems to work best around 40 – 45 km/hour. Any slower and it doesn't cut and any faster and parts will become airborne.
All pilots and ground crew must continue to monitor the grass height and only operate aircraft in areas where it is safe to do so.

Aircraft Trailer Care & Use

We don't fly them, they take a lot of punishment and we take them for granted but they are indispensable for moving aircraft around. With the soaring season upon us please take some time to consider their care and safe use.



We're referring here to the aircraft trailers. Love 'em or hate 'em we can't get around the fact that we have to use them it is the only (mainly) reliable way of moving the aircraft from Point A to Point B. Unfortunately they tend to be left to rust slowly in the trailer park, only to be pulled out when outlandings or maintenance require their services and are sometimes towed by people who have little experience with towing long objects.

Trailer Design

No two glider trailers in AUGC are the same! Most Australian glider trailers tend to be home-built and their designs will vary considerably. The means of holding the glider, removing and inserting various aircraft bits and the trailer towing characteristics will all vary considerably so get advice from someone experienced with the trailer before using it!

Towing Vehicle

The towing vehicle must be suitable for the type of trailer being towed. The vehicle operating manual or towbar data will define the maximum trailer mass and/or towball load that can be safely used.

As the trailer will probably block the rear view from the tow vehicle, you also need to ensure that the driver has adequate left and right hand side mirrors to view traffic in other lanes.

Trailer Maintenance

Tyres need to be correctly inflated and in good condition. Fortunately as trailers do not travel anywhere near the same distances as cars the tyre wear is considerably less. The tyre condition however should always be inspected prior to use as

Aircraft Trailer Care & Use (Cont.)

incorrectly aligned wheels can cause rapid deterioration to the tyres.

Wheel axle hubs should also be kept greased.

Where trailer parts are damaged or deteriorate due to weather these need to be repaired or replaced.

Registration and License Plates

Trailers, like cars need to be registered annually and it is an offence to tow an unregistered trailer. All AUGC trailers should have current registration but it is your responsibility to check the trailer registration sticker prior to using it.

Also ensure that the trailer's license plate is legible from a distance of 150m. Trailers tend to spend a lot of time in the sun and the SA license plates do not fare well under Australian UV.

Things to Remember When Towing

Changes to the Australian Road Rules a few years ago actually made glider trailers illegal on the national road network.

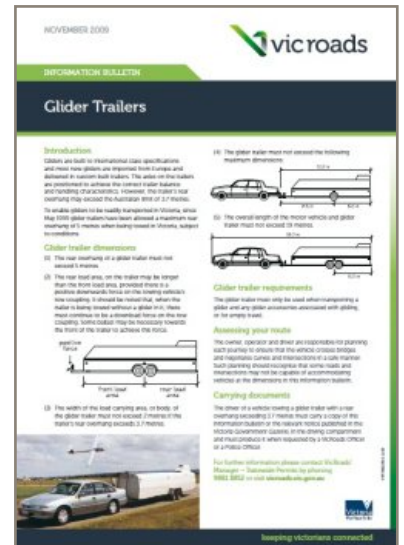
Fortunately a number of States issued exemptions to allow them to continue to be used on the roads PROVIDED the tow vehicle carries a copy of the exemption.

In SA the exemption notice can be found at: http://www.transport.sa.gov.au/pdfs/personal_transport/light_vehicles_pdfs/glider_trailers_01.pdf. Other States publish similar exemptions on their web sites so it pays to visit these before planning an interstate trip with a glider trailer.

Electrical Connections

All AUGC trailers and most private trailers will use a 7 pin round trailer plug that connects with a 7 pin trailer socket on the towing vehicle. This cable contains signal wires for running, indicator and brake lights and a ground wire. The trailer socket wiring (i.e. the connection on the towing vehicle) is shown in the diagram at right.

Always check correct operation of lights prior to using a trailer, particularly if you have not towed the trailer with that vehicle before. If a problem is found check the trailer light bulb has not blown first and if this is OK use a multimeter to check that the correct voltages are being presented at the towing vehicle socket. On occasions in the past trailer wiring was unnecessarily modified to suit an incorrectly wired car socket, thus making the trailer electrical system unsuitable for other tow vehicles.



- 1. left hand turn - yellow
- 2. reverse - black
- 3. earth - white
- 4. right hand turn - green
- 5. electric brakes - blue
- 6. stop - red
- 7. tail, clearance, side markers - brown

Aircraft Trailer Care & Use (Cont.)

Use of Trailers on Ferries

The author believes (but can't find a definitive reference anywhere to confirm or deny this) that taking any trailer on a river ferry (such as those on the River Murray) and allowing the back end to scrape the ferry deck or ramp incurs an on-the-spot fine of several hundred dollars. In a glider trailer this is almost always going to occur so be aware of alternate bridge crossings. (If this information is wrong please contact the editor!).

Towing Checklist

- Trailer registered and license plate legible.
- Trailer lights operational.
- Trailer tyres inflated and in good condition.
- Tow vehicle is appropriate for the trailer.
- Correct aircraft fittings in the trailer.
- Aircraft secured correctly in the trailer (or if empty no loose objects).
- Vehicle driver briefed on towing characteristics.



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 that use the building.

Flying Calendar

October



Michael Conway lands KRO on his solo flight

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
				1	2	3
4 Public Hol.	5	6	7	8	9	10
11	12	13	14	15 Annual Dinner	16	17
18	19	20	21 Winter Lecture	22	23	24
25	26	27	28	29	30	31

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>.

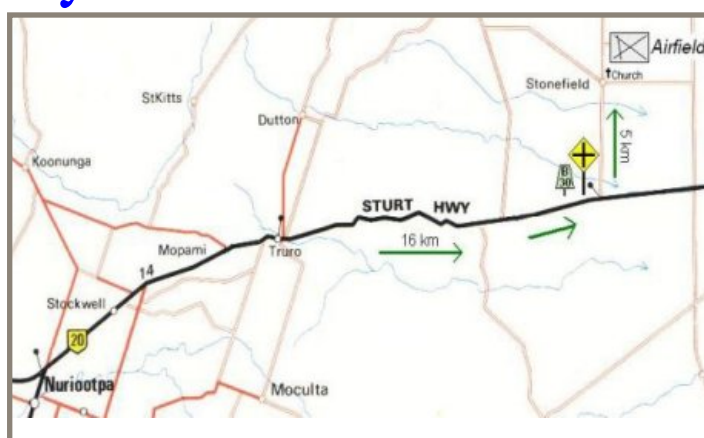
You can also get the latest newsletter and up to date news on what is going on at the Club's web page:

<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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