

# Uni Gliding

Vol 37 Number 7 - December/January 2012/13



The Official Journal of the Adelaide University Gliding Club Inc.

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



# Editorial

The Editor

# What's Inside...

Hi,

Well as Xmas rapidly approaches we get to think about another year gone and look forward to some good flying weather. The recent hot spell had the editor up at several thousand feet without requiring any particular skill to stay there. A great day for cross country and noone from AUGC was flying.

This edition we celebrate another solo, have some info on Airmanship, the Coaching Camp and a whole lot of grumbles from the CFI. Enjoy!

Until the New Year...

Regards

Mr. Ed.



### Image Credits

Cover photo - D. Conway

Calendar Pages - Dec (D. Conway), Jan (T. Bowden)

Others as noted.

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### Attention...



The K-13 VH-GQS has a max cockpit load of 160Kg. This means that **the combined weight of both pilots plus other equipment carried must not exceed 160 Kg.**

Please be aware that this means that for some instructors this will limit the trainees that they can fly with.

Do not exceed this weight limit. If in doubt - weigh yourself.

# Uni Gliding

A publication of the Adelaide University Gliding Club Inc.

Uni Gliding is published ~~approximately 10~~ a variable number of times a year or whenever the Editor gets around to it.

Composed using the Scribus 1.4.1 desktop publishing system and Microsoft Office 2010 and published to Adobe Acrobat standard PDF 1.5 using ancient indian chants and medicines.

Printed in Australia on recycled paper - assuming you print it in Australia and on recycled paper. It's pretty much your call, but if you do please consider the environment.

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# Coaching Week 2013

The SA Gliding Association's Coaching Week is an excellent opportunity to learn new skills and bring your cross country capability up a notch or three. Normally it is held at Waikerie however this year it will be held at Stonefield in the week following the Australia Day long weekend.

(The rest of this text was shamelessly copied from the Waikerie Gliding Club website).

Coaching Week for this season will be held at Stonefield, from 26 January to 1 February 2013. This avoids clashes with the State Comps, multi class Nationals and Horsham Week.

Winch Launching and Aerotow will be available. Meals and accommodation (camping, bunkhouse and potentially private rooms) are available. Evening Entertainment program.

XC Coaching in two seaters following the successful format of last year with two seater gliders and coaches. Lead and Follow available.

Some aircraft hire may be available. Contact Cath Conway with your requests: [cath@internode.on.net](mailto:cath@internode.on.net).

The registration form is available from <http://www.waikerieglidingclub.com.au/coaching/>. Best filled in on the computer then printed and signed. If you are under 18 you must have a parent/guardian signature.

SAGA has a mailing list for people who want to receive updates about coaching in South Australia. You can subscribe at this page: <http://lists.internode.on.net/mailman/listinfo/saga-coaching>

Coaching Week registration forms must be submitted to Cathy Conway **before the 31st of December 2012**.

SAGA Coaching Week		Stonefield		Registration Form	
26 <sup>th</sup> January – 1 <sup>st</sup> February 2013					
<b>Use of this Form</b>					
This form is to be completed and returned to the contact below by 31 December 2012 to enable resourcing of the event					
<b>Contact Details</b>					
Name			Club		
GFA Number		Expiry		Mobile	
Email					
<b>Emergency Contact</b>					
Name			Phone		
<b>Coaching</b>					
Standard	Basic	XC Stage	B Certificate	Preferred launch	Winch
Outlanding in a Motorglider	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	Dual in a Two Seater	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>
Winch Launch Conversion	YES <input type="checkbox"/> NO <input type="checkbox"/>	Aerotow Conversion	YES <input type="checkbox"/> NO <input type="checkbox"/>		
Other (please specify)	YES <input type="checkbox"/> NO <input type="checkbox"/>				
Theory Topic			Achievement Goal		
<b>Glider Details</b>					
Glider Type			Registration		
Car Type		Regs		Colour	
Trailer – Must have glider registration visible on the outside					
<b>Housekeeping</b>					
Every effort will be made but we cannot guarantee availability of accommodation. Deal to book early.					
Accommodation	Camping	Are you likely to want an evening meal		YES <input type="checkbox"/>	NO <input type="checkbox"/>
<b>Pilot/Aircraft/Admin Requirements</b>					
Cost of event is \$25 for SAGA coaching expenses. Meals, accommodation, flying and launches are separate and will be charged by the relevant club.					
GFA Membership Card	YES <input type="checkbox"/> NO <input type="checkbox"/>	Annual Check (signed in logbook)	YES <input type="checkbox"/> NO <input type="checkbox"/>		
Current on launch method	YES <input type="checkbox"/> NO <input type="checkbox"/>	Glider Maintenance Release (signed)	YES <input type="checkbox"/> NO <input type="checkbox"/>		
Working FLARM	YES <input type="checkbox"/> NO <input type="checkbox"/>	VHF Radio (125.7, 122.5, 122.7, 122.8)	YES <input type="checkbox"/> NO <input type="checkbox"/>		
All participating aircraft must carry third party insurance for an amount of not less than AUD \$1,000,000					
YES <input type="checkbox"/> NO <input type="checkbox"/>					
<b>Medical</b>					
I authorise any member or representative of GFA to obtain any medical attention or treatment, or ambulance assistance considered necessary (or equivalent) for the applicant. I agree to reimburse SAGA or GFA Clubs or members for any expenses incurred as a result, which are not covered by the GFA's insurance policies.					
<b>Account Responsibility</b>					
I agree to pay SAGA the registration fee and pay all accounts incurred to the relevant club.					
Signed _____			Date: _____		
If Applicant is under 18 years, parent to sign. Relationship to minor (eg parent/guardian/caregiver): _____					

# Airmanship

Mark Newton

*I shall not today attempt further to define the kinds of material I understand to be embraced within that shorthand description; and perhaps I could never succeed in intelligibly doing so. But I know it when I see it...*

- Justice Potter Stewart, *Jacobellis v Ohio* 387 U.S. 184 (1964)

One of the goals of any pilot is, or ought to be, to cultivate one's airmanship.

The tricky thing about it, though, is that it's very difficult for we instructors to teach it, other than by example. There's no syllabus we can teach, no checklist we can work through. Indeed, it's almost impossible to come up with a standard definition of what it even is: Like the subject of the judge quoted above, if you ask 20 pilots to describe it, you'll get 20 different opinions.

So like thousands of lazy amateur essayists that have come before me, let me turn briefly to Wikipedia to get us started. There's a brief article about "Airmanship" there, five paragraphs and three bulletpoints, about one twentieth of the detail contained in the article about "Star Trek II: The Wrath of Khan."

Wikipedia thinks "airmanship" is:

**Judgement requires vigilance, and the practiced ability to project the status quo into the future...**

- A sound acquaintance with the principles of flight,
- The ability to operate an airplane with competence and precision both on the ground and in the air, and
- The exercise of sound judgment that results in optimal operational safety and efficiency.

We have Basic Gliding Knowledge and our on-field training booklet to facilitate our acquaintance with the principles of flight, which we can continue to develop for the rest of our flying career by remaining well-read and interested. We have practical training sessions with instructors to aid our acquisition of competence and precision, which we can then develop further for the rest of our flying career whilst solo. So those first two are easily covered.

But what of sound judgement? Where do we get that from?

"Judgement" is a complex thing. It's the product of our experience, our knowledge, and our personality. I'm not sure it's possible to teach it, although we try our best. I think it's really only possible to learn it, which means taking responsibility for your own part in the process, being a bit critical, and perpetually driving towards self-improvement.

It's easy enough to see the results of major lapses in judgement: They lead to accidents, incidents and near misses. But we also know that



## Airmanship (Cont.)

there are thousands of minor lapses of judgement that seem to pass without consequence, even though we also know that enough of them coincidentally happening at the same time can cause a disaster.

To cultivate your judgement skills, it's necessary to tread a narrow path between being so accepting of your mistakes that you don't care about them, and so critical of your defects that you kill your own confidence.

Judgement requires vigilance, and the practiced ability to project the status quo into the future, always asking, "If what's happening now keeps happening, what will happen next?" You're thermalling and you feel a bit of buffet: Can you anticipate a stall and spin and apply corrective action before it happens? You're flying a competition finish and you're ten knots slower and 100 feet lower than you'd planned to be: Will you decide early that you can't make the field and commit to a safe outlanding before crashing into the airfield's downwind fence becomes inevitable?

Judgement is about decision making. It's what happens when you're an active, responsible participant in what's happening around you, rather than a mute, dumb observer. You're continually taking in information and making decisions that maximise safety and performance, and everyone involved in the operation benefits.

There are other spin-offs too. If you're actively engaged in what's happening around you, you'll be more proactive, which will make our operations run more smoothly. Someone is launching; Have you noticed whether anyone has updated the flight sheet? Is it safe to prepare the next cable trace so that the following launch can proceed without unnecessary delay? Are there pilots chatting the pie cart who could be flying if you towed out a single-seater and DI'ed it at the launch point? Can you make sure that the vehicle that's about to depart to repair a cable break is equipped with a handheld UHF?

We can teach you to fly, but we can't teach you how to think. You'll need to do that yourself, with responsibility, initiative, judgement skills, and as much help as we can possibly give you.

Footnote: In the quote at the beginning of this article, Justice Stewart was talking about using his judgement to identify obscenity. Which, oddly enough, is almost what you end up with when you fly without airmanship.

*Ed's Note: A wise man once said, "Never let your aircraft get to any point your mind hadn't already arrived at 30 seconds earlier..."*

# CFI's Message

Dennis Medlow

This month there is a number of areas I would like to cover either because they involve behaviours that have been creeping into our operations of late, or are relevant for this time of year.

## Look After the Aircraft

I've seen too many instances of pilots exiting an aircraft and walk away from it. Sometimes they even remember to close the canopy! Whenever you leave an aircraft you either (a) hand over responsibility to someone else (like the next pilot) or (b) secure the aircraft appropriate for the conditions. We can get very strong thermals at Stonefield (see photo at right) and they can easily damage aircraft left unattended.

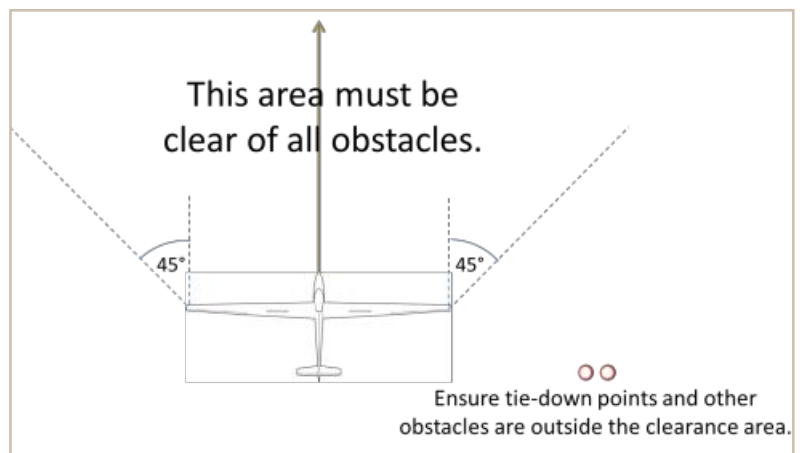
And no, just because you were on a training flight does not mean the instructor will look after the aircraft - learn to take responsibility now so that it becomes a habit for when you are flying solo.

## Safety Management System (SMS)

The training panel has spent some time developing a Safety Management System for AUGC. The SMS examines the hazards and associated risks that present themselves in our operations that are not already covered by GFA Operational documents. The SMS will be released soon and will be available from the AUGC website.

## Clearance Prior to Launch

All members ensure that when launching an aircraft, the area 45 degrees outboard from the wingtips is clear of obstacles. This includes people, vehicles, fixed objects such as tie down points or buildings and includes any plants that could snag a wing tip.



### Operational Goals for 2012/2013:

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

## CFI's Message (Cont.)

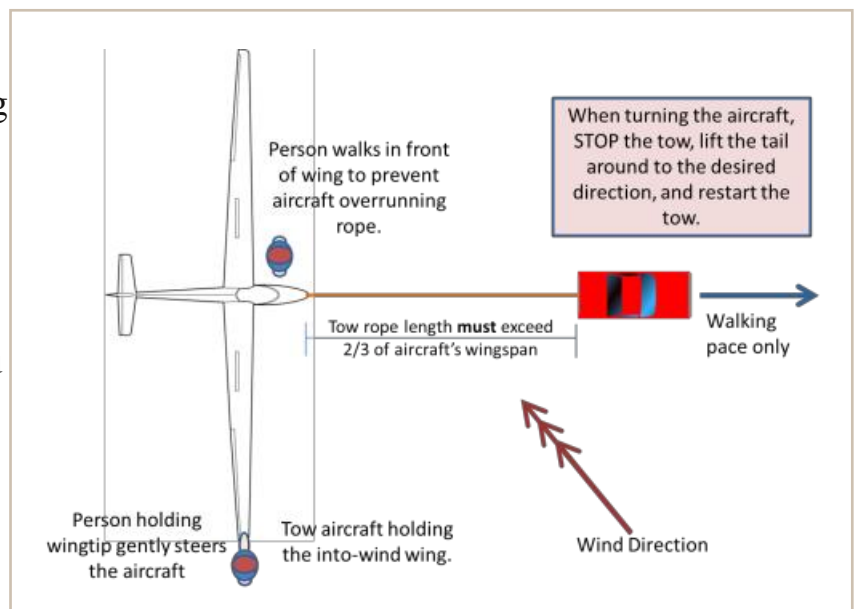
### Watch out for Sun Glare on RWY 29 when Landing

We have had some cases where aircraft landing on 29 at the end of the day have not been maintaining sufficient separation over obstacles. There is some evidence that sun glare contributes to this. So please (regardless of the RWY) maintain adequate separation over obstacles when landing, and be particularly careful when landing into the sun. Those trees at the end of the strip might suddenly become invisible.

### Towing Aircraft Behind Vehicles

We recently suffered some damage to the K-13 wing due to the aircraft running forward into the tow vehicle. These sorts of accidents are easy to prevent and it shows we need to be more alert to issues in handling aircraft on the ground. There is no excuse for not practicing the

techniques in BGK on towing aircraft. With sufficient length in the tow rope, all the person holding the wingtip needs to do is lower it to the ground and the aircraft should slew around with the wing passing over the tow vehicle. For this reason you must ensure your tow ropes are long enough and you should have 2 people walking with the aircraft so one can act as a brake for the aircraft as indicated in the diagram.



### Sunburn and Dehydration

You don't need me to point out that the days have become longer and warmer. I do want to remind everyone that when on the field, whether flying or not, please ensure that you maintain a sufficient fluid intake and to wear appropriate clothing and sunscreen.

Dehydration can lead to a number of problems, including poor decision making and yet it is so easy to remedy. There is a container for drinking water in the pie cart, as part of the daily preparation for flight operations please ensure it is filled.

Using personal hydration devices such as Camelbaks is another way that you can get access to fluids at any time, not just when you happen to be close to the piecart/car/clubhouse. (Hint: insert a frozen freezer block next to the fluid bladder and your liquids will stay nice and cool as well.)



# Congratulations



*Peter (middle) - I soloed today !!!  
 Michael (right) - I soloed a few months back !  
 David (left) - When dinosaurs roamed the earth ....*

The last of the Conways have earned their wings. Peter Conway recently soloed in the Kookaburra at Stonefield, on the 17th of November thus completing the second generation of pilots.

Peter may have found his new flight privileges a little daunting as his first three solo flights were all cable breaks before the fourth (uneventful) launch.

FLIGHT SHEET						Day + Date: <i>Sat 17<sup>th</sup> Nov</i>		Duty Pilot: <i>M. Conway</i>	
						Date Entered:		Airfield: <i>Stonefield</i>	
Flt Nr.	Flight Type*	Glider Reg.	Pilot A Full Name (Passenger/Trainee/P2/Solo)	Pilot B Name (Instructor/P1)	Launch Time	Landing Time	Flight Duration	Launch Method*	Remarks
1	T	GRZ	P. CONWAY	R. QUINN	1225	1230	2	WA	Sim C/B
2	T	GRZ	P. CONWAY	R. QUINN	1245	1246	1	WA	SIM C/B
3	L	GRZ	P. CONWAY	/	1337	1338	1	WA	FIRST SOLO !!!
4	L	GRZ	P. CONWAY	/	1409	1410	1	WA	--- C/B
5	L	GRZ	P. CONWAY	/	1433	1434	1	WA	--- C/B
6	L	GRZ	P. CONWAY	/	1500	1508	8	WA	2000'
7									
8									
9									
10									
11									



*How quickly they grow up!  
 (Photos - D. Conway)*

I hope this is the instructor ejection handle!



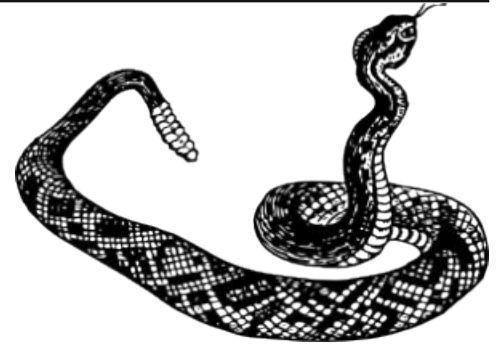
*... to now*



Congratulations of a different variety go to Tom & Jess who recently announced their engagement!



# Snake Season is here...



*Not an Australian snake.*

As the temperature gets warmer the reptiles get more active. There are a number of locations around the field where snakes may be found so if there is a case of snakebite, ensure that you know what to do.

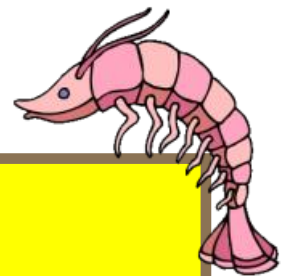
One tip: Snakes like to eat mice and will enter buildings where mice frequent. Ensure that food is not left out that will attract mice, and with them, snakes. Ensure rubbish is cleared from the Clubhouse at the end of the day so there is less to attract the wildlife.

A fact sheet on Snake Bite treatment can be downloaded from the St. John website at [http://www.stjohn.org.au/images/stjohn/information/fact\\_sheets/FS\\_snakebite.pdf](http://www.stjohn.org.au/images/stjohn/information/fact_sheets/FS_snakebite.pdf). A copy will be put in the Clubhouse.



This pilot was fortunate - he had grass to land on.  
Don't forget your FUST!

*Photo D. Conway*



## SUMMER'S HERE!!

### Don't be a prawn, remember to:

- SLIP - on a long sleeve UV protective shirt,
- SLOP - on high SPF sunscreen and regularly reapply it
- SLAP - on a wide brim hat that protects neck and ears as well,
- SEEK - shade when you don't have to be in the sun, and
- SLIDE - on UV filtered sunglasses.



# Flamin' Brilliant



AUGC held its last bonfire prior to the recent start of the fire ban season. Jess and Tom provided the excellent food and a good time was had by all.



*Above: The feast. Right: Not quite sure, reader suggestions welcome. Below left: Tom looks like hes about to say something... anyone know what it was? Below right: Redmond and Leigh Stokes go for a flight in the Kooka.*



# Visitors on the Airfield

Quite often we have visitors on the airfield. Sometimes they are people we know, friends that are up for a flight, pilots from other clubs, family etc. Sometimes they are complete strangers to us, people that might have heard we existed and came out to see what this 'gliding' thingy is.

Regardless of who they are and what their purpose for the visit it, we owe it to them to ensure that they are safe whilst they are on the airfield. This responsibility is shared by all members on the field at the time, it is not something automatically delegated to instructors, club officials or the elusive Duty Pilot. Everyone has a role to play here.

So what do we need to do?

We need to ensure that all visitors are briefed on the limits of their movements on the airfield, i.e. where they can and cannot go. They should be briefed to stay well away from the winch cables and winch tie down points, and not to enter a runway unless they are escorted by the person they are flying with.

When people are on field they will probably want to take photographs from areas that are not safe. If you see someone in an area where they should not be then remind them politely that they need to return to the correct area.

We need to make sure that physical barriers to control visitor movement are in place such as the plastic barricades around the tie down points. Equally the areas where visitors should be (such as the piecart) are located in an area a safe distance from any conflict with operations.

And finally dont forget to make them welcome, answer any questions they might have and assist with directions to facilities, water etc.



# New GFA Operational Documents

GFA has completed a rewrite of the Operational Regulations (Op Regs) and the Manual of Standard Procedures (MOSP) which are the two key documents under which we operate gliders.

Everyone needs to read these - cover to cover - especially instructors & independant operators.

Copies will be placed in the Clubhouse but you can download them in pdf form from the GFA web site.



# 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](mailto: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.

# EFTPOS User's Guide

James McNeil

1. Complete a "TAX INVOICE / STATEMENT" form.
  - a. Make sure you start on a new "Original" copy of the form. Place the backing cardboard 3 sheets down (after the next blank page). This will make 3 copies of the form as you write.
  - b. Write the customer's name and what they are paying for on the form.
  - c. If this is a club member paying their account which they have previously been invoiced for, then put "Payment of Account" as the item.
  - d. Write the amount in the amount column and the total down the bottom. Write "Nil" in the GST fields.
  - e. If you make a mistake on this form, you can cross it out and continue. If the form becomes too messy you can draw a line diagonally across the form and write next to it the word "CANCELLED" in clear writing. Start again on the next fresh "Original" page.

**2. Make the transaction over the EFTPOS terminal. If you make a mistake at any time you can push the red "Cancel" button to start again.**

- a. Make sure the terminal is switched on (push the up arrow if it is not)
- b. Enter the customer's card into the chip reader at the bottom of the machine if the card has a chip, or swipe the card's magnetic strip if it doesn't (strip must face the left of the card slot)
- c. Enter the amount of the purchase
- d. Allow the customer to choose which account to use (Credit, Cheque or Savings). AUGC does not apply any surcharges for credit cards.
- e. The customer can then enter a PIN or press enter and sign. If the customer elects to sign the EFTPOS machine will print the "Merchant Copy" of the transaction which the customer must sign. After signing, the club member taking the payment MUST verify that the signature on the back of the card matches the signature on the "Merchant Copy".
- f. Once the PIN or signature has been verified the transaction will be completed. Push enter to print a customer copy of the transaction.

**WARNING:** No details from the customer's card appear in the Club's bank statements. A "Tax Invoice / Statement" form MUST be attached to every payment.

3. Tear out the "Original" and "Duplicate" sheets of the "TAX INVOICE / STATEMENT" form.
  - a. Staple the "Customer Copy" EFT receipt to the "Original" form and give to the customer to keep
  - b. Staple the "Merchant Copy" EFT receipt to the "Duplicate" form and place in the documents box (where the flight sheets go).

# 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.

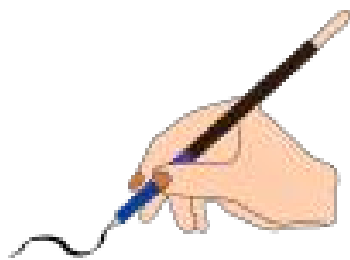
Cut this page out and have it handy.

# 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

Coaching Week	26 Jan - 1 Feb 2013 @ Stonefield
O-Week display?	TBA
Annual General Meeting	TBA
Easter Weekend	29th March - 1st April
Flinders Ranges Camp	8th - 12th June



# Aircraft Maintenance Program



## **K13s: (GQC), K8s: (GQU) and (GQW)**

Landed in Adeaide in various locations, surveys and Form 2 work still to be conducted. GQS is in use at Stonefield.

GQC is at West Beach and has had the instruments and panel and rudders removed in order to get to the releases, which now need to be tested (hey Conway kids, have we got a deal for you....).

## **Single Astir (KYR)**

At Joeyglide.

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

At Joeyglide

## **Arrow (GNF)**

Repair work continues. 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.

# Airfield Maintenance Program

## **All Landing Strips have been Mown**

All the movement areas have been mowed and the Landing strip for RWY 29 has now been mowed.

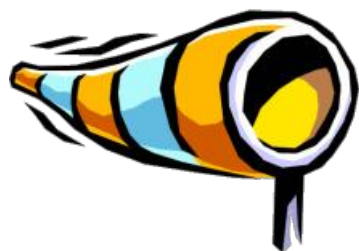
A new trailer park has been established along the northern boundary of the field.

## **Windsock**

Derek has made up another of his awesome windock frames. We need to replace the current pole as it is not high enough and needs to be tiltable in order to change windsocks safely.

## **Preparation for Coaching Week**

We'll have a fair bit of work to get things ready for coaching week. This will include ensuring the winch is in top working order, installing the second windsock, repainting the glider symbol next to the primary windsock, installing visitor information signs, and probably much more.



# Calendar

## December



*Its important to use the right fuel in the appropriate way.*

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	25	26	27	28	29	30
31						

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

# Calendar

# January



*Which Club knows how to treat their instructors nicely?  
Photo: T. Bowden*

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	25	26	27
					COACHING WEEK	
28	29	30	31			
COACHING WEEK						

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>.

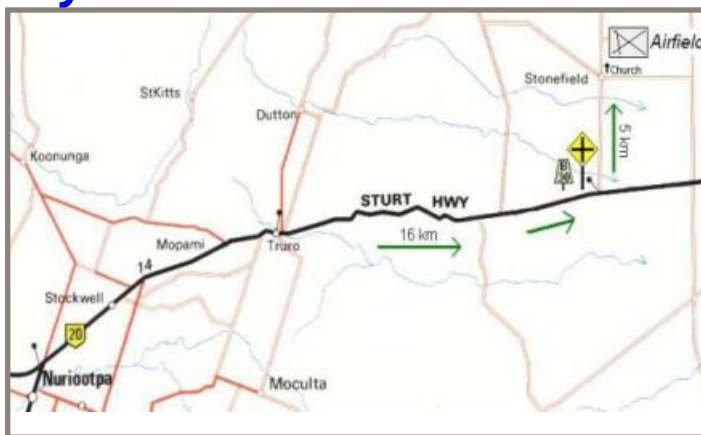
You can also get the latest newsletter and up to date news on what is going on at the Club's web page:

<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!



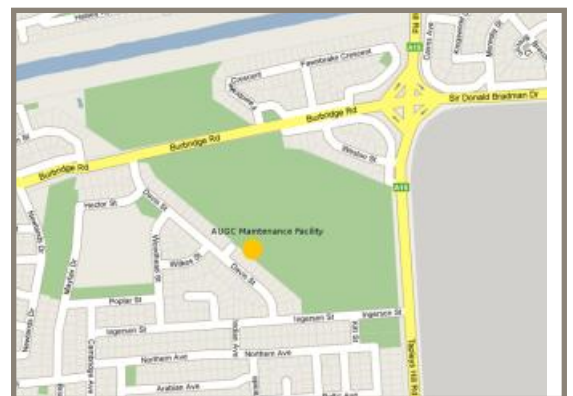
Want to go flying on the weekend? You must ring the club contact person on the **Thursday before between 8.00pm and 10:00pm on 0412 870 963**, (or send an email: [contact@augc.on.net](mailto:contact@augc.on.net)) so that he can organise instructors and transport for those intending to fly. Members can

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

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