

Uni Gliding: Reloaded

The Official Journal of the Adelaide University Gliding Club Inc.



November 2008



Pukatek at Stonefield (Photo D. Medlow)



What's Inside...

Editorial	Page 2	Gliding Calendar	Page 7
News You Can Use	Page 2	Glider Sim Update	Page 8
Airworthiness News	Page 3	From the Vault	Page 9
President's Report	Page 4	Stay In Touch	Page 10
Treasurer's Report	Page 4	Fly This Weekend!	Page 10
CFI's Comments	Page 5	Help at West Beach!	Page 10
AUGC Visits...	Page 6	Club Contacts	Page 10

Thought For The Month

“The knack of flying is learning how to throw yourself at the ground and miss.”
Douglas Adams



Greetings,

Another month on and the thermals are showing definite signs of activity at Stonefield. We've already had a few cross country flights.

On a private front I had the pleasure recently of flying to 7000' last month which is about 4000' higher than I seem to be going to most of the time. Up there the air really IS clear. It was one of those days where it was a little difficult to find consistent lift but once you did it was worth it.

In this issue we've published some photos from the mid-year visit to the Link trainer in Adelaide. The

Club arranges outings such as this periodically - sometimes they have an aviation theme and sometimes they don't. In any case they are an opportunity to participate in different activities away from the gliding field and are highly recommended.

Also included is an update from Tom on his Glider Simulator build - now why can't I get assignments like that?

Until next month...

Mr. Ed.



News You Can Use

Pukatek Form 2 Completed

Thanks to a good turnout on field and also due to a lot of work done in 2007 the Pukatek Form 2 (Annual Inspection) was completed on the weekend of the 27/28 September. Special thanks go to Redmond Quinn, Anthony Smith, Mark Tyler, Mark Newton and Derek Spencer.

Motorfalke Prop - A Traveller's Tale

The motorfalke prop is winging its way to Germany for its overhaul.

The current prognosis is that it will return in early November.

A Brand New Instructor

Anne Philcox has completed her training and been appointed a Level 1 instructor. Congratulations Anne!

Winch Isolation Switch

Recently the winch isolation switch excelled itself in isolating the battery from the rest of the winch ... permanently. A new switch is being procured however in the meanwhile the switch has been bypassed so until a new one is installed you must remember to disconnect the battery at the end of the flying day.

The Big Pour

Coming to a field near you (assuming you are near Stonefield whilst you are reading this). The concrete for the hanger foundations will be arranged soon. We will need lots of help on field and lots of people with various tools, wheelbarrows, gloves, whips [well maybe not the whips but I have a nice new one I've been dying to try out... ed] and other assorted paraphernalia.

Stay tuned to the augc-annouce mailing list.



We (Still) Need Your Help!

Please lend a hand at both West Beach and Stonefield.

West Beach activity:

Pik (WVA) polishing after its return from Khancoban.
Libelle (GMI) rework of the surface under the nose.

Stonefield activity:

Complete FQW Form 2 work.



At Kevin's party in September we saw a large contingent of people on field. Partly drawn by the feast prepared for the occasion. Here is a sample from the desserts trolley. Club catering officer please take note...

OOOPS!

Erratum

Yes even in an august Journal with the style and sophistication of Uni Gliding we can make mistakes...

In this case Greg's article last month should have

shown the Normal membership fee to be \$84 not \$94.

A corrected version has been posted to the website.



President's Report

Derek Spencer

Unfortunately, work on the new hangar didn't progress as much as hoped over the last month due to the Form 2 on KRO and FQW taking priority. With the Khancoban trip coming up soon, the hangar work will be delayed even further but it won't be too much longer after that and we should be in a position to pour the concrete.

I would like to say a big THANKYOU to everyone (particularly Redmond) who helped in doing the Form 2 on KRO. The entire Form 2 was completed on the Saturday and the test flight done on the Sunday. This was only made possible due to the large number of members who turned out to help, the fact that they worked hard at it all day and the previous Form 2 done by Anthony Smith last year had KRO in good working order.

The Form 2 for the Motorfalke is still going, so if you are at Stonefield when Redmond is there and can assist in any way, please do so. We still have the issue of funding the new propeller so if you can spare a few dollars, please talk to Greg Newbold at

treasurer@augc.on.net or myself at president@augc.on.net for more details.

Mark Newton started the cross-country season off the other week with a run out to Waikerie and back. The weather has definitely been getting better with thermals going to 8,000' plus on several weekends now. Please start having a think about what you would like to achieve this summer in terms of your cross-country flying and have a chat to either myself or the club coach (David Conway) so we can assist you in achieving those goals.

Please welcome our newest Level 1 Instructor, Anne Philcox. I'm sure that you'll all agree she will make an excellent addition to the Club's Instructors. Also, for all our trainees out there, please don't scare her too much :-)

Thanks and safe flying,

Derek Spencer
AUGC President



Treasurer's Report

Greg Newbold

In the September Newsletter the President's Report indicated that changes had been made to AUGC's insurances so that MI and WVA are now 'self insured'. The background to this, an explanation of the current insurance status of the club and some future considerations are discussed here.

Insurance premiums for the entire fleet rose significantly in 2008, to around \$17,000. All the fleet were comprehensively insured, except NF (normally self insured) and ZM (normally comprehensively insured) which are insured for ground risk only. The insurer indicated that this is in stark contrast to a trend for a decrease in premiums. The increase is related to the self evident loss of any no-claim bonus but also AUGC's poor 'loss ratio'. The loss ratio is the value of claims compared with the total premiums paid. AUGC has claimed for three accidents in the last few years: WVA- heavy landing; NF – hangar

damage; and ZM – towing accident. While the later two are no-fault accidents, the insurer is unable to claim off another party, so that the loss ratio includes all three claims and doesn't look good (i.e. profitable). So, owing to the unacceptable risk AUGC appears to be, a \$5,000 excess fee has been applied to any claim in the current insurance year.

In addition, the situation exists where AUGC's income has not met expenses for several years. As a result AUGC has eroded the insurance pay-outs for NF and ZM to meet operating costs (much of which is insurance). So, AUGC found itself with an insurance bill it was unlikely to afford, a strong disincentive to claim, and an excess of aircraft to meet demand. Given these factors it has then seemed reasonable that WVA and MI become 'self insured' in order to manage risk and afford insurance on our more valuable aircraft. Self insurance means that AUGC has not insured these aircraft for flying risk, only ground risk and



Treasurer's Report (Cont'd)

Greg Newbold

liability. As the finances need to pay for repairs are not held in reserve, any damage would render these aircraft unavailable and would delay repairs until some future time, when club income permits it. Some might argue that the purpose of AUGC is to provide flying opportunities, and that the unavailability of an aircraft (especially a fibreglass single seater) would be counter to that. However, despite the three fibreglass singles seaters being on-line for the last year, AUGC has flown record low hours. It is therefore a 'strategic decision' that our surplus aircraft capacity be placed at higher risk.

In March 2009, when the new insurance year commences, it will be timely to consider which aircraft might be viable to insure within available funds. That does not mean that aircraft would be sold (that would only be the result of strategic planning, which is yet to resolve any change to the

fleet structure), but rather that:

the type of cover and choice aircraft insured and on-line will be balanced against needs, premiums, excesses and funds available.

the likely discontinuation of insurance for sundry clubs items (i.e. tools, fridges, etc)

the potential for deprioritisation of repairs to ZM and NF, cessation of ground risk insurance to each, and storage.

Ultimately, putting savings in the bank is intended to create a self insurance pool of funds and to permit AUGC to move forward on strategic priorities (including fleet, facilities and other enablers).

Greg Newbold
AUGC Treasurer



CFI's Comments

Dennis Medlow

Operations on Windy Days

At any time of the year we can get strong winds or local gusts from strong thermals coming across the airfield. Our aircraft are vulnerable to damage from strong winds so there are several factors that need to be considered throughout the day:

1. Is it safe to operate (or continue) to operate?
2. Are the aircraft suitably secured and supervised when not in use?
3. Can we ground handle the aircraft safely?

Significant damage and injury can occur even if a strong wind just causes the aircraft to weathercock if in doing so a person or obstacle gets in the way of a wing or fuselage.

Be aware of what the winds are likely to do during the day by getting the Eastern Districts forecast from the BOM website (<http://www.bom.gov.au>).

And please, if you see an aircraft on the ground that is not secured then **please do something about it!** Its too late when we have to pick up the pieces.

Safety at the Launch Point

As pilots we are trained in a number of techniques that improve safety whilst we are in the air. There

are also other aspects of safety in our operations that need to be taken into consideration. One such area is operations at the launch point and in particular how we handle the winch cables.

There are some simple and commonsense practices that everyone should adopt:

1. Leave winch cables attached to tie downs when not needed for launching. In particular when launching the first wire make sure the second is still attached to the tie down point.
2. NEVER place fingers or any other part of your body through release rings or other loops in the cable.
3. Stay well clear (and ensure others do likewise) of the winch cables at all times unless you're involved in the launch.
4. If you are handling winch cables always assume the cable is attached to the winch and the winch driver may start to reel in any cable at any time, therefore always ensure that the rings and cable end is kept between you and the winch.

Safe Flying
CFI



AUGC Visits ... The Link Trainer

Dennis Medlow

A little while back on a cold winter's night a band of AUGC folk rolled up to the Torrens Parade Ground in the city to see a relic of aviation training. One of about twenty something remaining in Australia, let alone actually in working condition, the Link Trainer was for its time a sophisticated instrument flight trainer during a very dark period of the world's history.

The trainer is all gears and vacuum tubes - a mechanical computer if you will - yet it responded to control inputs pretty much as you would expect an aircraft to, with associated changes in the

instrument readings.

We were given a briefing on the history and operation of the trainer and were able to take a 'flight' in the cockpit (we had to keep the maneuvers gentle - after all the old girl was a little aged).

For more information see:

http://en.wikipedia.org/wiki/Link_Trainer.

The photos below provide different some views from the evening.

Thanks go to Guy Harley for organising the event.



The instrument panel & controls (above) and Derek taking it for a ... err... spin (below).



The instructor's table (above) and the aircraft position tracker (below).





Flying Calendar



BVGC Blanik and AUGC Pukatek during Kevin Barnes' Birthday Flying Day Photo: D. Medlow

November

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
					1 GO GLIDING!!	2 GO GLIDING!!
3 HELP @ WEST BEACH	4 HELP @ WEST BEACH	5	6 PLAN A X- COUNTRY	7 THINK ABOUT GLIDING!	8 GO GLIDING!!	9 GO GLIDING!!
10 HELP @ WEST BEACH	11 HELP @ WEST BEACH	12	13 PLAN A X- COUNTRY	14 THINK ABOUT GLIDING!	15 GO GLIDING!!	16 Lions Club AEF Day
17 HELP @ WEST BEACH	18 HELP @ WEST BEACH	19	20 PLAN A X- COUNTRY	21 THINK ABOUT GLIDING!	22 GO GLIDING!!	23 GO GLIDING!
24 HELP @ WEST BEACH	25 HELP @ WEST BEACH	26	27 PLAN A X- COUNTRY	28 THINK ABOUT GLIDING!	29 GO GLIDING!!	30 GO GLIDING!

Glider Sim Update

Tom Wilksch

As I am sure everyone knows by now, I have been working on a Gliding Simulator as my final year project at University. The project involves the design and building of a Sim for promotional and training use. I hope that, once done, the Sim will be a valuable tool in attracting (the right kind of) people for AEF flights.

The Sim at the moment is at a stage I try and convince myself is called 'final assembly'. I have all the bits, most of the 3rd party work has been done, I just need to put the thing together. If only it were that simple!

This 'final assembly' includes attaching the sides to the recently attached stairs, finishing the screen/roof, putting the necessary holes in the floor for the fuselage frame, building the fuselage frame, painting and fixing the floor . . .

Not very 'final'.

Despite my apparent lack of optimism, I do actually think it's all going quite well, and should be mostly complete by my Uni deadline.

So what has been done so far? Here's a brief rundown of the more interesting stages.

The (kindly donated) LS7, before and after:



Flight testing the Sim (i.e. playing when I should be working):



And some of the trailer itself:



explain some of the more interesting (and, I hope, innovative) features.

The screen is also the roof. It is curved to enhance the feeling of immersion when flying. It needs two people to take the roof and rotate it and lower it into position as the screen. This has actually proved to be a bit ungainly, but a recent design change should fix that problem.

The steps hinge at the edge so as to rotate into the trailer for transport. The sides of the trailer will be attached to these steps, but that won't happen till



Glider Sim Update (Cont'd)

Tom Wilksch

near the end of the build. It is important that all the other bits are in place so I can line everything up accurately for waterproofing.

There have been countless problems encountered and changes made along the way. But generally it is coming together as planned. Had I realised at the beginning the work involved, I might have tried to scale down my goals. But despite the slog, it has been an enjoyable experience for the most part. As with any project, you sift through the rubbish to get to the stuff you enjoy, and the

enjoyable bit right now is watching it take shape.

That will have to do for now. For those interested, there is a far more in depth journal of my progress at: <http://tomsglidersim.blogspot.com/>

I am always looking for help. If anyone wants to lend a hand, please let me know. Hopefully soon I can announce a BBQ and flying session so you can all have a go!



From the AUGC Vault



Can anyone identify: (a) the airfield (1 point), (b) the aircraft (10 points), (c) the pilot (50 points) and a special bonus question (d) the winch driver (2000 points)?



Help Wanted!

The Club is still looking for someone willing to offer their services as Winch Officer and Newsletter Editor.

Please contact the Secretary if you are interested.

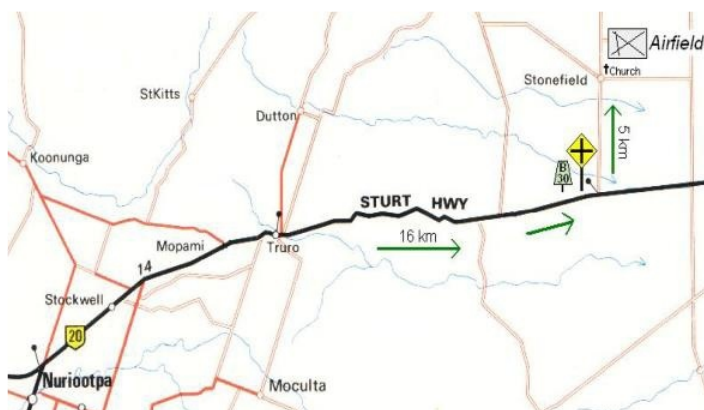
i Stay In Touch

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.

i Fly This Weekend!



Want to go flying on the weekend? You must ring the club contact person, Gabe, 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:

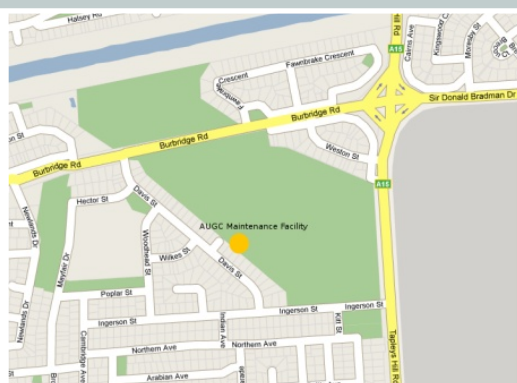
<http://booking.augc.on.net>.

You can either drive up yourself by following the map at left, or Gabe 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).

i Help at West Beach!

West Beach is where we carry out the maintenance and repair on our gliders and equipment. There are usually volunteers working down there on Monday and Tuesday evenings. The entrance is at the end of Foreman St, West Beach.

So you want to help fix the gliders 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.



i Club Contacts

President:	Derek Spencer	0429 028 065	president@augc.on.net
Treasurer:	Greg Newbold	08 8333 0303	treasurer@augc.on.net
Secretary:	Guy Harley	0404 177 342	secretary@augc.on.net
Social Convener:	Claire Clements	0402 344 426	social@augc.on.net
Fifth Member:	Gabriel Haines	0412 870 963	fifth-member@augc.on.net
Chief Flying Instructor:	Dennis Medlow	0407 833 565	cfi@augc.on.net
Airworthiness Officer:	Redmond Quinn	08 8344 5331	airworthiness@augc.on.net
Contact Person:	Gabriel Haines	0412 870 963	contact@augc.on.net
Newsletter Editor:	Dennis Medlow	0407 833 565	editor@augc.on.net