

Uni Gliding: Reloaded

The Official Journal of the Adelaide University Gliding Club Inc.

October 2008



Soaring in the Pik at Stonefield. Photo: D. Medlow

◆ What's Inside...

Editorial	Page 2	CFI's Report	Page 7
News You Can Use	Page 2	Upcoming Events	Page 7
Airworthiness News	Page 3	Stay In Touch	Page 8
Operational Note	Page 3	Fly This Weekend!	Page 8
President's Report	Page 4	Help at West Beach!	Page 8
Treasurer's Report	Page 5	Club Contacts	Page 8
Gliding Calendar	Page 6		

IMPORTANT MOTORFALKE INFORMATION INSIDE – SEE PAGE 3

Thought For The Month

If the cable breaks on the winch, and there's no one there to hear it, then who gets charged for the launch?

Howdy,

This issue of Uni Gliding represents a technical change in the way the magazine is produced (at least by this Editor). For many years we've used Microsoft Publisher to create this periodical. This was not because Publisher was all that great, or because we already had templates based on it - it was more because the Editor happened to have it available and, let's face it, Publisher does a much better job than Word in creating these sorts of documents.

Having leapt upon the open-source wave and ditched Windows from my new PC, the search for a Linux-compatible DTP program has led me to Scribus (<http://www.scribus.net>) the application used to put this edition together. Whilst it doesn't work quite like MS Publisher (and after all who would want it to?) it's similar enough to master in a few hours. And the price is certainly within the Club's IT budget...;-) so that will keep the Treasurer happy as well.

Now on a more personal note I have noticed that there is still no one willing to take on the job as editor. Are you all completely bereft of any creative talents? (OK I know engineers are not renowned for artistic skills but surely someone..., anyone....). It's not that hard (well it wouldn't be if I actually received stuff from members to print here and didn't have to resort to clippings from Google Maps, old photos and trawling the web for interesting creative commons clip art but I digress) really it isn't!

Happy Flying
Mister Ed.

PS: It's not all smooth sailing in the open-source world, for anyone that carps on about how bad MS software is I have two words for you: "Signal 11"....



News You Can Use

New Social Convenor

Claire Clements has volunteered to take up the Social Convenor role in the Club. Thanks Claire!

Positions Vacant

The Club is still looking for:

- A Newsletter Editor and
- A winch officer.

Please see the President if you are interested in either of the above.

Last Drinks Please!

The Drinks fridge has been restocked, don't forget to tell someone (usually an email to [augc-people](mailto:augc-people@augc.org) works best) when it starts to get empty again.

Gliding Camp Postponed

Unfortunately the Form 2 work on KRO and FQW coming up at this time of the year has meant we

don't have access to a twin for a Gliding Camp as previously noted. We will reschedule this to the week/s following the Uni end-of-year exams. Further details will be published here when precise dates are known.

Uni Re-OWeek BBQ

A BBQ was recently held at the Uni Re-OWeek. \$400 was raised thanks to Anne Philcox, Gabriel Haines and Mike Bruins AND especially Derek who took a day off work to help!

Next Executive Meeting

The next Exec meeting is planned to be held on Saturday the 18th of October. Come along and observe the Club's management in action!

Annual Dinner

The AUGC Annual Dinner is being organised - details will be available on [augc-announce](mailto:augc-announce@augc.org).



We Need Your Help!

A heap of maintenance and construction is happening around the Club over the next couple of months.

We currently have the Puchatek and Motorfalke requiring annual inspections at Stonefield.

The Motorfalke prop will need to be refitted when it returns from rebuild.

We are doing final preparations for pouring the new hangar footings at Stonefield

Following the footings pour we will hire in a bunch of big boys toys to clean up the hangar site and spread and compact floor material.

The PIK needs minor clean up and maintenance work at West Beach.

The PIK trailer is undergoing radical surgery at West Beach.

The Club Libelle needs to come in to the workshop for a gel coat clean up

The inspections at Stonefield will start on Saturday 27 September. Hopefully the Puchatek won't take too long. The Motorfalke won't be able to fly till the prop returns around end of October.

Please lend a hand at both West Beach and Stonefield.



Operational Note - Motorfalke Handling



Background

This operational note is to advise a handling characteristic of the Motorfalke that AUGC Pilots may be unaware of.

Behaviour

When airbrake and sidelip are combined in certain situations (doing a sideslip without airbrakes deployed and then, whilst slipping, deploying airbrake) the Motorfalke exhibits a strong nose-down tendency with reduced elevator authority and a corresponding high rate of descent. Where this occurs at low height (such on the late stage of approach) this may result in uncontrolled contact with terrain. The Motorfalke takes a longer time to recover from this situation than other AUGC aircraft.

What To Do

Pilots are encouraged to experience this behaviour for themselves at height, preferably having performed a pre-aerobatic check beforehand.

CFI Actions

The Club will update the Handling and Conversion Notes to ensure that this information is captured. Conversion briefs for the Motorfalke must include this topic.

We will be contacting all pilots that have Motorfalke endorsements recorded in the AUGC database regarding this.

If you have any questions regarding this information please talk to an instructor.

◆ President's Report

Derek Spencer

I would like to quickly update everyone on the progress of the new hangar. The depth of the holes has been checked and the approximate sizes measured. That enabled Redmond to calculate how much concrete we need and to get a quote. The next step will need to be carefully and accurately implemented as this involves positioning the form work in exactly the right spot to ensure the mounting bolts all line up correctly. Once that is all done and all the measurements checked and rechecked, we can pour the concrete. This will be a major mile stone in the erection of the new hangar.

The Motorfalke has just gone out of service for it's Form 2. The problem we have is not in doing the Form 2, but financing the new propeller. This is going to cost around \$7,000.00 and take about 6 weeks to get done. Without financial assistance from Club Members, we cannot afford to replace the propeller. No propeller, no Motorfalke. What we are looking for is not donations, but loans from Members. The interest rate is good and it benefits both the club and the members, PLUS, the interest paid on the loan goes back to you, the member, not some money hungry financial institution like a bank. If you can help out, please contact either myself (president@augc.on.net) or Greg Newbold (treasurer@augc.on.net).

On the topic of Form 2s, the Puchatek will be going out of service shortly for it's Form 2. The more help we can give Redmond with this process, the sooner we can get it back into the air, so please

do what you can to help. Even if you think that you don't know anything about doing a Form 2, there are people that can point you in the right direction and find tasks suitable for your skills and experience. To help things along, I will shout a BBQ dinner to whoever helps out with the Form 2 at Stonefield, provided I'm up at Stonefield too (I make a mean Hamburger with the Lot :-)).

Last month I mentioned that the club was looking at the possibility of restructuring the club fleet to match the demand and requirements of its members. Since then, there has been talk of Club Members forming a private syndicate to buy the Bergfalke. If you have an interest, no matter how small, in joining a syndicate to own the Bergfalke, then please contact me (president@augc.on.net) so we can discuss options.

For all the Motorfalke pilots out there, please be aware that there is some important information regarding the handling characteristic of the Motorfalke when doing a side-slip and then using the airbrakes. I am hoping that this will be covered in more detail in this newsletter by our CFI (Dennis Medlow) so please take the time to read the information he presents and make sure you understand the implications of it. If you do not hear or read about it before you fly in the Motorfalke next, then please ask an Instructor. Thanks,
Derek Spencer
AUGC President

◆ Treasurer's Report

Greg Newbold

Current Fees and Charges

Current fees for AUGC are listed in the Members section of the AUGC website at <http://www.adelaidegliding.com/tabid/173/Default.aspx> "Fees and Accounts Procedures" and are included here:

	Student	Concession	Normal
Membership	\$30	\$30	\$84
AUSA Membership	\$0	\$66	\$66
AEF	\$50	\$50	\$90
Launch Fee	\$5	\$5	\$6
Libelle MI/TX hire	\$0.30/min	\$0.30/min	\$0.45/min

◆ Treasurer's Report (Continues)

Pik WVA hire	\$0.40/min	\$0.40/min	\$0.50/min
Puchatek KRO hire	\$0.30/min	\$0.30/min	\$0.60/min
MotorFalke FQW hire	\$0.80/min	\$0.80/min	\$0.80/min
MotorFalke Engine	\$0.90/min	\$0.90/min	\$0.90/min
SAA Levy	\$5/day	\$5/day	\$5/day

The cost of an Air Experience Flight (AEF) has recently increased from \$80 to \$90 (normal rate) owing to an increase in the underlying costs. This is specifically an increase in the GFA introductory membership from \$10 to \$20. The student rate is also being discontinued, and AUGC will only be able to continue to offer concession AEFs at \$50, while it has membership forms purchased prior to the price rise. Attempts are being made to allow the student rate to continue, however the GFA is not yet supportive.

For your information, the price of launches is set at a level to cover the operating costs of the winches (by SAA). AUGC has chosen to round this down to the nearest dollar for the student/concession rate and up to the nearest dollar for the normal rate.

It is interesting to compare AUGC's fees with those of other SA clubs. For example see:

Balaklava: <http://www.bgc.asn.au/FlyWithUs.htm>

Adelaide Soaring Club: [http://www.adelaidesoaring.on.net/Documentation/ADELAIDE SOARING CLUB INC Fees.pdf](http://www.adelaidesoaring.on.net/Documentation/ADELAIDE_SOARING_CLUB_INC_Fees.pdf)

Waikerie: <http://www.waikerieglidingclub.com.au/Sailplanehire.htm>

It should be noted that AUGC's fees and charges appear highly constrained by the fees and charges of these and other SA gliding clubs. Scope to increase these fees is restricted, as aircraft performance is closely correlated with hire rate across most clubs (i.e any increase would motivate people to fly other aircraft elsewhere). Other fees and charges appear to be at a level appropriate to the club's profile (i.e. launch method, aircraft performance level) compared with others.

The main source of income for AUGC has been grants for operating and capital equipment from the AU Sports Assoc, which were funded by University Student fees.

Since the advent of Voluntary Student Unionism (1 July 2006) operating grants were discontinued, but have been reintroduced this year, but to a much lesser extent.

Otherwise, AUGC's primary income sources are membership and flying fees (including AEFs and packages) and BBQ's.

O'Week BBQ's are a great fundraising event for the club, and the club attempts to promote itself at other times of the year and also fundraise if possible. Research into a Saturday hardware store carpark as a venue is also being done.

Other sources of income have included SA Department of Recreation and Sport (Active Club Program), which provided funds in 2007 for FLARMs. The club was recently notified that a "May 2008 round" application for winch improvement was not successful. This application will automatically be resubmitted for the "November 2008 round".

Scope to increase club income is then likely to be largely a result of increased membership and flying fees from increased members or flying, or a combination thereof.

Greg Newbold
AUGC Treasurer

Gliding Calendar



OCTOBER

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
		1	2	3 Think about gliding.	4 Go Gliding!	5 Go Gliding!
6 PUBLIC HOL Go Gliding!	7 Healp at West Beach!	8	9	10 Think about gliding.	11 Go Gliding!	12 Go Gliding!
13 Help at West Beach!	14 Help at West Beach!	15	16	17 Think about gliding.	18 Go Gliding!	19 Go Gliding!
20 Help at West Beach!	21 Help at West Beach!	22	23	24 Think about gliding.	25 Go Gliding!	26 Go Gliding!
27 Help at West Beach!	28 Help at West Beach!	29	30	31 Think about gliding.		

Ode To The Duty Pilot

I've had the pleasure of being up on field a few times in the last month and I've been quite happy to see the Club members pitching in and helping make the day's flying safe and efficient.

One thing however that always seems to puzzle me is why the important role of Duty Pilot always seems to be unallocated. I wonder if this is a perception that the Duty Pilot is seen as a non-flying role (i.e. if you're the DP then you are stuck in the Pie Cart and can't go flying). On the contrary I see the Duty Pilot as the person that helps coordinate who goes flying when and therefore is THE person on the airfield that is most likely to get the flight of the day!

Why is this important to me? Well as an instructor I can assure you that my day is made or broken by how well the Club's ground operations are running. Particularly if we have a few AEFs as well as trainees on the field then the pressure to brief-fly-debrief-repeat (etc.) can be bad enough without also trying to organise who flies next in what aircraft.

It also helps the Club to get more launches in a day when the ground operations (including retrieving gliders back to the launch point, organising winch driver rotation, looking after newbies at the launch point etc.) runs smoother which is probably to everyone's benefit.

There is the arguement that we do these things already with a form of collective responsibility. This is true and on days where the number of people on field is low this seems to work out ok - so I'm not advocating that we always need to appoint someone to this role. It's on the days where we have a number of pilots in a number of aircraft where we really should have someone helping the ground operation in the role of the Duty Pilot.

Visitors on Field

A few weeks ago there were a number of people up on field, some of whom had not been flying for some time. Much flying was happily conducted operating from RWY 29 and everyone seemed to have a nice time. However I later found out that we had a number of people, including children, around the hanger area that could potentially have been in places where a wayward cable might land.

I wrote last issue about the need for vigilance at the

launch point with regard to our visitors and new members on field but this also applies to the winch end as well. It is not beyond the bounds of imagination for someone to arrive on field with the winch at the Clubhouse end. The visitor/s find no-one in the Clubhouse and walk out to the winch instead - just as the winch starts to launch an aircraft!

The moral of the story here is this - if you're on the winch, maintain good situational awareness of the potential danger areas and don't commence a launch if there are people in areas where they may be injured.

NAS 2C Radio Calls

It's a small detail, but given that our radio calls are important to insuring our fellow aviators of what we are doing it is important that we get them right. Please use our correct locality name in your local radio calls, i.e. "Stonefield Gliding" - not "Stonefield" in order to differentiate ourselves from the other aviation activities taking place near our field. When we broadcast our intentions in the circuit area we begin with "Stonefield Gliding Traffic" and end with "Stonefield Gliding". I know if you're like me and were used to the old PPL-style "All Stations" call it can be a hard habit to break - but practice a few times at home in front of the mirror (but perhaps wait until your family has left the premises....).

Regards
Dennis Medlow



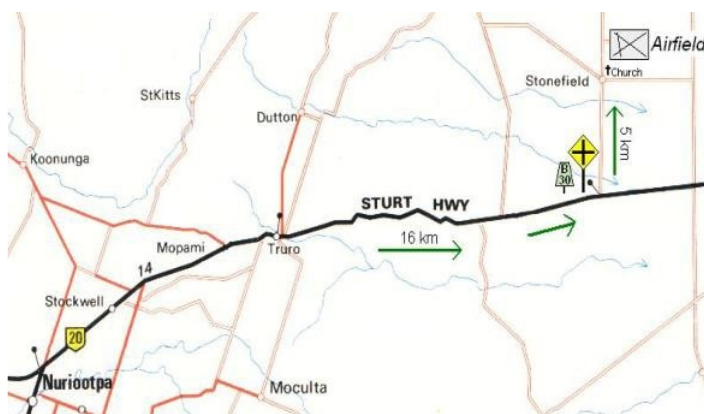
i Stay In Touch

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:

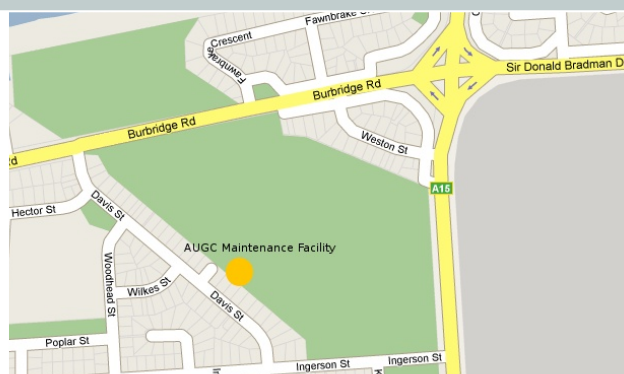
<http://booking.augc.on.net>.

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

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Secretary:	Guy Harley	0403 224 970	secretary@augc.on.net
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Fifth Member:	Gabriel Haines	0412 870 963	fifth-member@augc.on.net
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