

Uni Gliding



The Official Journal of the Adelaide University Gliding Club



Coming soon to Lochiel! Simon's Motorfalke is expected to be at Lochiel this month to do outlanding checks. This aircraft is also a possible future acquisition for the club (see the Strategic Plan notes): Photo by Conway

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STOP PRESS

WINCH LAUNCH PRICE RISE. As of the Saturday 29th September the cost of a winch launch has been increased to \$4. Although this is quite a rise, it hasn't changed since 1994/95.

QUOTE OF THE MONTH

"Eagles may soar, but weasels don't get sucked into jet engines" Anon

EDITORIAL

Hi everyone,

Welcome to the first spring newsletter. This newsletter is slightly later than anticipated. This was partly due to me taking a bit longer to write up the notes from the strategic planning night (see below) as well as other contributors being very busy and having to delay getting their reports / contributions to me.

The weather is already getting warmer and all the greenery around the airfield is growing at an incredible rate. Continuing our preparations for summer, [the next general meeting](#) is an official observers course and this will make you very popular during the summer with other people who want to attempt badge flights.

Carrying on from last months cross country briefing, we hope to be getting Simon's Motorfalcon up to the airfield in the very near future to start doing out-landing check flights. A check flight is mandatory for a cross country rating. Contact Cathy Conway for the details of when it will happen.

I have had opportunity recently to look at the internet web server statistics for the newsletter and the newsletter archives. It appears that there is a couple of people out there who are downloading the old newsletters and slowly working their way through the entire club history. The stats also show that the recent newsletters are downloaded more times than we have actual club members. Obviously we have a quite a number of people from outside the club who are interested in seeing what is going on. A big hello to all those people out there and don't be afraid to send me an e-mail if you think there is information that you would like to see in the newsletter as well.

The weather over the last few months has been a very mixed bag with mostly average to poor weather as far as soaring goes, especially compared to last years great conditions. Combine this with a difficulty in getting instructors for both days of the weekend, a number of experienced pilots moving interstate or overseas and you can see that it has had a major impact in the amount of flying that the club has done in recent months.

However, the weather has shown signs of improving and we are looking forward to a great summer of soaring. A greater emphasis will be placed on attempting cross country flights this year. Remember that the more flying that you do, the sooner the club will be able to acquire another single seat aircraft to do even more local or cross country flying.

Thanks to everyone that turned up for the strategic planning meeting last week. Whilst we didn't get everything finished, it was still successful. The notes from the night are at [Page 10](#). We will need to have a [second meeting](#) later this month to finish the discussions and put it all together into a plan.

Anthony

Editor

DO YOU WANT TO IMPROVE THE NEWSLETTER?

Got a good idea on how to improve the newsletter? Well, let me know on what you want to see in here and I will try to make it happen.

Improvements this month: I have changed the page presentation slightly to try and make it print out the hardcopy a little faster (it took hours last month). I have also named the file in the same convention that I used for the archived files. This means you can save the e-copy and it is sorted appropriately in the browser (thanks to Dirk for reminding me to get around to this).

OCTOBER



Steve Were's last minute farewell at the shed at West Beach. The cake was made by Claire. Photo by David C.

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
1 <i>Go gliding</i>	2 Bergy 30 yearly West Beach Shed 7:45 pm	3 General Meeting: Official Observer Course: 7:30 pm Union Cinema	4 Bowling Night: Marion Bowland 7:00 pm.	5	6 <i>Go gliding</i>	7 <i>Go gliding</i>
8 Bergy 30 yearly West Beach Shed 7:45 pm	9 Bergy 30 yearly West Beach Shed 7:45 pm	10 Bergy 30 yearly West Beach Shed 7:45 pm	11	12	13 <i>Go gliding</i>	14 <i>Go gliding</i>
15 Bergy 30 yearly West Beach Shed 7:45 pm	16 Bergy 30 yearly West Beach Shed 7:45 pm	17 Exec Meeting: 7:30 pm. 1 Cumming St, Mile End	18	19	20 <i>Go gliding</i>	21 <i>Go gliding</i>
22 Bergy 30 yearly West Beach Shed 7:45 pm	23 Bergy 30 yearly West Beach Shed 7:45 pm	24 Strategic Plan Pt 2 7:30pm. 4/29 Fuller St, Walkerville	25	26	27 <i>Go gliding</i>	28 <i>Go gliding</i>
29 Bergy 30 yearly West Beach Shed 7:45 pm	30 Bergy 30 yearly West Beach Shed 7:45 pm	31 Bergy 30 yearly West Beach Shed 7:45 pm				

PRESIDENTIAL PROMISES

Presidents Report

The weather is warming up and the thermals are starting. Our thoughts turn to summer and all that it brings, some is good, very good. Big days, strong and high thermals offering long flights and the possibility of cross country flying.

But it also brings heat, flies, dust and all that we need to do to keep ourselves safe. You need to ensure that once again, you ensure you have access to an adequate water supply while on field. We will keep water in the pie-cart but its up to you to drink it. Bring containers or backpacks to carry it on your person and take into the air with you.

Sunscreen is a must too, as are hats that offer adequate protection from the sun. Our hands are at risk from the sun as we expose the backs of them while holding controls. The anti-cancer shop in the city sells palmless gloves made of a UV filtering material. I'd recommend you consider them.

Insect repellent is useful. Paddocks full of sheep seem to attract more than their fair share of flies.

It's a time when the more experienced cross country pilots may start to leave the nest with caution. Many paddocks have crops in them. Many paddocks without crops have long grass – just look at ours (although this will be rectified soon – John Green, Bob's neighbour will slash the strips with in the next week or so). Can you tell the difference between a field of soursobs and dandelions and a field of canola? The canola will do bad things to your glider.

But all things considered, this is a fun time of year. Many of you will experience your first taste of cross country flying. Others will extend their reach this year. Those of you in training at the moment will progress through the magic of solo flight and into that first amazing experience of single seater flight. So I urge you to come up as often as you can to progress your flying.

This year the committee has discussed a change in operations to be more accommodating of cross country and advanced training. So this year, we'd like to try the following...

- At least 1 day a fortnight (more if there is sufficient demand), we will send the Bergfalke away from the field to do some cross country training. All pilots interested in this will need to coordinate so they are available as crew when they are not flying.
- Additionally, we will allow at least one single seater to go cross country on any given day.

Pilots are encouraged to enter events such as Performance Week or the State Comps, or even the Club Class Nationals. It's pleasing to see we have lots of bookings these events already. If you have some time off mid-week, try to organize mid-week flying, or ask to take a glider to Gawler for the week (but make sure you have it back for the weekend).

Since we are discussing the use of two seaters for training, some status report is warranted at this point.

Tom Gilbert is progressing on the Puchatek and still expects it to be complete in December. Perhaps you could consider now if you can help retrieve it at that time.

The Bergfalke 30 yearly is also progressing but needs more bodies. Please help at [West Beach](#) as often as you can.

On to more mundane matters...We're running low on money. Please make sure your accounts are paid (preferably up to a small credit) and up to date. And do lots of flying! The Committee is considering increasing the flying fees. This hasn't been done for years and a recent analysis showed that we are losing money. A winch launch for example costs us more than we charge so in the interim, we



have increased the cost of those to \$4.00 from \$3.00. We also need to consider what we do in the clubhouse. Cans of drink have been \$1.00 for all the time I've been in the club. This will probably be a major point of discussion at the next executive committee meeting.

Photos this month are a couple of golden oldies:

The first is a trainee sitting waiting for launch back in about 1930. You might just be able to make out "AUEGC" on the kingpost. (*I like the beret he's wearing: Ed*)

The second is our lovely Arrow – looking very visible. Photo is from the late 70's. They had a thing about Orange and Green in that era. (*It wasn't as bad as that day-glo orange Pirat! Ed*)

See you on field soon – fly safely and have fun

Cath

President



MORE 'NET NOTES

Want to buy a gold plated winch? Tired of driving a beat up Toyota Dyna? Try this... a professionally built winch by 'Skylaunch'. Unfortunately the site is in German and I have interpreted a large amount using Alta Vista's Babel Fish site. It has a choice of three different engines, using either petrol, diesel or LPG (we are definitely not going to let Redmond near one of those!). It weighs a measly 3.2 tonne, mounted on a double axle trailer. The cabin is insulated, weatherproof and has a heater!

Go to: <http://www.skylaunch.de/>



STILL SLEEPLESS IN SEATTLE



MOUNT RAINIER NATIONAL PARK, WASHINGTON
Alto cumulus Stacked Lenticular Cloud Over Mount Rainier.
 The 14,410 foot Mountain projects so far above the surrounding landscape that it makes its own weather. Wind flowing over the Mountain forms wave patterns in the air. Moisture of an approaching storm enters the wave and condenses into a cloud as it rises to pass over the Mountain. The cloud stays in place as it continually forms on the ascending side of the wave and evaporates on the descending side.
 Photograph: © Ronald G. Warfield # MORA-061

This photo caught our eye when visiting the local mountain. It's in the same group as Mt St Helens - (a little more famous)
 Mandy & Peter

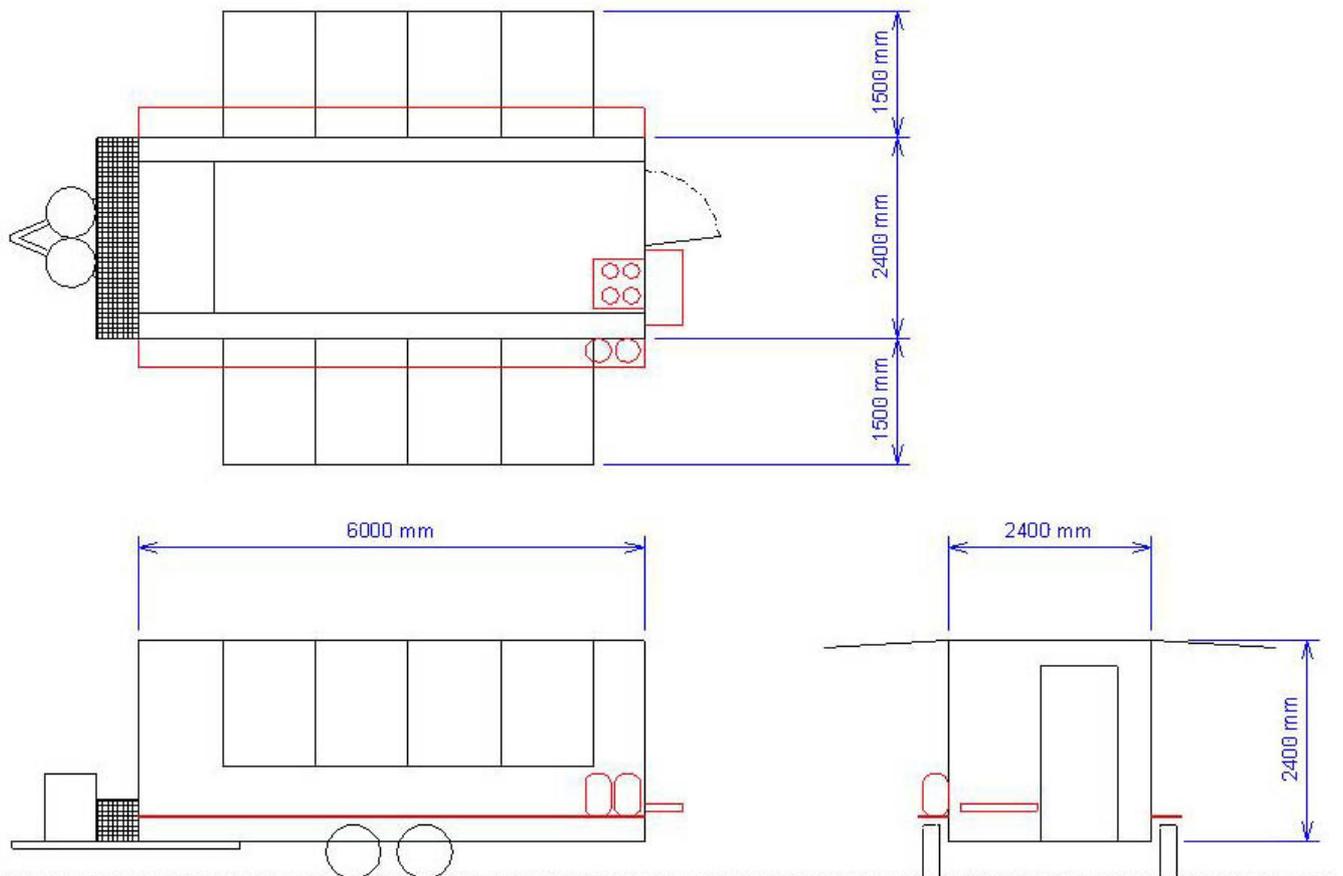


Produced by R&B Warfield Photography, POBox 157, Eatonw.

Adelaide Uni
 Aviation club
 90 Sports Assn
 Adelaide Uni
 North Terrace
 Adelaide
 SOUTH AUSTRALIA

THE NEW PIE CART PROJECT

At the first strategic planning meeting that was held late last year, it was decided that the club should invest effort and money into the construction of a new pie-cart for the launch point. Following that, Derek Spencer took on the role of developing the design, with the assistance of Redmond Quinn. A meeting was held earlier in this year to determine what features / functions we wanted the pie-cart to



The features include:

- A large floor area with a bench running down both of the long sides at window sill height on the inside.
- A flight desk at the front of the pie cart.
- Fold out sides to increase the shade area.
- Bench seats running down the outside length of both sides of the trailer.
- A small gas powered fridge (for cold drinks in summer).
- A small gas powered stove (for hot drinks in winter).
- A barbeque plate mounted on the outside, near the rear door.
- Rubbish and can bins on the front.
- Tail / wing dolly and towbar cage also on the front.

All of this is mounted on a double axle chassis.

Derek and Redmond are now developing a bill of materials and associated cost list for the pie cart. Purchase of components and construction work will commence on the project when funds become available. If you are interested in helping with the new pie-cart, contact Derek Spencer.

FROM THE INSTRUCTORS PANEL

One of our stalwart instructors, Stephen Were, has left for work interstate. I'd like to thank Stephen on behalf of the instructors panel and AUGC for the many hours of instructing he has put into the club over the years (about 750 hours in total since 1986!). The club would not be where it is today without Stephen's effort.

Our best wishes go to Stephen and Karen and look forward to seeing them back again as often as possible. Good Luck in sunny Queensland! Don't forget to wind your clocks back to 1954.

Meanwhile, safe flying,

David Conway

Chief Flying Instructor

Photo: Steve and his farewell cake at West Beach. Taken by D Conway.



EXECUTIVE MEETING MINUTES

Meeting: : 20th September 2001.
Location : Dennis Medlow, 90 River Drive, Athelstone.
Opened : 7:41 pm **Closed** : 10:36 pm
Next meeting : 17th October 2001.

Present:

Cathy Conway President
 David Conway CFI
 Dennis Medlow Treasurer
 Anthony Smith Newsletter Editor
 Derek Spencer Secretary

Apologies: Steve Were, Scott Lewis, Dave Hichens.

Previous Meeting Minutes: Minutes of the previous Executive Meeting were reviewed and a motion was proposed for the minutes to be accepted as a true and correct record.

Moved: Cathy Conway Carried: Dennis Medlow

Correspondence:

Correspondence was accepted.

Treasurer's Report: (Dennis Medlow)

- Good progress made in clearing outstanding debts.
- Still have \$4,287 in outstanding debts.

Moved: Dennis Medlow Carried: Cathy Conway

Operations Report: (David Conway CFI)

- The club has an instructor crisis. Not enough instructors each day, every weekend.

- Annual Check Flights still need to be completed. Deadline approaching.

Airworthiness Report:

GMI: Canopy back and looks great.
GNF: Still flying. Needs minor repair to side of fuselage.
GZM: 30 yearly is progressing. As much help as possible is still required.
IKW: Approval given to remove solar panels.
KRO: Repairs have been approved and should be ready by Christmas.
WVA: Form 2 due in early October.

Sports Report:

The club wishes to encourage more x-country flying in both the singles and the twin.

Facilities:

Airfield / Hangars: Tyres need collecting from the airfield.
Salvation Jane needs spraying.
Strips will need slashing soon.
Old hangar needs an outside light (for Fire Pit area).

Club House. New Pump installed for sprinkler system running off mains water.
Timer has been installed onto rainwater pump to clubhouse.
Front door needs repairs / replacement.

Pie Cart. Excellent progress made recently. Thanks to Redmond Quinn.
State government funding grant application submitted. Thanks to Greg Newbold.
Investigation and design of new pie cart continuing.

Trailers. GNF needs water ballast added for better stability whilst towing empty.
WVA will get an overhaul at the next WVA Form 2 (early October).
GMI back door needs replacing.
GMI 'Do Not Overtake Turning Vehicle' signs to be applied. Wing root dollies need modification.
Blue House modifications to be done when possible.

West Beach. Deadlock on door is excellent.

Winch. New radiator frame needs grill for protection.
Modified winch head working well. Cable not jamming.
Winch arms need balancing.
No work done on TB3 over the last month.

Social Events:

Bowling night on Thursday the 4th of October. \$13 for 2 hours.
Starts at 7:00pm at Marion Bowland.

Newsletter:

Reports by Wednesday 26th September 2001.
Continuing the new trend of excellence.

Other business:

Winch launch fees to increase to \$4.00 from the 29th September 2001. Aircraft hire rates to be re-

searched and discussed at the next executive meeting

Actions Required:

Cathy Conway: Ring John Green re fencing around the clubhouse.

Dennis Medlow: Examine proposed aircraft hire rates.

Redmond Quinn. Pie Cart materials costing.

Derek Spencer. Continue with Pie-cart drawings.
More investigation into WVA re-wiring (liase with Redmond Quinn).
Water Ballast for GNF trailer.

TREASURER'S RAVINGS

New Glider: We have \$1,160 put aside for a deposit for a new glider (remember the more flying you do, the sooner we get a new plane!). But, we have only \$5,500 in the bank and almost all of this will be spent on bills over the next 3 months, therefore more flying (and paying) would be appreciated!

Flying and Launch Rates: From now on all launches will be \$4. This is to cover the greatly increased cost of fuel as well as the impact of the GST on the winch running costs.

We also need to review our aircraft hire rates. The following was proposed:

	Two seater	NF	MI	WVA
Cents/minute	30c	15c	35c	45c
Launch	AU / school student \$4		Other Club Glider \$5	Private Glider \$7

The current rates have remain unchanged for the last 6 years. The proposed aircraft hire rates will be discussed at the next executive committee meeting.

(In my opinion the proposed hire rates are a little bit high for MI and WVA. Personally I think we should have an AU/school student discounted rate across the club fleet and an other members rate.

For example:

	Two seater	NF	MI	WVA
AU stud / other	25c/30c	15c/20c	25c/30c	35c/40c

By comparison: Balaklava - winch \$4 a/c hire 35 - 60 c/min

Barossa - winch \$5 a/c hire 45 c/min

Border Town - winch \$5 a/c hire 40c/min

Millicent - winch \$5 a/c hire 34 c/min

Pt Augusta - winch \$5 a/c hire 35 - 40 c/min

Whyalla - Winch \$4.50 a/c hire 45 c/min

The club has definitely been losing around 50c per launch this year. This means for the ~850 launches so far this year, the club has lost around \$425; ideally we should be making a small profit on launches so the proposed launch costs are not too bad. Anthony - Editor)

New Assistant Treasurer Needed Again: It appears that being assistant treasurer really does guarantee the incumbent to move interstate. Steve Were has finally moved to Brisbane. In the mean time Karen will still be doing the assistant treasurer job until she joins Steve in Brisbane around Christmas time. However, if you are interested in moving interstate, please volunteer for the assistant treasurer position and we will see if we can help you.

Dennis Medlow
Treasurer AUGC

STRATEGIC PLANNING NIGHT NOTES

Below is the notes that I took down during the strategic planning night. We have yet to discuss how the club supports itself and what strategies the club will implement. This will happen in Part 2 of the strategic planning night on

1. SWOT Analysis:

Strengths: Cheap flying; own a fleet of aircraft; sizeable group of potential members; ridge flying in winter; dedicated core of experienced members with airworthiness, sport and instructing skills; regular social events; have own facilities (clubhouse, airfield etc); own airworthiness ability; separate sources of funding; training orientated.

Weaknesses: Distance from city; small number of dedicated members; long day at airfield; training orientated (not good for experienced members); not ideal thermal site; poor daily prioritization; heavy reliance on twins; high turn over—poor retention; blind spots to club faults; poor pilot progression after solo.

Opportunities: Huge market potential; able to visit other sites; alternative sources of funding; opportunity to improve image and better marketing; asset upgrades; other markets available.

Threats: Airfield lease; lose experienced members due to interstate jobs, spouses etc (non-club causes); changing social dynamics and expectations of society; uncertainty in grant money from AU; complacency in membership; overworking core people; a/c damage or winch dying.

2. Shared Values and Goals: Provide flying opportunities to AU students, graduates and the wider community at an affordable cost.

3. Style: A group of like minded people on a budget.
Priority on trainees and pilot advancement.
To provide a fun, organised day for everyone with a relaxed atmosphere.

4. Structure: No change to previous plan.
Proceed with new pie-cart.

5. Systems: Better daily management on field through better planning of day at morning briefing,
Better training of duty pilots.
Continue with contact person ensuring no overload on limited assets.
Construct towing gear for all aircraft.
Better arrangement of aircraft in new hangar.

6. Staff: Better focused recruiting on people who want to learn to fly, people who are likely to be interested in learning to fly.
Improved training opportunities through better management.
Improved pilot advancement through use of Part 2 of the training book.
Improved pilot advancement by providing better cross country opportunities.

7. Skills: Formalise airworthiness training. Run airworthiness courses every couple of years.
Overcome culture of Level 3's in SA to allow faster instructor training.
Improve executive committee skills by mentoring. Improve attendance at AGM
Improve operations management by improved duty pilot training and create a duty pilot checklist.

SAGA YOUTH SCHOLARSHIP

The South Australian Gliding Association (SAGA) is offering a youth scholarship in order to assist juniors (under 18 years old) to learn to fly.

Under this scholarship scheme, all membership fees payable to clubs and associations, including the Gliding Federation of Australia, will be paid for a 12 month period. Successful candidates will need to pay for flying and launch fees as they learn.

To apply: In 200 words or less tell us “Why YOU would like to learn to fly” and send with your details - name, address, phone number, proof of age and guardian’s signature to Cathy Conway or to the Adelaide University Gliding Club.

BEWARE THE LONG GRASS

Whilst the strips will be slashed soon the rest of the paddock will still have a lot of long grass/weeds in it until it dies back in the summer months. So until then the following applies:

Landing aircraft off the strip (or very close to the edge of the strip - remember the Bocian!) will still run the increased risk of a ground loop should a wing tip drop low enough to get caught in the long grass. All landings therefore should be made with extreme care.

Long, wet grass is very slippery when you are driving on it! Please take care, especially when driving near people, aircraft and other vehicles.

Driving vehicles through the long grass is not recommended for several reasons:

- It fills the radiator with grass seeds and can cause the car to overheat.
- It can fill the cars brake disks with grass seeds and broken bits of grass. This can catch fire if the brakes get hot enough!
- Grass etc can build up between the car exhaust and the body work. This too will eventually catch fire when it dries out and gets hot enough. We have had at least one engine bay fire in a car due to this (ask Greg!) and a couple of near misses (I have been driving back to Adelaide at night and watched burning bits of weed blow out from under the car in the rear vision mirror).

It is recommended that the aircraft get towed out to the launch point via the runways, the aircraft land on the runways whenever practical and that the cars be kept out of the long grass/weeds (unless you have a 4WD that is a long way off the ground).

CONTACT LIST

President:	Cathy Conway	8443 7535	conway@agile.com.au
Treasurer:	Dennis Medlow	8337 3265	dmedlow@adelaide.on.net
Secretary:	Derek Spencer	8322 6626	derek.spencer.geac.com.au
Social Convener:	David Hichens	8342 2956	dhichens@baea.com.au
Fifth Member:	Scott Lewis	8377 0893	lewistraining@ozemail.com.au
Chief Flying Instructor:	David Conway	8443 7535	dconway@adelaide.on.net
Airworthiness Officer:	Redmond Quinn	8344 5331	redmond.quinn@santos.com.au
Contact Person:	Scott Battersby	0412 870 963	scoota@senet.com.au
Newsletter Editor:	Anthony Smith	8269 2687	anthony.smith@adelaide.on.net

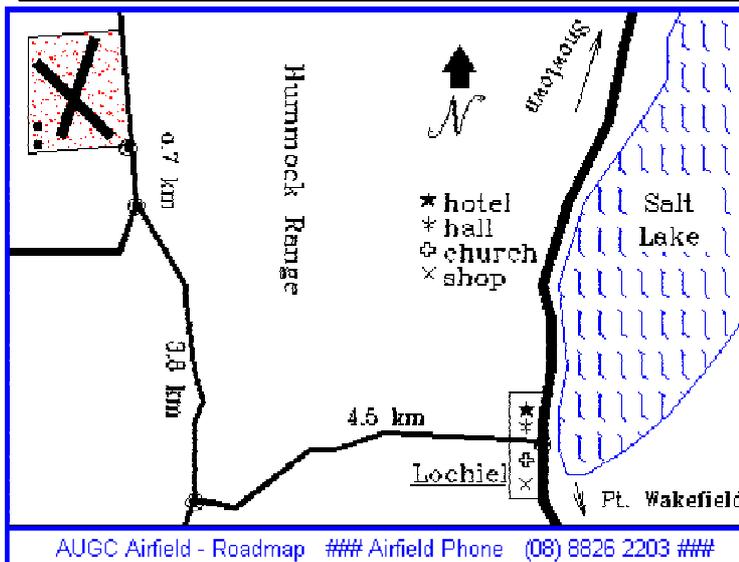
STAY IN TOUCH

The club has an e-mail 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, send a blank e-mail to augc-people-request@lists.internode.on.net and it will send an automatic reply with instructions on how to join the group list. You can still send an e-mail to the list even if you have not subscribed to it.

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.aus-soaring.on.net/>

If your e-mail address is on the membership database, Dennis the club's highly esteemed Treasurer can send you your account updates over the internet, as well as receipts for payments. Send an e-mail to: dennis.medlow@saabsystems.com.au

SO YOU WANT TO FLY THIS WEEKEND?



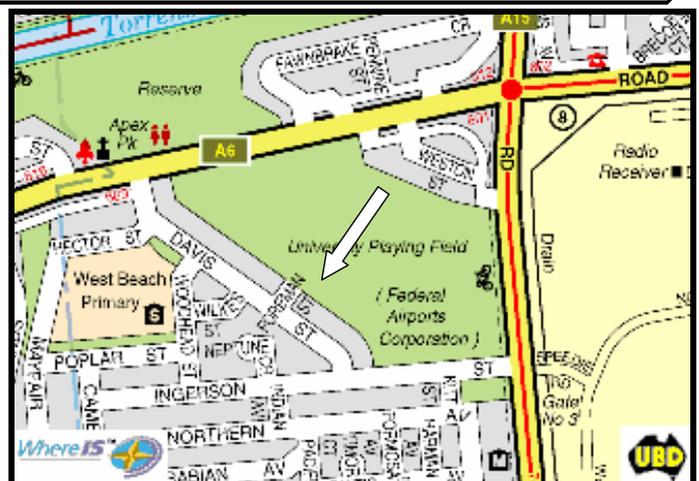
You want to go flying on the weekend? You must ring the club contact person, Scott, on the Thursday before, between 8.00pm and 10:00 pm, on 0412 870 963, (or by e-mail before) so that he can organise instructors and transport for those intending to fly.

You can either drive up yourself by following the map at left, or Scott can arrange a lift to Lochiel either from the Adelaide University footbridge (meet at 7.15am to leave at 7:30 am), or from the Caltex Service station on Port Wakefield road, Bolivar (meet at 7.45am to leave at 8:00 am)

SO YOU WANT TO 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, Tuesday and Wednesday 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 available from the Adelaide University footbridge at 7.30pm by arrangement. Ring Anthony on (wk) 8393 3319, (hm) 8269 2687 or E-mail: Anthony.smith@adelaide.on.net.



WHAT IS GOING TO HAPPEN SOON

Bergfalke 30 Yearly Inspection: Come on down to [West Beach Shed](#) from 7:45 pm onwards and help get the Bergy back into the air.

Wed 3 October, General Meeting: Official Observers Course. Make yourself popular over summer by being able to certify badge claims. 7:30 pm in the Union Cinema, Level 5 Union Building. 6:30 pm at Buon Giornios, Rundle St if you want dinner.

Thurs 4 October, Bowling Night: Marion Bowland (in the shopping center) at 7:00pm.

Wed 17 October, Executive Meeting: Come along and have a say in the running of the club. 7:30 pm at the Conway's place, 1 Cuming St Mile End.

Wed 24 October, Strategic Planning Night Part2: Come along and help finish putting the future direction of the club together: 6:30 pm for beer and pizza and 7:30 pm onwards for discussion at Anthony and Justine's place: 4/29 Fuller St, Walkerville.

Wed 31 October. 25th Anniversary of AUGC and Annual Dinner and Award Night. The annual dinner and award night has been merged with the 25th anniversary dinner for past and present members. Call Cathy Conway for venue and details.

Wed 14 November, General Meeting: Maurie Bradney on advanced cross country flying. How to go further and faster safely. 7:30 pm in the Canon Poole Room, Union Building. 6:30 pm in Buon Giornios, Rundle St if you want dinner.

1-7 December, State Comps: Waikerie. All classes: Fixed, POST and AAP taskings. Contact Cathy Conway for more details.

9-16 December, Performance Week: Waikerie. Improve your cross country flying. Must have cross country rating, Silver C preferred.

December, AUGC Christmas Party: Coming soon to a venue yet to be arranged! Stay tuned for further details.

26 Dec –1 Jan 02, Flying Camp at Lochiel: Make the most of this summer with a flying frenzy at Lochiel. Go cross-country and get a few badges or just do some casual local soaring.

30 Dec - 11 Jan 02, Club Class National Comps: Temora. Handicapped POST tasking. Should have Gold Distance to enter. Contact Cathy Conway for more details.

Uni Gliding

If undelivered please return to:
AUGC Inc.
c/o Sports Association
Adelaide University, SA 5005