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# Uni Gliding

June 2005

The Official Journal of the Adelaide University Gliding Club



Derek Eilers in the Boomerang (GQZ) eyes off the Bergfalke (GZQ).

Photo: Justine Thompson

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### QUOTE OF THE MONTH

*"When it comes, keep your hand clamped on it and go for the hole!"*

Redmond describing the required technique to refuel the Motorfalke using the dodgy fuel pump.

## Editorial

G'day people,

Flying achievements during the past two months have been limited due to the onset of dreary winter weather and a few spectacular dust storms. The first two weekends of April were spent mainly in the clubhouse as dust was blown about outside at a speed greater than 25kts. One evening a storm hit that instantaneously doubled this wind speed, causing a hasty communal reassessment of the benefits of parking under the tortured trees in front of the clubhouse.

Personally, my last flight at Stonefield was a hangar run in GZM just after 1pm (!) well over a month ago. Please excuse my ignorance of day-to-day operations as a result. However, I have been reliably informed of a number of recent achievements. Congratulations to Angus MacGillivray for recording AUGC's first wave flight at Stonefield over the ANZAC day long weekend (find his brief article on his experience on page 8). Angus also converted to the Pik last weekend and Igor Blazujevic, after seeking a Motorfalke conversion and a passenger rating for many weekends prior, finally achieved his goals. Adam Stott and Greg Newbold have commenced training for and revalidation of their instructor ratings respectively and Sarah Allen has added a touring motorglider rating to her expansive credentials. Darran Anderson also converted to a solo pilot! Congratulations.

A welcome addition to the airworthy fleet is GMI (the Club Libelle) that was towed up this weekend (28/05/05) to replace GTX that was laid up for a pre-Flinders Form 2 a few weeks ago. Now with MI back at the airfield there are a few keen Arrow pilots who have some sexy fibreglass in their sights. We just need to find a way to escape the demands of uni!

West Beach has been a hive of activity recently as MI's 4000 hourly has come to a conclusion. Currently the Arrow and the Puchatek (well, the fuselages anyway) are receiving some treatment. It appears likely that the Puchatek will venture up to Stonefield ahead of the Arrow, which has a few nasty holes under its nose that were there *before* any bouncy landings it may have been subjected to a few months ago. Please spend as much time as you can afford at West Beach this month; I believe Derek Spencer has been setting an excellent example in this respect.



*Our resident lace monitors have been busy.  
Photo: Justine Thompson*



*Mark Newton and Darran Anderson experience a cable break one sunny day.  
Photo: Anthony Smith*

Many keen pilots will be pleased to note the acceptance of a bulk flying package by the AUGC executive committee. Our treasurer, Anthony Smith, elaborates on some of the details and discusses other important financial issues on page 5.

The Flinders Flying Camp is less than two weeks away! Many thanks to Justine Thompson for organising accommodation and collating information on who are taking which aircraft. For those of us lucky enough to be heading up north for this experience, there will be a meeting to attend at 7:30, 1 June in the Canon Poole room to finalise all the arrangements.

May has seen the advent of a new online booking system to help the contact person generate a flying list with a little less effort. After two trial weekends, this system appears to have been a success (despite enabling people to accuse others of being some sort of root vegetable). The development and bug-fixing of this system are credited to Guy Harley.

Yours truly,

**Anne**



*An interesting perspective of the Pik online.  
Photo: Redmond Quinn*

# June 2005



The bonfire held on the last weekend of May. "Nicole is a lady of hidden talents"!

Photos: Redmond Quinn and Derek Spencer

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
		1 Flinders Flying Camp meeting 7:30pm, Canon Poole Room	2	3	4 Go Gliding!  Walk winch cables	5 Go Gliding!
6  Help at West Beach	7  Help at West Beach	8 Executive Committee Meeting 7:00pm, A and J's place	9	10  Flinders Camp If work can be shirked	11 Go Gliding!  Flinders Camp	12 Go Gliding!  Flinders Camp
13  Flinders Camp  Help at West Beach	14  Flinders Camp  Help at West Beach	15  Flind... back to work?	16	17	18 Go Gliding!	19 Go Gliding!
20  Help at West Beach	21  Help at West Beach	22	23	24	25 Go Gliding!	26 Go Gliding!
27  Help at West Beach	28 West Beach Social BBQ  Help at West Beach	29 SAGA Winter Lecture: Optimizing your Inter-thermal Cruise and Water Ballast	30			

## President's Report

Derek Eilers

The year has progressed at a rapid rate and we are now looking at spending our first winter away from Lochiel (or are we in winter?). There have been some fantastic days at Stonefield with thermals and the most exciting thing yet, wave. Congratulations to Angus who recently became the first member of AUGC to contact wave last month. He spent an hour high above as we all tried in vain to join him. Others have also recently experienced wave; Derek S and Mark N tested it in the Motorfalke and Nicole and Derek S also contacted it in the Bergfalke.

Flying in general has been somewhat stifled over the last couple of months due to a bout of incompatible weather and the temporary reduction of our airworthy fleet. Conditions at Stonefield are very different than they were at Lochiel and are in fact quite soar-able during the winter months so I'm assured. So when you feel the need, get out there and have a ZOOM ! :-)!

At the time of writing we still have four of our seven aircraft laid up for maintenance work including our three most popular singles. This of course implies that there is a lot of work that needs to be done down at West Beach.

With that in mind I'd like to thank Adam who has spent many hours working on MI's 4000 hourly inspection. MI will be flying very shortly and will soon deliver many hours of pleasure to those that fly her and it will be great to see the new generation of pilots experiencing their first taste of glass in her (*I'm licking my lips -Ed*).

The next aircraft that will be coming into service shortly will be the mighty Puchatek, KRO. Thanks to Redmond and Greg who volunteered for the huge trip to retrieve her. The addition of this great training aircraft to the fleet will free up the Bergfalke for cross-country training and mutuals.

The Arrow is getting some TLC and TX will be having its form 2 done over the next few weeks so that it is ready for the Flinders trip. Come down Monday or



Darran with Mark N unaware of the cable break (or was it simulated?) that is about to befall him (see page 2).  
Photo: Anthony Smith



The president enjoying himself in the Boomerang (GQZ).  
Photo: Justine Thompson

Tuesday nights and lend a hand. Maintaining seven aircraft is a continuous process and whatever help you can give will ensure that it is done. The members that we all should thank that have been there on a regular basis lately include Redmond, Mark N, Alan, Sarah, Colin, Adam, Anne, Nicole and of course Derek S. My apologies if I missed you as I too have been absent for the past few weeks Uni mumble, grumble etc.

In other news, congratulations to Darran Anderson who recently went solo in ZM. I hope to see you in the Arrow and then plastic in the near future. Also congrats to Angus who has finally converted to the Pik.

The Flinders trip will be happening very soon and it is recommended that all those that are going to be participating attend the next general meeting where the details and final arrangements will be made. Other than that I hope that everyone has a fantastic and fun long weekend with much ridge soaring and wave....Lucky buggers :-)

Sarah has been busy organising the BBQs and social nights and there will soon be an announcement about the annual dinner. So start thinking about who you want to nominate for the various awards; we have some excellent candidates and the Flinders hasn't even happened yet!

Also a special hello and get well to John Dunstall who was recently in hospital and is currently still recovering. Our thoughts and well wishes are with you and we look forward to seeing you soon.

So in conclusion: Get out there, fly heaps, be safe and above all, have a ball!

Cheers and see you all soon,

**Derek Eilers :-)**  
President

## Treasurer's Report

Anthony Smith

It has been a few weeks since I have actually taken over as being club Treasurer. It has been pretty busy setting everything up and sorting out some loose ends from earlier in the year during the hand-over phase.

The club runs on a shoe-string budget in order to keep the flying costs down. However, it means that the club typically has very little in the bank account. Like all Treasurers who have gone before, I will be regularly chasing people who have large amounts outstanding on their accounts, but it is something that I do not like doing. The reason I need to chase is twofold. The club is fortunate to have a few individuals who pay for a lot of bills throughout the year. Their club accounts become extremely positive and the money gets paid back to them periodically. It is pretty unfair that these people, who do so much for the club, end up out of pocket often for considerable periods of time. The other reason is that the club needs to pay some hefty bills from time to time, insurance being the largest. The club needs to be able to cover these payments when they occur.

In the last month, people have generally been 'good' and have paid substantial amounts off their accounts. The total amount received has been around \$3,500. However, in the last week or so I have written cheques totalling around \$6,500. I will be emailing out account balances at the beginning of each month and I ask that people who have negative account balances to please pay promptly. I do realise that previously there haven't been regular account balances emailed to people. This was because of a glitch introduced by the new security update brought out by Microsoft. With a bit of luck, this has now been resolved.

Some good news is that we are going to receive a \$3,000 grant from the SA State Government for the winch truck upgrade that occurred last December/January. This was largely through the efforts of Colin Starr. Thank you Colin and well done.

In other news, the club is introducing a new bulk flying deal. The deal is a paid-in-advance package aimed at reducing costs for those who wish to fly a large number of hours in the Club aircraft in a given year. The package is available to all AUGC members and costs \$1,300 for non-students and \$1,000 for students.

The bulk flying package lets you fly unlimited hours in Club aircraft with no aircraft hire cost, for a duration of 12 months from the date you start the package. This includes flights away from the home airfield, for example during competitions and camps.

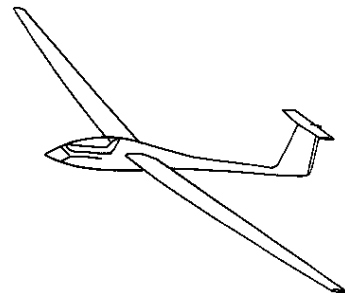
The package covers dual flying, including passenger-friendly flights and instructional or check flights, but excludes AEF flights and flights where the package-holding pilot is exercising privileges as an instructor. For mutual flights, the package will only ever cover package-holding pilots 50% of a mutual flight's airframe time. Package-holding pilots will still be able to write "Charge <insert name>" on the flight sheet, and that'll result in 50% of the flight being covered by the package and the other 50% ending up on the package-holding pilot's account.

The package does not cover winch launch fees, Motorfalke engine costs, club membership, GFA fees or the airfield levy. These will all be charged at the club's normal rates.

If you are interested in purchasing the new bulk flying deal please contact me on [treasurer@augc.on.net](mailto:treasurer@augc.on.net)

Hope to see you flying sometime,

**Anthony**



## Who's Feet are These?

Justine Thompson (inset) snapped this photo recently. Can you guess who is shown here trying to morph into a glider? Considering there are sufficient clues for an active member of the club to figure this out, I'll leave you in suspense just until the end of this newsletter.



## CFI Report

Mark Newton

### Flinders Camp

AUGC's annual Queen's Birthday Long Weekend wave camp in the Flinders Ranges is starting on June 10th this year.

The camp was initiated many years ago as an "instructors holiday", but has opened up substantially since then to include all kinds of other people. Nevertheless, there will be no training held at the camp whatsoever.

Participants will need an aerotow launch endorsement, should be current cross-country pilots, ought to be able to arrange availability and transport for their own glider, and will be required to attend a briefing session on Wednesday, 1 June at Adelaide University (see the "Upcoming Events" section on the back page of the newsletter). (*Well, at least I can do that last thing -Ed*)

We should have nearly a dozen gliders and more than 20 pilots at the camp this year. Hopefully the weather-gods will smile on us and hold back the rain until the camp finishes too!

### Daily organization

I recently watched one of our pilots attempting a 60 minute flight for their C certificate and landing after 54 minutes. The pilot was happy with his achievement (the conditions during those 54 minutes were pretty difficult, and he did well to stay up for that long), but afterwards he said that he'd have been happier if the thermals had kept running for another six minutes.

Upon hearing that, one thing which was immediately apparent to me was the fact that while we can't control when the thermals start and stop, we can control how much time-wasting happens at the launchpoint during the day. If the launchpoint had been sufficiently well organized to have been able to mess-around for just 30 seconds less per launch on the day of this 54 minute flight, our intrepid pilot *would have launched six minutes earlier*, and would probably have completed his C certificate on that day.

Humans tend to be bad at spotting cause/effect relationships between events which are separated by large time periods. So very few people would draw any correlation at all between poor organization before lunch and our intrepid pilot's failure to earn his C certificate towards the end of the day.

If we can increase our typical launch rate by just one launch per hour, then each of our trainees will routinely get an additional launch before last light, cross-country pilots will get launches closer to the optimal time of the day and we'd be able to share a single-seater among more people during the convective period on a local soaring day.



*Lenticular clouds sighted near Murray Bridge on the day that Stonefield was blessed with some weak wave.*  
Photo: Mark Newton

I'd like everyone to apply a bit of thought to their own performance at the launchpoint and pay particular attention to safe efficiency. Pilots should complete their checks by the time the winch makes its "ready" call, launch crew should have the cable ready for the glider as soon as the pilot closes the canopy and pilots who want to fly a glider should be *ready* to fly it instead of running away to get their lunch or have a loo break while everyone else is waiting for them to strap in.

Pre-solo trainees understand this instinctively and share their instructors' frustration with slow days of restricted training. It seems that other pilots tend to forget all about this once they're off daily checks.

## Launchpoint alertness

I'd like to give a pat on the back to the observational skills of our launch crews recently.

The crew who noticed the cable-end getting caught-up in TX's wheel prior to Igor's launch in March probably prevented a serious accident. (*Syd deserves a lot of the credit for this -Ed*)

And those who heard and subsequently saw the helicopter approaching the active runway at 900' on the Adelaide Cup public holiday also averted the potential for an accident by aborting the launch which was about to proceed.

We all know that lookout skills are important in the air, but I think these events show that it's also important on the ground. Observing the events around you and thinking about the direction they're taking is the surest way to influence your actions in the interests of operational safety.

## Lookout

Speaking of lookout: The recent fatal mid-air collision at Benalla should inspire us all to think about our lookout skills.

The "Documents" section of AUGC's website has copies of the GFA training material "Notes on developing an effective lookout." I'd like all of our pilots to re-read those notes and apply some introspective analysis to their own lookout.

Have you noticed any deficiencies in your lookout skills? Have you been flying for a while and thought, "Gee, I haven't looked out for a while"? Have you ever noticed a glider which is close to you and wondered why you didn't notice it when it was further away? Don't be afraid to find an instructor to get some help, and don't tolerate poor performance in your own lookout.

Lookout is a skill which can be developed, and which requires positive attention. If you have a quick read of the GFA lookout notes and conclude that your lookout could use some improvement in certain areas, then please, for god's sake, take the initiative to improve it. Your life, and the lives of the pilots you share the sky with, could depend on it.

**Mark Newton**

## Joey Glide '05

**Sarah Allen**

For those who aren't aware, the Australian Junior National Gliding Championships are on again this year at Leeton in Victoria from 4-10 December inclusive.

Anyone 25 years and under is eligible to compete in either the single seat competition (that requires a silver C badge) or the twin seater competition where you'll be flying high performance twin seaters such as Duo Discuses and DG 1000s with an experienced coach. Even if you're over 25, or don't feel quite up to competing and flying cross-country yet, the whole week is loads of fun – there are heaps of talks by experienced coaches, trivia nights and general misbehaviour to keep you occupied. The costs involved in entering are kept as low as possible with the amazingly generous help of organizers and clubs. This year we also have the use of a winch that will help enormously to keep costs down.



A cheery picture of (from L to R) Jade Palmer, Sarah Allen and me at last year's competition.

Photo: [www.joeyglide.com/contest\\_gallery/](http://www.joeyglide.com/contest_gallery/)... David Conway?

So we'd like to see as many people as possible down at Leeton this year; it's going to be heaps of fun and an experience you'll never forget, I promise!!!

If you want any more information or have any questions you can contact me on 0421 548 431 or email [gliderchick@gmail.com](mailto:gliderchick@gmail.com), or visit the website: <http://www.joeyglide.com/JG2005>

**Sarah Allen**

## Wave

Angus MacGillivray

In my long and very inauspicious time with the club there are very few achievements of note upon which I can rest my grotty, sweat stained Araphat. I recall being the subject of one of Anthony Smith's highly detailed cartoons in this esteemed publication that was drawn in response to my very pole bending, cable break inducing method of launching. Having a picture posted out on the club's email list of myself sailing through the air while riding (OK, clutching for grim death) a BMX, moments before splash landing in Conway's swamp, was another. It wouldn't have been so bad if I had had a skerrick of clothing on. A liberating experience to be sure. There are a few flights I remember very fondly, particularly those when I was able to find lift and get away on what were ostensibly circuit days.

Just recently there was another occasion that I can quietly claim was a first for the club; I found wave flying out of Stonefield. It was my first flight in a Standard Libelle for five years, seven months and twenty days and it was a howling westerly. After launch I scratched around for a bit, as you do, reacquainting myself with what a nice aircraft it is to fly. Having caught a weak thermal, I drifted back to Bower Rd. After it topped out at about 2100 ft, I headed west at 80 – 90 knots hoping to catch another. Seeing the vario needle starting to swing up and the beeper (what is the technical term?) starting to make encouraging noises, I started to slowly pull up. +2 knots: Mmm promising. +3: Yep, I'll take that. +4: Hey, I'm not half bad! It then dawned on me what I was in.



Is this the photo you were referring to, Angus?  
Photo: Scott Battersby

Feeling no indication of which way to turn from either wing and the completely smooth nature of the lift meant it could only be wave! Slowly turning my eyes to the cloud above, I saw a long parallel line directly above me. The lift increased to a steady 5 to 6 knots that took me back up to over 2600 ft. At about this level it dissolved very quickly so I turned around and headed back to see if I could catch it again. This I managed, but it was a bit weaker the second time around. Although the height gain was nothing brilliant, the lift in my brain endorphins was. Having had a little bit of experience with it, and after talking with other pilots since the flight, I will know how to attack it better next time. The flight lasted a bit over an hour and what would have been an OK flight turned into a really enjoyable one.

Since this flight, there have been other pilots that have managed to find wave and use it for extended flights. Wave and rotor are an effect that our newly soloed pilots will need to learn to utilize if they are going to get the best out of winter

flying. What to look out for and knowing what to do when you find it will no doubt begin to be part of training. Maybe an article or two or a presentation on the topic might be a good idea.

Just a quick test flight report to end the article: Just recently I converted to the Pik (finally!). Yeah, it's not too bad I suppose. It was all of six minutes of flaps up, flaps down, flaps up.....

That will do for now,

**Angus MacGigglery** (A direct quote from Angus. Must have been intentional :) -Ed)

## Tips and Tricks in the Workshop

Derek Spencer

As Workshop Manager, I have decided to start including articles (as of next month's newsletter) on the 'how to' for things in and around the workshop. All articles published in the newsletter will also be included in a folder at West Beach for reference. If there are any particular topics that you would like to see included, then please let me know and I'll see what I can do.

Cheers,

**Derek Spencer**  
Workshop Manager



## 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:

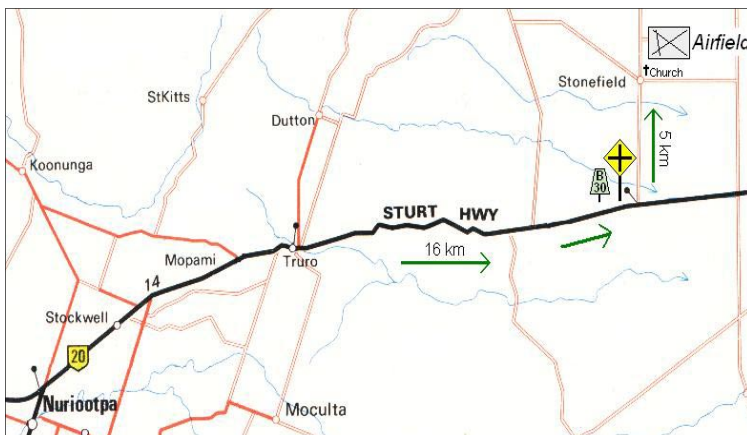
<http://lists.internode.on.net/mailman/listinfo/augc-announce>

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)

## Want to fly this weekend?



Want to go flying on the weekend? You must ring the club contact person, Tom, on the Thursday before between 8.00pm and 10:00 pm on 0412 870 963, (or by 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:

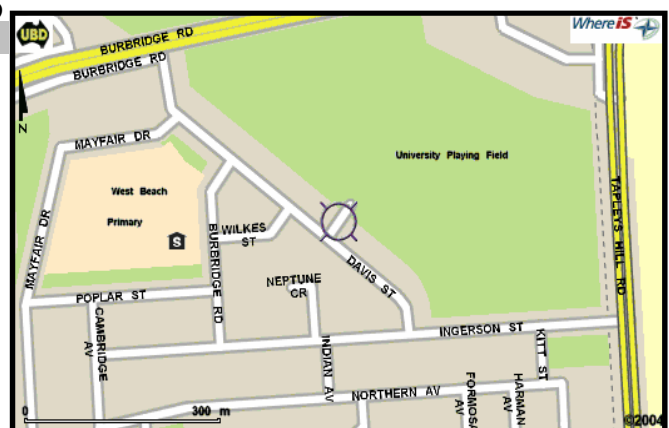
<http://www.harley.net.au/AUGC>.

You can either drive up yourself by following the map at left, or Tom can arrange a lift to Stonefield either from the Adelaide University footbridge (meet at 7.15am to leave at 7:30 am), 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).

## 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 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](mailto:augc-people@lists.internode.on.net).



## Contact List

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Contact Person:	Tom Wilksch	0412 870 963	contact@augc.on.net
Newsletter Editor:	Anne Philcox	0409 202 250	editor@augc.on.net

## Upcoming Events

### **Wed 1 June: Flinders Flying Camp meeting**

7.30 pm in the Canon Poole Room, University of Adelaide.

All who will be traveling up for the Flinders Flying Camp over the Queen's Birthday long weekend (11-13 June) are required to attend.

### **Wed 8 June: Executive Committee Meeting**

7.00 pm at Anthony and Justine's place, 4/29 Fuller St, Walkerville.

All are welcome to come along and have a say in how the club is run. Effective air-conditioning guaranteed.

### **11 - 13 June: Flinders Ranges Flying Camp**

Flying above the magnificent Central Flinders Ranges with all your favourite club members for company. Who could ask for more! Please make your way up on Friday if you can escape the horrors of work.

### **Tues 28 June: West Beach social BBQ**

6.00 pm, West Beach maintenance shed.

Come down to West Beach for snags, socialising and sailplane maintenance. Snags, bread and sauce are available at \$1/snag (or 5 for \$3). Bring other food/drink yourself. Soft drinks and beer are available from the fridge at the usual prices.

### **Wed 29 June: SAGA Winter Lecture**

7.30 pm, Room 123b Engineering North (Chem Eng seminar room).

Optimizing your Inter-thermal Cruise and Water Ballast. Delivered by Frank Johann and Terry Cubley. Contact Andrew Wright for further details on 0427 976 779 or 83034648.

### **Wed 27 July: SAGA Winter Lecture**

7.30 pm, Room 123b Engineering North (Chem Eng seminar room).

Electronic Flight Analysis ("See You" and "OLC"). Delivered by Philip Ritchie. Contact Andrew Wright for further details on 0427 976 779 or 83034648.

*Yes, you were right! Or wrong. Anyhow, it's Derek Spencer.*

