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Uni Gliding

Christmas 2005

The Official Journal of the Adelaide University Gliding Club



*Derek S, a GCV member and Cath enjoying themselves at Khancoban. What a beautiful panorama!
Photos: Justine Thompson*

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QUOTE OF THE MONTH

"You open and close your legs often enough that you can fly"

Tom tells Sarah of the power channelled by the tattoos on her ankles.

Editorial

Merry Christmas guys!

Summer has snuck up on us under the guise of some crazy weather. However, as we are now experiencing the (relatively) consistent warmth of this time of year, there are many achievements within our club to report. Probably not the best time to delay the publication of the newsletter for a few months, but what can you do when you're at the mercy of a pressing uni workload. I'm sure everyone who is/was studying is thankful that they can now escape to the airfield a little more frequently.

Now, on to those achievements I was talking about. Several of our budding young pilots have reached the next extremely satisfying level of their development. Kerry, Brenton, Darran, Arien, James and, finally, I have climbed away to experience what gliding is all about as solo pilots. What an awesome feeling! This means that very soon there will be a lot of level B and C pilots in the club, provided we can all convince Mark N we know what VMC stands for.

Arien is yet to convert to the Club Libelle, GMI, but the other five of us have been given the opportunity to taste some sweet, sweet fibreglass. Don't let the sticker on MI fool you. It really is me in the top right photo and at least the beginnings of a nice landing.

A number of us followed through with Derek E's idea of advertising AUGC on the Barr Smith Lawns at uni in November. We managed to attract a few potential trainees in only a couple of hours by laying out some enticing things on the grass (e.g. a Standard Libelle).

Our gliding hero, Mark N, collected the Come and Get it trophy for AUGC and then gallantly returned it to WGC on the same day. Excellent effort. Mark also converted to the Conways' Ventus while at Khancoban, and a number of other instructors joined in the fun aerially as well as on the ground by 4WDing and dining on fine foods.



Tom helping to advertise AUGC on the Barr Smith Lawns. Don't forget to remove before flight. Photo: Peter Cassidy



Me inspecting MI's instrument panel during my CHAOTIC check. Inset: Landing after 8mins. Photo: Derek Spencer

The coaching weekend at Stonefield was a resounding success. The President's Report (page 4) details some of the achievements from the Saturday. While Darran ingeniously converted to aerotow on the Saturday, I waited until Sunday only to watch the tug head off to WKI with the Discus in tow after only one launch. Fortunately, with lots of encouragement from Cath, I completed my conversion at WKI with a bonus conversion to WGC's Twin Astir.

TOST weak links have now become a part of our operation at Stonefield. These have been incorporated into the cable-trace systems with sister clips, which really help the launch crew select the correct link quickly. Now all we need to do is actually get into the habit of checking that the correct weak link is going to take the load before every launch.

A lot of fun and profit was had during the visit from a scout group (thanks Dennis) and our inaugural 'Try 'n' Fly' day. An amazing 41 launches were racked up on the 'Try 'n' Fly' day and all our visitors went home with at least 20mins worth of flying.

Gawler also hosted a coaching weekend in November, but unfortunately the weather didn't put on a very good show. Tim squeezed in a little cross-country practice in MI.

This, along with much more practice in MI, placed Tim in good stead for the Junior Nationals held at Leeton, NSW. Tim made it around the set task on a day when a number of other pilots outlanded, and ended up a respectable 16th. Sarah also did very well with a final placing of 7th and Tom brought up the rear :).

Thirty-five airfield survey responses have been received and the Executive Committee is in the process of analysing the results.

See you at the Christmas party,

Anne

January 2006



Images from the Junior Nationals held at Leeton.

Photos: David Conway and Tom Wilksch

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
30 Help at West Beach	31 Help at West Beach				New Year's at Waikerie!	1 Go Gliding!
2 Multiclass Comp Help at West Beach	3 → Help at West Beach	4	5	6	7 Go Gliding! Vintage Regatta	8 Go Gliding! →
9 Help at West Beach	10 Help at West Beach	11	12	13 Multiclass Comp ends	14 Go Gliding!	15 Go Gliding! Vintage Regatta ends
16 Club Class Help at West Beach	17 → Help at West Beach	18 Executive Committee Meeting, 7pm, venue TBA	19	20	21 Go Gliding!	22 Go Gliding!
23 Help at West Beach	24 West Beach Social BBQ Help at West Beach	25	26 Australia Day	27 Club Class ends	28 Go Gliding!	29 Go Gliding!

President's Report

Derek Eilers

Hi all,

A lot has happened over the last few months, so much in fact that it's going to be impossible for me to include it all here. Significant events include a good response to the 'Airfield Survey' from the membership, which was very pleasing to see. I'd like to thank all of our members who took advantage of the chance to put their own preferences forward to the executive as these responses will help highlight what is actually important and what is not. A thorough analysis will be posted to the membership once it is finalised so that you too can see what the issues are and what you as a collective consider most important. Whilst I'm thinking about airfield issues, thank you again to Anthony and others who have made an effort on and around the airfield by tidying up, mowing the strips and sorting things out. As I've mentioned several times, we should make an effort to maintain and improve things wherever we can and not simply leave everything up to the other 'local' club. Showing respect for where you are and keeping a tidy airfield is good for everyone in general and makes going there more comfortable and hopefully satisfying :).

Over the last couple of months we have been in a bit of a slump with numbers being down and hours flown reduced when compared to historic trends; however this has traditionally been a 'slow period' due to exams and so forth and is no reflection on the actual soaring conditions that were available for our pilots to take advantage of. Generally every day had periods that were conducive to soaring flights and we didn't lose any days to weather over this period. We have managed to actually get some really good days in and we have had great success with a couple of days designed specifically for the promotion of AEFs.

Dennis organised his local scout group to join us for a day and all the scouts had a great time experiencing flight. We took 14 of them into the air with us and for



Nicole and I watch the first launch of the 'Try 'n' Fly' day.
Photo: Alban O'Brien



Damn, it's cold outside! Leeton didn't provide lift to 12000' every day.
Photo: David Conway

many it was their first experience of aviation. No doubt their memories of Stonefield will stay with them for a long time to come. The very next weekend we swung the brain child of Mark Newton into operation, which was the new 'Try 'n' Fly' day. This didn't imply that no other flying was available, just that instead of the student operations being the priority like every other day, AEFs were the focus. So thank you to all those who put the effort in and helped produce two really great days, especially the launch crews, instructors and winch drivers. With the success of the 'Try 'n' Fly' day, we will be looking to run similar days in the future, probably on a monthly basis.

I'd like to take this opportunity to welcome our new students who have jumped on board our club with all the enthusiasm of typical aviation addicts :). It's great to see several new faces around and I look forward to watching you all learn and achieve your goals. Speaking of goals, congratulations to those who have recently achieved new heights (Pardon the pun), such as Arien who recently went solo and has now racked up his first hour flight, along with James. Also, top work to Nigel who recently completed the last requirement for his 'Sliver C': his five hour flight. Well done to Igor B who took QZ and flew 240km to claim all three 'legs' of his Silver Badge, and lastly, congratulations to all those who have recently been given their winch ratings such as Ish, James and Arien.

Thanks to the inspiration of the new coaching weekends, several cross-country flights have been made out of Stonefield in the last couple of months. It's good to see people getting out there. Of note was the flight of the Bergy going to Burra with Derek S and Anne P on board and the Blanik that went to Robertstown. Nigel went to Robertstown and back in BVGC's Astir and Mark T also made it to Robertstown in MI. Also, Sarah and Tom have been zooming around well beyond final glide in the Discus (from WGC) and the Pik in training for competition, as has Tim in MI.

At the time of writing many of our members are at the Joeyglide Competition in Leeton. Members competing include Sarah, Tom W and Tim B and they are all doing well. I'm sure that everyone joins me and wishes them all the best.

The Waikerie Gliding Club's tug was available during the coaching weekend at Stonefield and this was eagerly utilised by Darran A for aerotow training. He gained his aerotow conversion on the second to last flight of the day! Also of interest with respect to achievements was Mark Tyler's success in getting into thermal wave above the airfield, much to Mark N's thrill and envy. So, all up, well done everyone!

West beach continues to need constant attention and it is good to see work getting done. Thanks to Derek S, the Pik has some new and badly needed towing gear and Tom and Sarah put in some hard yards to get the Pik's water ballast ready along with its form 2: Cheers! The pie cart continues to make ground due to Redmond's constant efforts and now ZM is in getting

her form 2 done. Also in need of attention is the Arrow, which will be a long term project in addition to the many other smaller projects such as the crating of FQW engine so that it can be rebuilt and reinstalled. So if you can give a hand, get in there and help!

Due to the recent VSU legislation becoming a reality, AUGC now faces a very tough and challenging few years ahead. This is not good news and will really test the club and its members. Many things will be occurring in the New Year such as deciding on our permanent home, setting up hangars and so forth. I ask you all to stay strong and support us as we adjust to the many challenges we face in the near future.

So for now, thank you to everyone who has helped out and Merry Christmas to all!

Cheers
Derek Eilers
AUGC President.

Online Booking Survey

The results of the online booking survey conclusively show that everyone who participated believes that this system should continue to operate. While there are minor grievances (outlined by participants in the window asking for comments), these can either be rectified through continued improvement of the system or are not important enough to address. A valuable addition to the site is the capacity to view both your account and logbook as it appears in the database. No more bothering the treasurer!

Should the Online Booking System continue in operation?								
	Yes	11						
	Total	11						
Question	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Total Votes	Avg Score	
1	Navigation (menus, etc) on the website is easy to follow	1	9	1		11	4.0	
2	I find it easy to understand how to use the website's features.	1	7	2	1	11	3.7	
3	The layout of the website is visually appealing.	2	3	5	1	11	3.5	
4	I found it easy to register to use the website.	5	5		1	11	4.3	
5	Changing my details is straightforward.	5	6			11	4.5	
6	Changing my password is straightforward.	3	3	5		11	3.8	
7	Logging on to the website is straightforward.	5	6			11	4.5	
8	Making a booking is straightforward.	1	9	1		11	4.0	
9	Editing or changing my booking is straightforward.	1	9	1		11	4.0	
10	Viewing my bookings is straightforward.	4	6	1		11	4.3	
11	Viewing bookings for a flying day is straightforward.	3	8			11	4.3	
12	The online flying roster is easy to understand.	3	5	1	2	11	3.8	
13	The online flying roster provides all the information that I need.	2	6		3	11	3.6	
14	Email notification of the flying list works well.	2	4	3	2	11	3.5	
15	The emailed flying list is helpful.	2	6	1	2	11	3.7	
16	The emailed flying list is easy to understand.	4	5		2	11	4.0	
17	The emailed flying list provides all the information that I	3	4	2	2	11	3.7	
18	Viewing messages for a particular flying day is easy.	1	8	1	1	11	3.8	
19	The old system (phoning the contact person) is better than the online booking system.		2	1	1	7	1.8	
Totals		48	111	25	18	7	11	4.0

Treasurer's Report

Anthony Smith

Well there's good news and bad news this month. The good news is that the club's finances have improved considerably with last month's increased flying rate. However, the usual treasurer's lament is that whilst it is good to do a lot of flying, you do need to pay for it too. The amount of member debt has crept up significantly. Remember that the financial year for the club ends at the end of December and that I need to write a report on the year's finances. Please pay up any outstanding accounts before Christmas. If you want to know the very latest on your account, please e-mail me at treasurer@augc.on.net.

The bad news is that VSU has become a reality. I was in the Sports Association office when the bill was introduced at the last second to the senate. It was a particularly unhappy moment for the Sports Association staff when they realised that all they had worked towards had turned to nought. There were tears, anger and disbelief. Whilst some pretty shifty politics occurred to make VSU happen, we now have to live with the consequences.

In previous years the club has done quite well from financial grant support from the Sports Association. Whilst this has been slowly declining in recent years, it was still a significant proportion of the clubs income; up to 25% in some years. Next year we are only likely to receive a trickle of grant money, perhaps a couple of thousand to put towards insurance and after that, nothing.

Any long term support will come directly from Adelaide University itself. It remains to be seen what support, if any, comes from them. I expect it will largely depend on how much value the Gliding Club is seen to add to the University, and in particular how attractive we are to overseas students.

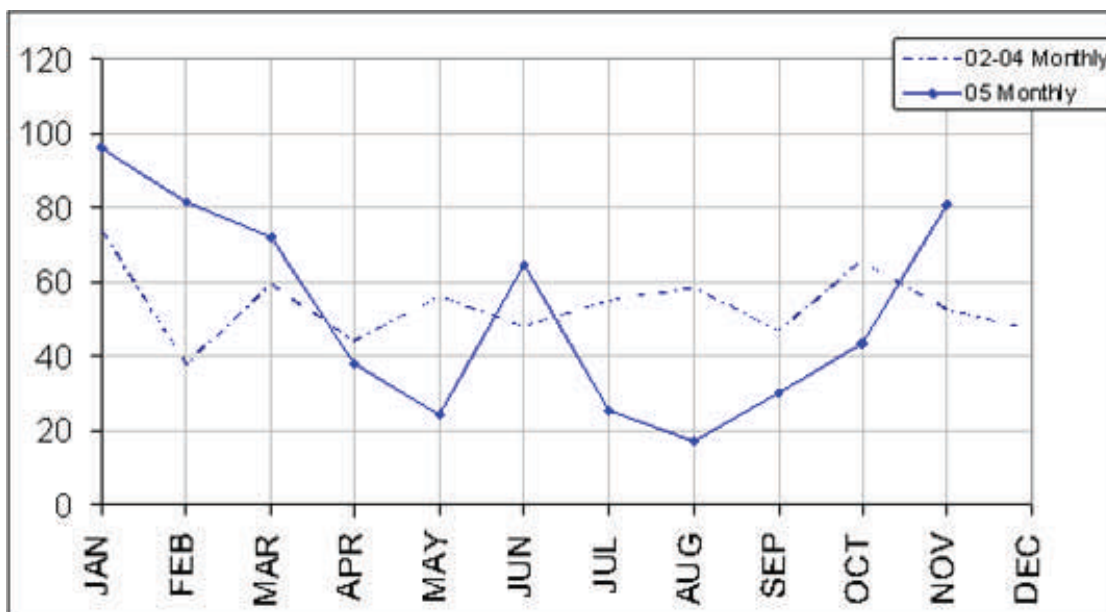
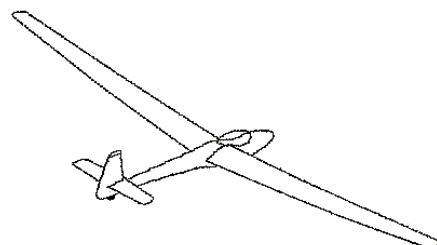
What VSU means for us is that we are pretty much on our own, for better or for worse. It will open up new opportunities and it will certainly present new challenges.

The first really big challenge is to completely rearrange the club's financial model so that we can exist with the expected \$9000 shortfall. It will mean increasing some revenue from members, most likely through increased membership fees and by reducing some spending on other costs. If anyone has any great ideas on how to re-jig the club's finances, I'd love to hear them.

The second really big challenge will occur when the Sports Association asks for its Investment Loan back. This was originally \$50k that was used to fund the purchase of the Puchatek and the Club Libelle. At present we still have \$37.5k outstanding. Whilst the Sports Association have informally told me that they will delay recalling the loan for as long as they can, I have no doubt that it will be recalled sooner rather than later as the Sports Association props itself up for as long as possible. So whilst people are thinking about how to re-jig the club's finances, they will need to factor in how to repay the Sports Association loan in a hurry if need be. All ideas will be considered. Let me know your thoughts at treasurer@augc.on.net.

Regards,

Anthony



NAS 2c Procedures at AUGC

Mark Newton

By now most of you will have heard about NAS 2c. If you haven't, there's a website at <http://www.dotars.gov.au/airspacereform/index.aspx>. Please familiarise yourself with it before reading any further.

The National Airspace System (NAS) has been introduced in phases. The most recent phase came into effect on 24 November 2005, and concerned operations and procedures around 'Non-Towered Aerodromes'. The changes bring Australian operations into line with operations in other countries, such as the United States.

The details of the changes have been sent to pilots by CASA. If you haven't received a Training and Education pack, you're invited to familiarise yourself with the spare copy we keep in the clubhouse. If you take it away to review, please make sure it's back in the clubhouse in time for the next day of operations.

So what's a non-towered aerodrome? It's any place where aircraft take off and land that is not covered by a control tower. For example, Waikerie, Gawler, Stonefield and Balaklava are non-towered aerodromes. So is the farmer's paddock that a cropduster operates out of. All of these fields, no matter how insignificant, regardless of traffic density, will now operate under the same procedures (except where otherwise specified in the ERSA).

Circuit Procedures

Circuit-joining and airfield overfly procedures have changed. There are now several ways to join a circuit, and pilots should choose the best method to suit their direction of arrival.

Pilots joining downwind should approach the downwind leg from the 'live' side of the circuit at 45 degrees and 'merge' with other circuit traffic, just like they would in merge lanes on freeways.

Alternatively, aircraft arriving from the 'dead' side of the circuit may perform a 'crosswind join' by overflying the runway on a track parallel with the base leg, crossing the runway midway between its upwind threshold and its centrepont. Crosswind joins aren't recommended at winch airfields because crossing the runway is usually a bad idea. Apply your judgement and airmanship skills before doing one of these. (*You should be able to pick out the winch crew busily replacing the weak link you just broke ;).* -Ed)

Finally, all radio-equipped aircraft are permitted to do straight-in approaches, provided they follow certain procedures laid out in the Training and Educational materials.



Personally, I would feel a little rude if I executed a crosswind join after seeing this on the ground. Photo: Alban O'Brien

If you're overflying an airfield and not intending to land at it, you should avoid flying through 'lanes of entry' if you can. That means staying away from the extended centreline of a runway from 20 nautical miles away is a good idea: Even small paddocks can have large operational areas around them.

Radio Procedures

Most of the public comment about NAS 2c has been about radio calls, even though they're a relatively small part of the new system.

NAS 2c recommends making radio broadcasts immediately before key events. The radio procedures are intended to maximise the chance that other pilots will see you.

Gliders should make inbound calls, crosswind join calls, 'turning downwind' calls, 'turning base' calls and 'turning final' calls. All calls are made on the Common Traffic Advisory Frequency (CTAF), which is usually 126.7 MHz unless noted otherwise on Air Services charts.

There are other recommended calls, but most of them aren't relevant to gliders. Consult the CASA Training and Educational Material for more information.

The 'turning' calls should be made just *before* commencement of your turn. That'll ensure that other pilots will have the opportunity to see you when your visibility is maximised during a turn, rather than having to face the challenge of spotting you when you're flying straight. The circuit procedures summarised above mean that you'll be in a relatively predictable part of the sky, which also maximises the chances that other pilots will see you.

All calls have a fixed format: <LOCATION> Traffic, <TYPE> <REGISTRATION> <LOCATION/INTENTIONS> <LOCATION>. Yes, the location comes twice.

Example: "Stonefield traffic, sailplane Whiskey Victor Alpha turning downwind, right circuit 29 Stonefield."

Left circuits are the 'default', so you don't need to give a circuit direction if that's what you're flying: "Waikerie traffic, sailplane Golf Tango X-Ray turning downwind 26 Waikerie."

Pilots are discouraged from responding to these calls. In particular, making calls to confirm that you've seen someone who has just told you where they are won't add any operational value, and will congest the CTAF. If you've seen someone, that'll probably mean you won't hit them, even if they haven't seen you; so listen to their calls, find them, stay out of their way, and minimise useless chatter on the CTAF. That doesn't mean you should *never* respond to them if there's a safety-enhancing reason to do it; but the old practice of following up someone else's circuit entry broadcasts by announcing your own position in response is now defunct.

The calls are *recommended, not mandatory*. That means you can omit them if operational considerations (e.g., cockpit workload) mean it's safer to avoid them than make them. Make a decision on a circuit-by-circuit (or radio call by radio call) basis.

That doesn't mean you can omit them completely: CAR 166 provides an obligation for pilots to conduct their operations in a way that maximises safety, and CASA has deemed that the situational awareness benefits of making radio calls maximise safety. So you'll have trade-offs: If, in your judgement, circumstances mitigate against radio calls, don't make them. Otherwise, make them. And never forget to Aviate, Navigate, Communicate, in that order.

Circuit Heights

Previously, all powered aircraft flew downwind legs at about 1500' AGL. Under NAS 2c, the height of the downwind leg, and the distance between the downwind leg and the runway, is dependent on aircraft performance.

This means fast twin-engine aircraft with high circuit speeds will fly 1500' circuits a long way away from the runway, while helicopters and slow ultralights will fly 500' circuits very close to the runway. Gliders fall somewhere in between; we'll usually fly 1000' circuits at our usual distance from the runway.

These different heights and distances provide separation between different types of aircraft, and provide hints about where to look to locate aircraft you've heard on the radio.

CTAF and CTAF(R)

You are not permitted to operate from aircraft marked on charts as CTAF(R) unless you have a serviceable radio on board (think of the old MBZs, which NAS 2c obsoleted - same concept).

Every other place an aircraft can operate from that isn't controlled by a tower, whether it's a regional airport serviced by RPT or a farmer's paddock in the middle of nowhere, is expected to operate under CTAF procedures with CTAF radio calls.

What does this mean for AUGC?

At some point in the beginning of 2006, AUGC will cease using 122.7 MHz for circuits, and start using 126.7 MHz and CTAF procedures. (*We have already begun to implement this. -Ed*)

We're doing this because we have three other airfields nearby, with two of them close enough to ours to mean that we have overlapping circuit areas. The users of those fields will be using 126.7 MHz, and will be listening to us for circuit calls to aid their own situational awareness and to help target their lookout.

As such, there are distinct safety benefits to be had in our environment by switching to the same CTAF that everyone else is using.

This means we need to use the time between now and that transition to prepare. We need to improve our radio discipline, adjust to the new procedures, and break some old habits.

We will continue to use 122.7 MHz for non-circuit related operations. So a typical cross-country pilot will launch on 126.7 MHz, and will switch to 122.7 MHz at some point after departing the field. The pilot might switch back temporarily to listen when nearing or overflying other CTAF fields en-route to enhance situational awareness. Finally, when approaching AUGC's airfield the pilot will switch to the CTAF, make an inbound call, and follow up with whatever circuit calls are necessary.

Use of the radio is a skill just like any other piloting skill. If it needs to be improved, improve it. If you need training, we're here to give it.

Finally: 126.7 MHz is not one of the 'reserved' gliding frequencies, so you'll need a GFA Radio Operators Authorisation and a CASA Flight Radiotelephone License or equivalent before you can make circuit calls. If you don't have one, please undertake to get one before the end of January. Email an instructor or consult the GFA MOSP (on their website) for the requirements.

Mark Newton



The Puchatek after 'turning final'.

Photo: Anne Philcox

Strategic Planning: Part 1

Greg Newbold

Development of a simple picture of AUGC

The current state of affairs at AUGC has led many of us to think long and hard about the club and its future. This is a good thing, despite the pain that it causes. While we are in our current state of flux, it is a great time to ask some big picture questions. Structured thinking is good for some of us, however others are intuitive thinkers and this might seem worthless. There are many questions, but to keep things simple, I have picked a question asked by Terry Cubley, the GFA development officer. Terry was invited to an executive meeting held in September, which discussed the future home of AUGC. He was asked to talk about factors he felt were important for AUGC to consider. One of these factors was:

“What kind of club is AUGC?”

Terry put this question in perspective by describing a number of clubs around the country. Some exist just to train and offer joy flights, and so serve a niche market. Others seek to offer a premium fleet at a premium soaring site. And so, there are a number of ways we could try and answer this question. One we have previously developed as our mission statement is:

“The AUGC provides flying opportunities to Adelaide University students, graduates and the wider community at an affordable cost.”

I recently came across an alternative way to put Terry’s question:

“If our market saw us as a make of car, which would it be?”

One club might answer, “A Ferrari” and describe its image as “state of the art performance” and “highly tuned for racing” (a modern gliding fleet, with a premium cost and marketed to those who can afford it). Another club might answer, “A Model T Ford”, being “only used on ideal days” and “needing a lot of tender loving care to keep going”. I would suggest AUGC is an 80’s Volvo (you know...the boxy one); “doesn’t cost an arm and a leg”, “practical” (but not luxury or performance), and “requires regular maintenance to keep going”. Maybe others would suggest cars more akin to a Corolla, a Commodore or a Leyland P76? There are other possibilities that AUGC’s members, the trainees, our AEFs and other visitors, or other glider pilots might suggest. It is not important that we all generate the same image of AUGC, but rather that the process generates constructive debate about the things that distinguish AUGC, and that we can identify if this picture is in tune with the type of club we want to be. I would think that a Ferrari-type club can not successfully market to the wider student community, nor would a Model T club offer weekly training. Maybe some would prefer which bird, or which country, to which car. This process might help us develop a strategic question about who the club is trying to attract as members, what type of flying we want to offer and how are we going to deliver it.



Missing in Action

An important member of the club has gone AWOL. There are only a few club members able to facilitate other members’ communication with the effectiveness of this asset. It is believed that it may be shirking its duties in someone’s car, or perhaps in a neglected corner of the clubhouse. If you happen to see it anywhere, can you return it to the launch point tub and let Justine or another responsible adult know.



Joeyglide '05

Sarah Allen

December 4th to 10th saw Joeyglide '05, the second Australian Junior Nationals, hotly contested at Leeton in NSW. The number of entrants was double that of last year which is great to see, and we can expect even more next year (*Me for one, hopefully –Ed*). Junior gliding in Australia is growing at massive rate – we just have to make sure it doesn't stop! This year we had nine pilots from South Australia compared to two last year and we had great support from everyone.

At this point I'd like to mention our generous sponsor Internode. Without the support of Internode and Simon Hackett this competition would have been unattainable by some of our pilots so we'd all like to thank them again for their generous sponsorship.

Team SA consisted of:

Tom Wilksch – Pik 20D, WVA
 Tim Bates – Club Libelle, GMI
 Jade Palmer – Single Astir, IKS
 Todd Sandercock – LS3 – WVX
 John Williams – Discus B, GJE
 Sarah Allen – Ventus B, GQH
 Kerry Battye – Coaching
 Ray Lawley – Coaching
 Catherine Koslowicz - Coaching

Our talented crew for the week consisted of Dave Conway (AKA Red Leader), Derek Spencer (AKA Gold Leader), and Brian and Rohan Sandercock. We all made sure they had lots to do!

Half of Team SA arrived on Sunday, November 27th to put in some much needed practice, with the rest of the team arriving for the official practice day on December 1st. The practice week saw some excellent weather; the best being Cu to 12000' with many of the pilots flying that day gaining their gold badges. It also saw some of the worst weather for the two weeks; raging thunderstorms with winds gusting to 50kts. Tom and Kerry's tent suffered the most, although unlike some of the pansy Queenslanders they at least stuck it out for the rest of the two weeks.



Carnage at the campsite.

Photo: Tom Wilksch



Tom hooking on a competitor (in a glider). Photo: David Conway

During the practice week the number of tents on the grass grew and the nights became longer and louder as all the competitors drifted in. We had about 30 pilots in total which made for some great parties!

The competition officially began on December 4th and we were all treated to a guest briefing from Ingo Renner. It's amazing how dopey some people get in the presence of greatness! Nick Gilbert was the Contest Director who did a fantastic job not only running the competition, but motivating the juniors beforehand. Task setter for the week was Bruce Taylor and he did a great job. Some people argued about his wisdom on day two, but not me! Every day the briefing was followed by a short lecture about different topics relevant to competition and cross-country flying by one of the coaches and after each day Bruce ran a debriefing with all the pilots.

The first day didn't look too bad to begin with, but as time went on it proved to be quite difficult, with about half the fleet outlanding, including myself. Congratulations to Todd, Jade and Tim who put in massive efforts to get home.

The next day was cancelled due to more storms. Good news: All the tents survived, except for the poor Canadians', again. The task was changed to an out and return to the pub and most managed the task twice, although all were slow times.

The next day half the fleet was launched before launching was paused to wait for the day to improve. In the meantime a camera crew turned up and as the official media liaison, Heath L'Estrange from QLD, was flying, I felt it was only my duty to take his place. Following the interview we tried to convince the camera crew to stay for the finish, this being the most exiting part of the competition for spectators on the ground, but unfortunately they were needed elsewhere. Once again I offered my services and proceeded to do a competition finish, with water streaming out, just for the camera. Eventually it was decided that the day was progressively getting worse not better and we had a revised task of Leeton – Swimming Pool return.



Todd Sandercock in a paddock. Photo: David Conway

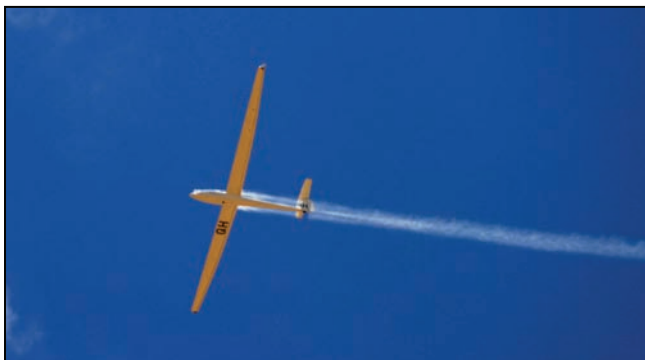
Finally we had a shot at competition day two and a 300km racing task was assigned. It started out well but the headwind on the second leg proved very difficult and about every ten minutes we were hearing outlanding calls over the radio. By about 6pm there were only five people left in the air; by about 7pm Jade and I rounded the last turnpoint, but unfortunately the day had stopped and Jade had to land out. I was lucky enough to have taken my last climb to 8000' and used every last little bit of zero sink I could find to make it home. Only three people made it home that day – I was in the air for 6.5 hours and it was hard work!!

The next day was easier and the task was a 2.5 hour AAT. Unfortunately Tom outlanded, but he wasn't the only one; the other Pom also outlanded. Not the best day for the British!

What ended up being the final day of competition was another 300km racing task in the best weather of the competition. We had thermals to 8000' with some Cu. Todd beat the rest of the SA Team by breaking the 100kph mark off the stick which was a great effort!

The final day was forecast to have wind to 15kts at 2000', but it was eventually 25kts on the ground and as the sniffers drifted further and further downwind the day was cancelled.

The wind-up dinner was a great night. Unfortunately QLD won the State of Origin trophy, but you can be rest assured we're going to put up a big fight for it next year!



Sarah dumps her water with great effect. Photo: David Conway

All the results can be found on the website, but Team SA results are as follows:

- Tom Wilksch – 22nd
- Tim Bates – 16th
- John Williams – 17th
- Jade Palmer – 13th
- Todd Sandercock – 8th
- Sarah Allen – 7th

Also worth a mention is that the winner of the Joeyglide Cup, worked out by taking into account pilot handicap based on how many hours the pilot has, was Jade – this was an awesome effort for her first competition, considering she only has 70 hours. I was lucky enough to win the Highest Placed Female Pilot trophy, not without competition from Jade however, and next year this trophy will be even harder to win.



Sarah talking up the competition for WIN TV. Photo: David Conway

Joeyglide '05 was a resounding success and many thanks go to the Leeton and Wagga clubs for their hard work. Let's support them further by getting more of you along for next year's competition. Next year it will also be held at Leeton, a fantastic gliding site with no sea breeze (hard to imagine!) and about 75% landable paddocks. It's a lot of fun and a great introduction to competitive flying, but really it's just an excuse to have one giant week long party!!

Sarah Allen



Joeyglide trophy winners. Photo: David Conway

Pik Water Ballast

Tom Wilksch

The system

The Pik's water system is comprised of two wing tanks of approximately 70 litres each. They both tee into a single valve which flows to the entry/exit hole just behind the undercarriage doors. The valve is operated by a push-pull knob on the left of the cockpit under the cable release. The relatively short hose means you can't get more than about 0.5m head of water, so the tanks cannot be over-pressurised. Do not plug the tanks directly into a mains water line.

Assembly

The only areas that need attention during rigging are the wing tank fittings, which need to be screwed into the tubes to the valve when the wings are put on. This generally means holding the wings half way in while the fittings are screwed together. Waterproof grease should be applied beforehand to help prevent leaks. NOTE: These same fittings MUST be undone when the wings are taken off or the bags will be damaged.

Filling

Filling is done via a fitting screwed into the entry/exit hole in the bottom of the fuse, which is attached to a hose and funnel. As long as the filling point is above the wings, water will flow into the tanks.

Since there is only one way in and out of the tanks, there is no way for the air to get out once filling begins. I have found that the best way to deal with this problem is to suck all the air from the tanks before filling them with water. 'Burping' the tanks is also meant to be another method, but I couldn't get that to work. Apparently you rock the wings to let the air in them travel past the valve and escape.

Once you have sucked out the tanks, close the valve. You can then start filling water into the funnel and then pull the valve open again. Water will flow into both tanks equally as long as the wings are level.

Before the valve is shut, you need to ensure that each wing has the same amount of water, and they are balanced. To do this, hold the wings level and feel to see if they are equal weight. If not, roll the glider to let water flow from one tank to the other. Once you think enough water has moved, hold the wings level again and feel for balance. It is important you give the water time to settle in the tanks again as it can slosh around for a while. Once it is correctly balanced, close the valve. A closed valve also prevents water flowing between the tanks.

Launching

Before I run through the actual launch it is worth explaining a particular property of a Pik filled with water. The tanks have no baffles and water can flow freely within them. Consider a situation where the

tanks are half full and one wing is lower than the other. The water in the low wing flows towards the wingtip. The water in the high wing flows towards the fuselage. This results in one wing being significantly heavier to lift than the other, a situation that will not be fixed until the low wing is lifted to redistribute the water in the bags.

This means that on the ground roll, the glider actually has negative stability! A slightly dropped wing actually wants to drop more! This caught me out on my first launch. Using 4 degrees of negative flap, the wing dropped and dragged and would not lift. I was very close to pulling off before it finally lifted and I was able to get in position behind the tug.

Subsequent launches have been with full negative flap, and a hand on the release ready to pull off. I have had no problems but am always ready to quickly catch a wing that seems to be dropping. I also think my success has had a lot to do with good wing runners who made sure the wings felt perfectly balanced before starting the launch. Remember to pull back into neutral or positive flap on the ground roll.

Flying

The problem on the ground roll is not noticeable in the air. I also noticed no particular difficulty in feeling or centring thermals, even with 100+ litres of water. The glider certainly wants to fly faster and I didn't fight it. Thermalling was done at about 60 knots and I was cruising at speeds of up to 95 knots. Lovely :-)

Landing

The Pik should be landed empty. If anything, this is to stop the wing dropping early due to the effect described above. Also, of course, so as to minimise undue weight on the undercarriage. I don't have an exact time for a full dump of the tanks. I have generally been opening the valve six to seven minutes out and have been empty by the time I have landed. I think opening the valve on circuit would be leaving it too late.

Pilot Weights

The maximum water load for someone of minimum pilot weight is 120 litres. This means that the glider should never be flown with completely full tanks by anyone! The amount of water allowed for your weight can be checked on the placard in the cockpit.

That's about it. Have fun!

Tom

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:

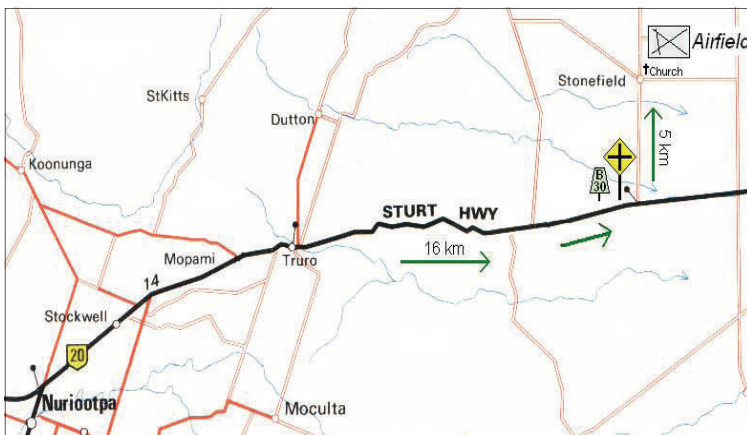
<http://lists.internode.on.net/mailman/listinfo/augc-announce>

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

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) so that he can organise instructors and transport for those intending to fly. Members can book via the online booking system at:

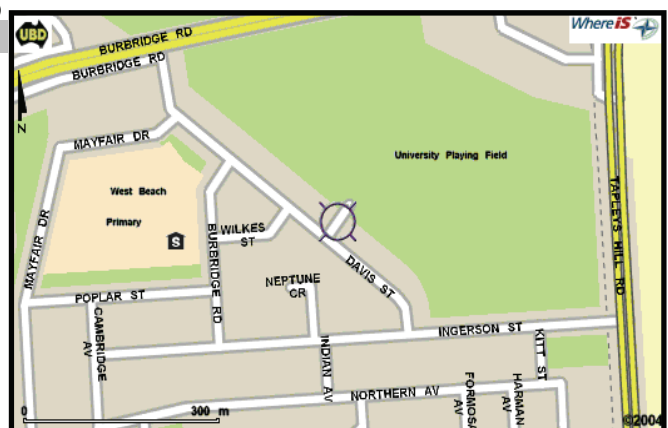
<http://www.harley.net.au/AUGC/index.asp>.

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.



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

Fri 23 December: AUGC Christmas Party

6:00 pm at the Conways' residence in Mt Barker. Check Sarah's email for directions.

Get ready for a fun-filled evening involving a bike, a dam and who knows what else. Make sure you're ready for a long night: there will be plenty of spots to crash but try and bring along something to sleep in/on. BYO meat and drink.

Tues 24 January: West Beach social BBQ

6.30 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.

26-31 December: Performance week at Waikerie

Achieve something over the Christmas/New Year break by heading up to Waikerie for six days of coaching. There will be lectures held in the mornings and after the daily debriefings. As well as the gliding aspect, there will also be a New Year's party that is bound to be lots of fun. We all know what gliding club parties are like :).

2-13 January: 2006 Multiclass Gliding Competition

Gawler, South Australia.

Sarah will be competing at this year's competition. If you'd like to find out more information, contact her.

7-15 January: Vintage Regatta

Bordertown, South Australia.

Get a couple of friends together and take ZM for a blast cross-country. The Bergy will be one of the highest performing aircraft at the event: See <http://www.brookmanonline.com/Gliding.htm> for details.

16-27 January: Club Class Nationals

Benalla, Victoria.

Sarah and Cath Conway will be competing in Benalla. Make sure you wish them both luck the next time you see them.

Wed 18 January: Executive Committee Meeting

7.00 pm at a venue to be determined.

All are welcome to come along and have a say in how the club is run. We'll hopefully be finalising the constitution in preparation for O'Week and the AGM.