

Uni Gliding

May 2007

The Official Journal of the Adelaide University Gliding Club



Derek Spencer doing a hangar run in the Standard Libelle

Photo: Justine Thompson

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QUOTE OF THE MONTH

'Redmond, where do you go to get felt?'

I know it was the obvious one, but by god was it funny!

Editorial

Sarah Allen

I'd like to thank by thanking and congratulating the new committee for the New Year. Just in case you hadn't heard the exec positions go as follows -

- President : Guy Harley
- Secretary : Mark Tyler
- Treasurer : Greg Newbold
- Fourth Member : Anne Philcox
- Fifth Member : Mike Bruins

We all look forward to helping you all continuously build and improve our club.

The big news this month is the return to service of the Motorfalke. This wouldn't have been possible without the help and drive of Redmond in particular, and everyone else who was able to lend a hand. Nick and I had the privilege of test flying the Falke and after a few hiccups it is finally airworthy. The return to service of the Falke coincidentally falls right in time with the issue of the new Ops Directive, the GFA Powered Sailplane Syllabus, Mark Newton goes into more detail into this later in the newsletter.

In flying news, huge congratulations to Gabriel Haines - our newest first solo pilot. Gabriel, you now have all winter to get ready for the soaring season, the fun has only just started! In an amusing coincidence, the weekend that Gabriel went solo was also the first weekend I instructed in a glider - a very different and challenging experience to instructing in a power plane!

The weather has been particularly kind to us over the past few weeks, with many of us completing, or at least attempting, XC and extended local soaring flights. With the Falke back we'll be able to go and ridge soar Black Springs on the windy days now too!

Even though the Motorfalke has moved out of West Beach there is still a lot of work to be done. Progress is being made on the pie cart, nearly all the walls and the roof have been painted but there's still plenty more to do - the sooner we can have it up at Stonefield the better. TX is undergoing a form 2 in preparation for the Flinders Trip and the Bergfalke and the Arrow are still being repaired, even if its taking some time. So if you find yourself with some spare time on a Monday or Tuesday night it is worth making the effort to come down, even if only for an hour, and help contribute to the club.

Thanks to all those who contributed to this months newsletter, in particular Mark Tyler for his article on hydration, something we all need reminding off, and to David Conway for finding the article in the 'Courier' about JoeyGlide - even if it does have my face in it...

So keep taking photos everyone and keep on sending them in.

Go Flying!!

Sarah



May 2007



MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
	1	2 General Meeting <i>'Into to Airworthiness'</i>	3	4	5 Go Gliding!	6 Go Gliding!
7 Help at West Beach	8 Help at West Beach	9	10	11	12 Go Gliding! Skiing/Flying Weekend	13 Go Gliding! Skiing/Flying Weekend
14 Help at West Beach	15 Help at West Beach	16	17	18	19 Go Gliding!	20 Go Gliding!
21 Help at West Beach	22 Help at West Beach	23	24	25	26 Go Gliding! Try 'n' Fly Day	27 Go Gliding!
28 Help at West Beach	29 West Beach BBQ Help at West Beach	30	31			

President's Report

Guy Harley

Over the last 3 years, the club has suffered a number of financial set backs including the loss of our airfield at Lochiel, the introduction of Voluntary Student Unionism and the lengthy, and costly, engine overhaul of the Motorfalke. This means that the club now has a very tight cash flow. There are 3 things that we can do to improve our financial performance, namely:

- Fly
- Fly
- Fly

Increased flying will not only alleviate our financial position but also, ultimately, lead to reduced flying costs for members. It will result from improved aircraft availability, more instructors and an increased demand for flying from new marketing initiatives.

Aircraft Availability

The Motorfalke and the Pik are now back in the air. The Bergfalke and Arrow still need work. If we want to keep flying we must all contribute to aircraft maintenance. If you don't know anything about aircraft maintenance, don't worry. There are plenty of tasks that require no specialist knowledge and Anthony or Redmond will show you how to do the rest. Why not talk to them about going on a course to get your airworthiness ticket? It is very rewarding work. Just rock up to the West Beach shed any Tuesday night.

Instructors

We need to respect and look after the instructors that we have. Please be conscious that they are giving their time, labour and means freely. If you have over 50 hours, you need to talk to an instructor about getting your Air Experience Instructor rating. If you already are an AEI, then talk to an instructor about taking the next step to a Level 1 instructor rating. Instructing is not only immensely rewarding and essential for the continued operations of your club, it will also improve your performance as a pilot. The best way to learn something is to have to teach it to others.

Marketing

We are going to mount a marketing campaign in the other universities and to youth groups such as the Australian Air League. With the return to service of the Motorfalke we now have an improved ability to service those who want to train for their powered pilots licence, have a joy flight or want to learn to glide but are time poor. Talk to those at your workplace about flying. Let them know that we can fulfil their dream of learning to fly for as little as \$750 for an adult, \$475 for a university student or \$425 for a secondary school student.

The continued, successful operations of the Adelaide University Gliding Club depend on each and everyone of us making a commitment to increasing flying.

Guy Harley

President



Brenton Waite (front) preparing to launch

Treasurer's Report

Greg Newbold

AUGC is currently quite cash rich and may get richer. This is the result of the recent payment from the insurance claim following damage to the Bergfalke (\$14,000), the pending compensation from the construction of a windfarm at Lochiel (\$10,000) and the possibility of a special grant from the AUSA for the relocation of the hangars from Lochiel (\$10,000). It is planned to open a high interest/investment account in order to isolate this money from operating funds (and so not erode it) and to earn interest at a reasonable rate (compared with the AUGC operating account).

However, the club has already become locked-in to a number of major projects which will expend the payments mentioned above and possibly more funds. These projects include relocation of the hangars from Lochiel (\$10,000), the scheduled replacement of the MotorFalke propeller (\$6,000), repairs to the Bergfalke and Arrow (\$6,000), and construction of a new Blue House (two-seater) trailer (\$6,000). It should be remembered that the insurance payout for damage to the Arrow has already been eroded (due to the loss made in 2006) and no MotorFalke income has been set aside to provide for the propeller. It is possible that any remaining funds will be consumed by the high loss budgeted for in 2007 (\$7,500).

It is also mandatory that AUGC maintain a cash reserve, to hedge against uncertainty in income or the need to pay for any unbudgeted for expenses (insurance claim, etc).

In the past, AUGC was able to rely on AUSA grant income and had no need to maintain a significant cash reserve in the operating account. Therefore, an amount of this money will be retained in a high interest bearing account. None of this windfall is available to retire club debt, considering that interest and capital loan repayments equal a large part of the club's anticipated losses.

As the balance of funds is negative, it is necessary to choose a strategy for reducing the actual expenditure on these projects, to delay the expenditure (for example use the BVGC open trailer for the foreseeable future or delay erection of the second AUGC hangar at Stonefield for several years), to phase the expenditure over a longer period (for example, erect the larger AUGC hangar without tracks or power) or to set aside other income for these activities rather than retire debt (the MotorFalke has been budget to partly repay the member loan of \$31,500 and cover the cost of replacement propeller on a pro-rata basis).

Project prioritisation and a degree of financial restraint are required at this stage in relation to these matters.

New AEF Rates

Concession AEF rate: \$50

Normal AEF rate: \$80

AEFs are nominally one flight up to 20 minutes long. Additional flying, beyond 25 minutes (a suitable tolerance on the 20 minutes) a charge of \$0.60c/minute is added. However, on days without sufficient lift AEFs include 2 launches and the first 20 minutes of flying time. Additional launches are at \$6 and additional minutes are \$0.60/minute. Remember that only members are eligible for concession launch and flying rates.

MotorFalke FQW

Hopefully by the time you read this the MotorFalke will have been returned to service. I'm sure that usage of this aircraft over the next few months will be high as many people re-familiarise with it or introduce themselves to it.

New flying rates for this aircraft have been set. These rates are based on FQW flying 150 hours/year with 100 hours/year engine time (tacho hours). These are estimates based on past usage. Hopefully we fly significantly more hours than these and can consider reducing rates or offering a concession rate.

This level of flying requires that FQW fly an average of 3 hours per weekend. It should be remembered that FQW may be used at flying camps, fairs and airshows with significantly more hours on these weekends. For example the Flinders Ranges Camp in June would require a 3 hour ferry flight each way (and would represent an ideal opportunity for somebody seeking a touring motor-glider rating to fly it there), and the additional use during the camp may accrue a total of 10% of the budgeted flying hours. In addition, an opportunity to fly a large group booking may also accrue another large percentage of the budget hours. Nevertheless, an average of 3 hours per weekend represents practically every-day use of FQW on weekends.

How are AUGC going to use FQW if this level of flying is the required to meet the operating costs of FQW? Perhaps AUGC should conduct more AEFs with it, more training with it or build a motorgliding community within AUGC. I would suggest that it must serve all these roles.

If FQW were to consistently fly 15 hours per month, reduced flying rates would be considered. If FQW consistently fails to fly at least 10 hours per month, then AUGC will have to seriously consider whether retaining the aircraft is justified. Regardless, close monitoring of the hours flown will be required and will be shared with you.

New FQW Rates

Airframe Time: \$0.80/minute

Engine Time (Tacho): \$0.90/minute

Hydration For Glider Pilots

Mark Tyler

One of the first things you get asked as a gliding novice about to step into an aircraft for the first time is "Have you got some water to take with you"? The ability to maintain adequate hydration levels prior to and during flight is critical to having a safe and enjoyable time. That is why instructors keep asking.

Recently there was a long thread on aus.soaring about maintaining adequate hydration levels in the glider. This article borrows heavily from some of those posts.

Dehydration Effects

Why is it important to keep hydrated? As you start to lose water (become dehydrated) the balance of ions and proteins in the cells of your body changes. It only takes a relatively small change in fluid level to have big impacts on performance. The table below indicates the effects on performance of the loss of water.

Bodyweight Water Loss	Relative Performance and Symptoms
0%	Normal heat regulation and performance
1%	Thirst is stimulated, heat regulation during exercise is altered, performance begins to decline
2%	Further decrease in heat regulation, increased thirst, worsening performance
3%	More of the same
4%	Exercise performance cut by 20 – 30%
5%	Headache, irritability, "spaced-out" feeling, fatigue
6%	Weakness, severe loss of thermoregulation
7%	Collapse is likely unless exercise is stopped

As someone on the lighter end of the scale it does not take too much water loss to make a big difference to my body. At 60 kg each 600 ml (one iced coffee container) lost through transpiration, sweating and peeing represents 1% of my normal body weight. Unless you are careful it is very easy in the heat of summer to end up dehydrated even before you step into the aircraft, and then there are all those hours of sitting under the canopy.

Maintaining Hydration – the drinking and peeing guide

Michael Texler, a medico and former AUGC instructor who has since moved to WA, described a checklist of dos and don'ts to maintain hydration. I have added a few things to his list.

1. Plan from the day before, have a good night's sleep before your day's flying, no party drugs either. Having a good rest should be self-evident. Many recreational drugs (alcohol included) can affect your ability to concentrate the following day, even after the acute affects of the drugs have passed (hangover effect).
2. Eat a hearty and nutritious breakfast early. This allows your body time to digest the food and to store energy for your big day. Fats and proteins are also important for normal functioning, enabling longer-term energy storage as well as protein for repair and recuperation.
3. Start drinking water to hydrate soon after you wake up. Remember that being asleep is a time of fasting. You will know that you are hydrated when you start passing dilute (pale) urine. Don't over do it though, especially if you have prostate problems.
4. Avoid running around in the heat of the day to prepare. This can lead to dehydration. Have your aircraft ready in the cooler early part of the day. This may mean getting up earlier than you would otherwise. Do the DI early. Have everything ready early. Prior to flight you need to be relaxed and feel at ease.
5. Don't run yourself ragged helping the operation in the hours before you launch. If you are planning for a big flight, perhaps your first 300 km, then don't be frightened of stepping back from the operation. There will be other days when you can drive the winch and assist someone else achieve their goal.
6. You should want to have a wee whilst you are getting ready, and the wee should be dilute (i.e. pale). This is an indicator that your hydration is working.

7. Avoid sugary foods (i.e. chocolate bars and soft drinks) shortly before flight. Some people have a condition called rebound hypoglycaemia, whereby their blood sugar level paradoxically drops after eating sugary foods. This is because the body is trying to get the sugar into the cells rapidly, and sometimes this mechanism works too well. Also avoid drinks that contain caffeine (Coca cola, coffee, tea). They are diuretic (i.e. make you pee) and this is not what you want.
8. Your food for the flight should be a ham salad and mayonnaise sandwich! This provides a balance of complex carbohydrate for energy, fats for more sustained energy release, protein for repair and maintenance. There are also salts in it as well to replace electrolytes lost through sweating and peeing. Plus it is a tasty meal.
9. Have water to drink whilst you are flying. When dehydrated it makes sense to replace water with water. You will need about 500 ml per hour of flight so take enough. Don't forget you will also need extra water to drink if you outland.
10. Have a big pee just before you board the glider. This means that your bladder will be empty and hence there will be a longer time before you need to pee again.
11. Eating and drink regularly during your flight allows a sustained release of nutrients and water throughout the flight. Don't wait until you are thirsty before you start to drink.
12. Make sure you have some way of peeing in the glider. It is possible to be dehydrated even though you are busting for a pee! It is also difficult to concentrate on flying accurately with a full bladder. There are various systems available, although the possibilities are somewhat more restricted for female pilots. I have tried disposable nappies in ziploc bags as well as medical urine disposal systems. For me the latter system worked very well. The less you have to worry about it, the better. Just don't forget to fit it before you hop in the aircraft.

Bruce Taylor (Australian champion) added - "In my experience it takes some time for my body to become accustomed to dealing with high levels of fluid intake and loss. The effect is that if I did no prior preparation, I would almost certainly be dehydrated at some level during the first few days of a flying session, comp or whatever. If I were to begin my preparation on the morning of a flight, it is already too late. My usual plan is to begin a well-above-average intake of water a few days before I leave for a comp, then my system is ready to handle the volume when the time comes. I might add that my work is quite physically active, and I still find gliding another big step up in fluid requirements. If you have a sedentary-style work then it probably means an even greater change."

The presence of mayonnaise was debated on the list. Some thought it may be a source of food poisoning for the pilot!

CFI Report - OD 1/07 Motorglider Ops

Mark Newton

In early April, GFA released OD1/07, which covers training and endorsement for powered sailplane (motorglider) pilots.

Prior to the appearance of this OD, motorglider training was summarized in the Instructors Handbook with a fairly loosely-defined syllabus. As motorgliders have become more common, it's become increasingly clear that a clearer set of standards was required.

Pilots who have already received motorglider conversions prior to the issue of this OD will now need a logbook endorsement under the auspices of the new OD. That means pilots who already have, say, Motorfalke conversions, will need to satisfy an instructor that they confirm to the competency requirements outlined in the new OD. In most cases that'll mean that you'll need to have some kind of checkflight (because instructors rarely issue endorsements without first satisfying themselves that the endorsement is well-earned), and you'll subsequently be issued with a new logbook sticker.

After June 30 2007, possession of that logbook sticker is mandatory for pilots in command of motorgliders. If you have a pre-OD-1/07 motorglider conversion signed off in your logbook, it'll be invalid without the sticker.

This is all very timely, because Motorfalke VH-FQW is rejoining the AUGC fleet after a lengthy maintenance absence. Pilots with suitable levels of experience (roughly: "AEI standard") who wish to fly FQW will need to undergo training before doing so.

There are several "levels" of endorsement. The motorglider equivalent of P-plates authorizes you to fly the motorglider engine-on for a radius of 25nm (about 48km -- not quite far enough to get anywhere useful!). Further training in navigation, emergency-handling, airspace, a couple of longish cross-country flights, and various other items can convert that basic motorglider endorsement into a full touring motorglider rating, at which point you can fly a motorglider engine-on essentially wherever you wish.

CFI Report - continued

Sarah Allen is coordinating the training programme for AUGC's Motorfalke. If you have any questions relating to how that training would apply to you, please don't hesitate to get in touch with her.

I'm looking forward to putting myself through the syllabus, even if only so that I can take FQW back to Lochiel for some ridge soaring. I'd strongly recommend that other suitably experienced pilots do the same.

JoeyGlide makes the news!

Uplifting experience for national winners

Sarah Allen of Mt Barker received the trophy for the highest placed female competitor at the Australian National Junior Gliding Championships, JoeyGlide 06, held in the NSW town of Leeton on December 30 to January 6.

Her SA Soaring team-mate Colin Stauss, 18, of Piccadilly took home the Trans Tasman Trophy.

It was Allen's second national title in a row and her third appearance at an Australian championship — placing 11th overall.

JoeyGlide 06 was Stauss' first gliding competition at national level. He claimed the Trans Tasman prize when his 15th position overall put him well ahead of NZ's representative, Luke Tiller, who came 20th in the aggregate results. Eighteen-year-old Verdun resident Jade Palmer was also competing for national honors, after claiming last year's Joey Cup. Her efforts at this month's event earned her 18th position.

Each flyable day, competitors raced against the clock over courses exceeding 300km, with the winners achieving average speeds well above 100kmh.

Thunderstorms in the task area on the competition's opening day forced many pilots to land in paddocks away from Leeton airfield, performing what is called an 'outlanding' in gliding jargon. Gliders and young aviators were retrieved by road, the last returning around midnight. Sailplanes are designed for landings even in relatively small and rough fields, and outlandings are quite normal. The craft are easily dismantled, loaded onto specially designed trailers and reassembled back at the airfield.

Continued page 56.

RIGHT: Mt Barker pilot Sarah Allen prepares for competition at the national junior gliding championships in NSW earlier this month.



Extract from the 'Courier', Adelaide Hills local paper - courtesy Dave Conway

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:

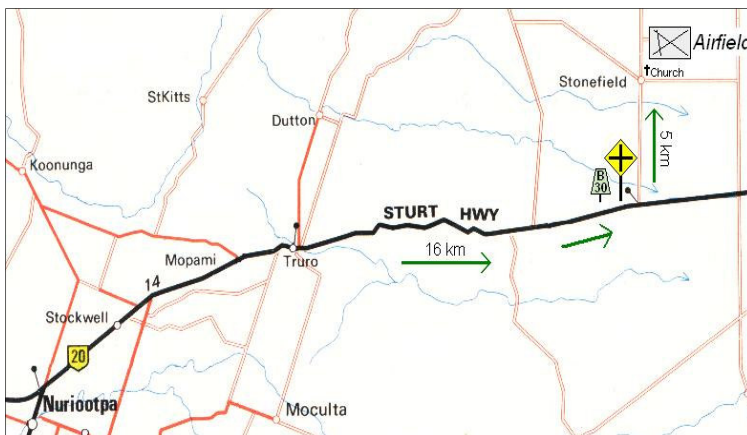
<http://lists.internode.on.net/mailman/listinfo/augc-announce>

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:

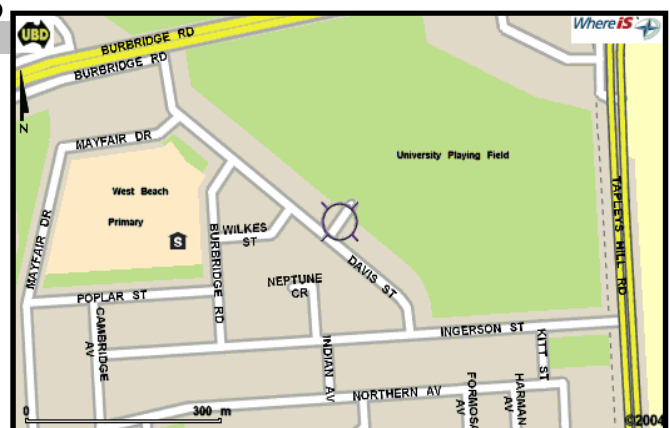
<http://booking.augc.on.net>

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

President:	Guy Harley		president@augc.on.net
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Newsletter Editor:	Sarah Allen	0430 099 772	editor@augc.on.net

Upcoming Events

Wed 2 May: AUGC General Meeting

Harry Medlin (North) Function Room, Union Building, University of Adelaide - 7pm.

This is the first in a series of informative lectures presented by club members.

It will cover basic airworthiness and a must for all pilots of any level. A great introduction to your Daily Inspector rating.

Come along and learn more about the aircraft you fly.

Saturday 26 May: AEF Try 'n' Fly Day

A weekend dedicated to introducing new members to our great sport.

Come along, meet some new faces and lend your enthusiasm to making this a great, fun weekend.

For more information contact the contact person,
Tom
0412 870 963

12 and 13 May: Combined AUGC and Adelaide Uni Water Ski Club Weekend

Every thought of learning how to water ski?
Well now you can!

The two clubs have decided to have a joint skiing/ flying weekend to give members of both clubs the opportunity to try something new.

This should be a great weekend, the party at least will be memorable!

For more information contact -
Anne Philcox
annemal54@gmail.com
0409 202 250

Tues 29 May: West Beach 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.