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Uni Gliding

December 2007

The Official Journal of the Adelaide University Gliding Club



Derek Spencer in TX at Khancoban

Photo: Justine Thompson

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September 2007



MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
31					1 Go Gliding!	2 Go Gliding!
3 Help at West Beach	4 Help at West Beach	5	6	7	8 Go Gliding!	9 Go Gliding!
10 Help at West Beach	11 Help at West Beach	12 Exec Meeting 6 pm	13	14	15 Go Gliding!	16 Go Gliding! Australian Junior Nationals JoeyGlide
17 JoeyGlide Help at West Beach	18 JoeyGlide Help at West Beach	19 JoeyGlide	20 JoeyGlide	21 JoeyGlide	22 Go Gliding! JoeyGlide	23 Go Gliding! JoeyGlide
24 Help at West Beach	25 XMAS Help at West Beach	26 BOXING DAY	27	28	29 Go Gliding!	30 Go Gliding!

President's Report

Guy Harley

Cross Country

Summer is here! Glorious flying ensues! Only last week I enjoyed the experience of a thermal, with the vario pegged at 10 knots, going to 10,000' So why are numbers on the airfield still down?

As an incentive to members to go cross country, the club waives all aircraft hire charges after 3 hours. We have 3 aircraft capable of cross countries available at the moment – the Club Libelle, TX and the Pik, So let's get moving.

Website Upgrade

To help plan for that cross country, we have a new facility on the booking website. A new menu item "X Country" gives the user two options. "Plan a Task" allows the user to select up to 4 turn points. "Task Search" allows the user to search for out and return and/or triangle tasks of a certain length. Both pages provide the length of each leg, the total distance, satellite images of the turn points and a map of the task.

Coaching

If you want to improve your cross country flying, then there is a coaching weekend at Stonefield on the 24th and 25th November. There is also performance week at Waikerie from the 5th to the 12th January 2008. The latter has 33 people booked to attend at the time of writing. If you plan to go contact either Derek Spencer or myself take make the necessary arrangements and book your aircraft.

Youth Program

During the past year, we have been working hard at developing strategic relationships with youth aviation organisations. That work will see 18 cadets from the Australian Air League visit Stonefield for Air Experience Flights on the 24th November. We need to make a good impression as they have indicated that they have up to 6 people interested in learning to fly with us. Please make the effort to come up to the airfield and help.

The next stage of our youth program is the Aviation in Youth weekend at Stonefield on the 23rd and 24th February 2008. The Scout Gliding Club will be attending and the Australian Air League is set to attend. We are still awaiting a response from the Air Force Cadets. we hope to have 4 or 5 Motorfalques in attendance.

Strategic Planning

Mark Newton, Greg Newbold and I have met to thrash out the club's strategic plan following the suc-

cessful meeting held at West Beach. An initial draft should be available in the next couple of weeks and will form the basis of discussions with interested stakeholders. Greg Newbold is also forming a budgeting sub-committee to establish our budget, including membership and flying fees, for next year.

Contact Person

Gabriel Haines has agreed to take over the position of Contact Person from Tom Wilksch. We thank Tom for his past hard work in this position and thank Gabe for volunteering.

We are still looking for a **volunteer to be the Winch Officer.**

Airfield Cleanup

The Stonefield Airfield has become something of a dumping ground. Unfortunately, some of our members are adding to it. A month ago, I cleaned up all the empty oil containers scattered around the winch shed. I was not impressed on my last visit to see that new ones had appeared, apparently just tossed aside when they were emptied. The state of the airfield is important. A messy airfield sends the wrong message to visitors and potential new members. They will think that if we can't keep an airfield clean and tidy then we cannot be trusted to safely maintain and fly aircraft. A clean airfield also adds to our enjoyment of our flying.

So, we will shortly be organising an airfield cleanup which will start at 7 pm on a Friday. **All members are expected to be involved**, especially those with a trailer. There will be plenty of time during the Saturday for those involved to do some flying.

FQW Loan

The new loan for \$24,000 has been arranged with the proceeds being used repay Trent. We thank Trent for his support in providing us with the loan originally used to buy the Motorfalke. We also thank the members of the new loan syndicate for providing the replacement funds. Both loans are at a below market rate of interest and effectively amount to a donation to the club by those involved.



Motorfalke taking off

Treasurer's Report

Greg Newbold

AUGC is now approaching the end of club financial year. You may recall that a rough budget was presented earlier in the year. The current trend is for AUGC to achieve approximately 400 flying hours and not the 525 flying hours budgeted for (not including FQW). This shortfall will erode funds from the ZM insurance payout and come at the expense of a Two seater trailer Blue House (for now).

FQW has now been in back in service for slightly more than 6 months. It has been widely acknowledged that this aircraft needs to be (somewhat) financially independent owing to its high cost of operation (associated with the engine and propeller). Therefore it has been necessary to monitor flying hours and costs very closely, which are ahead of the target flying hours (85 hours achieved compared with 75 hours budgeted YTD). The member loan for this aircraft has been paid down from \$31,500 to \$24,000 and transitioned from Trent O'Connor to a syndicate of AUGC members.

AUGC's Rec and Sport Grant application was successful. We have now purchased 4 OzFlarms. Fitting of these to the club single seaters is currently in progress, as these are required for comp (juniors) and Camp (performance week). I would expect that the manual would be uploaded to the documents section of the AUGC website, so that pilots can familiarise themselves with their operation.

Finally, here is a brief note on monthly procedures. Receipts submitted for reimbursement are currently being credited to member accounts following ratification at executive meetings. These reimbursements and other payments, fees and charges are subsequently being uploaded to booking site for you to check. Following this account balances are circulated, so that members can review their own accounts directly. Your queries can then be sent to treasurer@augc.on.net so that corrections can (where necessary) be made.

Happy flying.

CFI Report

Mark Newton

New Training Syllabus is on the way

The GFA has been scratching their heads for a while about the standardized syllabus that gliding clubs across Australia train against.

It has long been noted that it has some deficiencies -- e.g., it doesn't emphasise thermalling enough, leading to many pilots going solo without having gained the knowledge needed to keep themselves airborne. Some pilots learn quickly by themselves, but others get discouraged, give up, and are lost to the sport.

Addressing this (and other items) the new syllabus is on the way. It'll eventually be accompanied by a new MOSP, a new BGK, and a new Instructors Handbook, but while those documents are in development it'll be implemented by means of the publication of some ODs.

Drafts of the first two of those ODs are available here: http://www.gfa.org.au/Docs/ops/Thermalling_Techniques.doc
http://www.gfa.org.au/Docs/ops/Draft_OD_Pilot.doc

The Thermalling Techniques draft covers the material that'd appear in a modified BGK, aimed at teaching trainees the basics of thermalling.

The second OD is a bit more ambitious. As well as modifying the syllabus, it also introduces the concept of the "Glider Pilots Certificate" (GPC).

"What," I hear you ask, "is a GPC?"

A Glider Pilots Certificate is what the GFA will issue to pilots who meet the standards in the training syllabus. It fits in somewhere between C Certificate and Independent Ops, and will be a credit-card-like piece of plastic with an optional photo which certifies that you're a trained glider pilot.

It'll be nationally (and, given time, internationally) recognized. You'll be able to visit any gliding operation in the country, flash your card and your logbook, and they'll know that you've met the minimum requirements in the syllabus.

It'll also help us to answer the question that potential new members always ask, which is, "Do you need a license?"

The answer will be, "No, but we train to get one of these."

The GPC is most assuredly not a flying license. It isn't issued by any Government, and it isn't authorized by any law. But within the gliding self-regulatory system it'll serve a very similar purpose, and, given the current evolution of this country's air laws, it's possible that it'll one day gain a CASA rubber-stamp as well.

The other change that's on the way is that instructor panels will be able to include coaches, and the position of Chairman of the Instructor Panel will potentially be able to be filled by a coach instead of a CFI. We have a couple of non-instructing coaches in our club, and I look forward to the contributions and perspectives they'll be able to offer when we welcome them to our panel.

A Visit To Khancoban

Denis Medlow

For a number of years I had been wanting to join the annual progression of South Australian glider pilots over to the Snowy Mountains in NSW for some flying in Australia's 'high country'. Finally this year the planets all aligned and I was able to take the Boomerang (GQZ) over to Khancoban for a few days of excellent flying. Driving over with Anthony and Justine who were towing GZQ and driving back with Redmond and Mark Tyler who were towing WVA.

long period of bottom scraping sounds emanating from the bottom of my vehicle we emerged at the microwave reflector site on the top of a hill just to the NW of the airfield.

As conditions still hadn't improved Redmond then announced it was time for wine and nibbles along side the river at GeeHi. This was an important trip as it enabled us to check out the condition of the emergency



A view looking south from the tie down area to the dam wall.

I knew it was a long way to go (about 1100 Km) but when you're 'just' 600 Km away driving past yet another wheat paddock one starts to wonder whether its going to be worth the trip. Fortunately there is a welcome break for dinner at Wodonga where the local pizzeria serves an excellent Greek salad pizza, and the knowledge that there is only another 2 hours driving to go – unfortunately it's the two hours you do with all the kangaroos, wombats & crazy motorcyclists in the dark.

It was raining on and off when we arrived on Friday night and wasn't much better on Saturday morning with low cloud over the mountain ranges. No worries I thought – I'm here for 4 days I'm *sure* it will get better. The airstrip is just to the north of the Khancoban pondage for the Murray 2 power station so as there was little aviation being committed on Saturday morning Anthony took Mark Tyler and myself for a little ground based site familiarization to look at the landing (or should that be 'arrival') areas immediately in the vicinity of the airfield.

The Conways had arrived a few days earlier and were able to take Mark and myself on a site check in their self-launching duo-Nimbus (ZBY). During this flight I thought – "well at least I got to fly here" but due to the low cloud it wasn't really possible to appreciate the scenery of the area.

As conditions failed to improve Redmond announced we were going 4WDing in the area to get to a good spot for a picnic lunch. This was an opportunity for me to try out my 4WD skills (which at the time were practically non-existent). Heading off up a rather steep dirt track that was called the 'tiger trail' and after what seemed a

landing 'area' at GeeHi about 25 Km south of the airfield. This drive completed my 4WD experience with the lesson entitled 'multiple river crossings san bridge' and I learnt a lot about the amount of force water can exert on a South Australian number plate...

Sunday dawned bright, warm and clear – not. If anything the clouds were lower and the showers were turning to rain. At this point we decided to go to the Yarrangobilly Caves and sample the nearby thermal pool. The caves were excellent but the thermal pool – whilst technically warmer than the surrounding environment was too algae encrusted for my liking.

At this point one would be starting to worry that one was not going to achieve the principle purpose of getting here in the first place (i.e. decent glider flying). However I was starting to realize that the trip to Khancoban is an *experience* – with any flying done being an added extra! We had a BBQ together with the GCV folks that night which helped to brighten an otherwise soggy day.

A view from the top of the dam wall looking north along RWY 31.





Redmond engages in his favorite activity (opening red wine) at the Swampy Plains River picnic site.

Once up in the air thermals were plentiful and reasonable. With the clouds lifting the scenery was there for all to see – as was the paucity of out landing areas. The rugged terrain meant that you had to know what your options were at all times. In some cases getting caught behind a ridge line with the airfield on the other side meant following the ridge for several k's before being able to pop out through a valley back to the airfield.

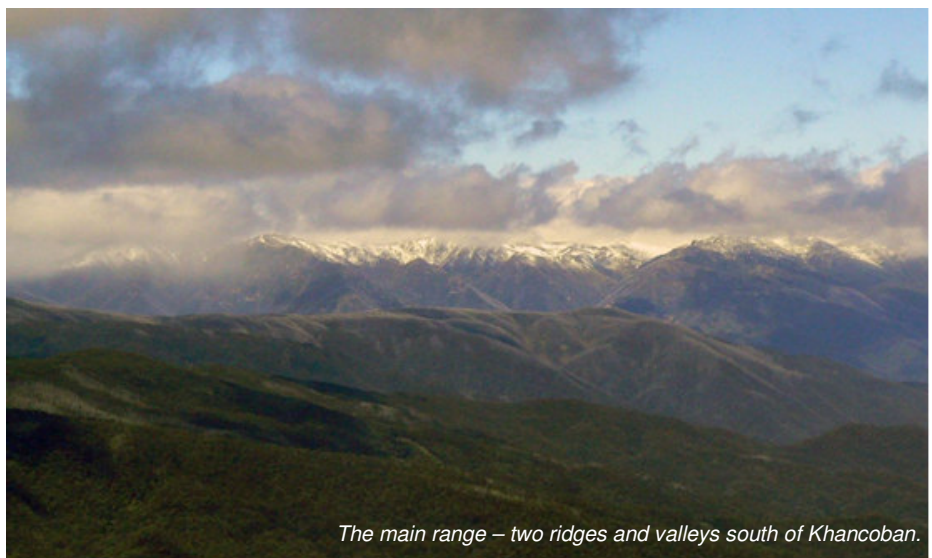
The main Kosciuszko range was still cloudy and a bit further from the field than I wanted to venture on my first day out – however there was still snow capping the peaks and the experience of flying next to snow capped mountains is brilliant.

But Monday dawned bright, clear, sunny and warm. It was time to do the things I had dragged an aircraft 1100 Km from Adelaide for – mountain flying. Of course the first thing you do is to rig said aircraft. Having folded down the rear of trailer I prepared to do just that. That is when I noticed that the port side wing aileron push rod was missing its screw-in control coupling, it had clearly not been screwed in tightly enough and had vibrated off during the long drive from Adelaide. Frantic but fruitless searches in the bottom of the trailer did not reveal any sign of it and I was starting to be convinced that GQZ would not be emerging from the trailer. By chance I glanced inside the wing root area and noticed that the offending connector was resting on the wing spar *inside the wing!* I took this as good omen. A rigging, reinstallation of the coupling and control deflection check later and I had a working aircraft again.

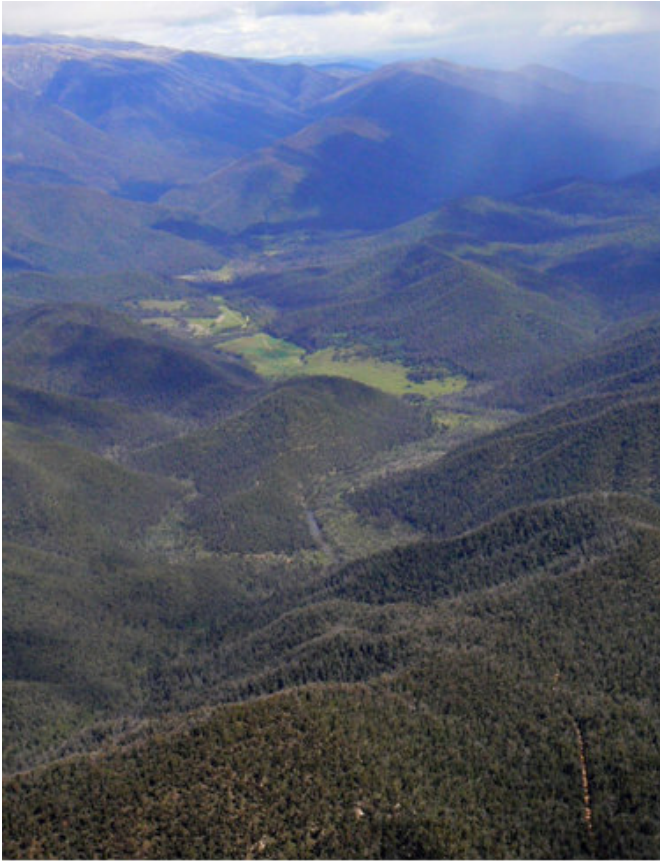
We had the mandatory briefing and were told we would be using RWY 31 – taking off to the south over the dam. Its an interesting experience to be launched on aerotow out over a large expanse of water – you start taking a keen interest in the condition of the rope stretched out in front of you... I had been advised by one of the experienced Gliding Club of Victoria folk that you don't want to skimp on aerotows here. In his words "the cost of a single high tow easily beats the cost of two". On both days I took that advice and launched to around 4500'.

The lift consisted of thermals to around 6500'. Some GCV pilots reported wave and soaring to 12,000'+ but apart from some weak smooth lift that may have been thermal wave I was limited to the thermals being generated from the ground. In my flights there was no difficulty in staying up and on both days I managed a flight of over 4 hours. The scenery was fantastic and there is the added bonus of exploring the variety of ridges to the east, south and west of the field. As you get higher you can explore further out and the white snakes of the Snowy Mountains Hydro scheme pipelines come into view in neighboring valleys.

The second flying day (Tuesday) looked good but had a stronger southerly breeze. A southerly is about the worst direction for wind you can get at Khancoban as it means you launch out over the dam and none of the many ridges in the area seem to work. Nevertheless



The main range – two ridges and valleys south of Khancoban.



we launched out into a fairly turbulent airmass and again had no difficulty finding lift off the ranges.

Tuesday's conditions were better and I topped out at 8,500' under a particularly dark cloud. For only the second time in my flying experience I had icing on the wing of the aircraft, although not enough to make any discernable difference to the flying characteristics of the aircraft.

After a second enjoyable day's flying it was time to land and derig and trailer the aircraft for the long journey home on Wednesday. An early start from Khancoban (at 8 am) meant that Redmond, Mark Tyler and I arrived back in Adelaide at 8pm on Wednesday evening.

It was a long way to go but the flying I had was excellent. The various non-flying activities more than made up for the poor weather on the first two days and overall I had a great time. Would I go there again? The leave dates are already booked....

A view of the GeeHi landing area and Swampy Plains River.



A view of Khancoban village and pondage from the main ridge east of the airfield looking west.

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:

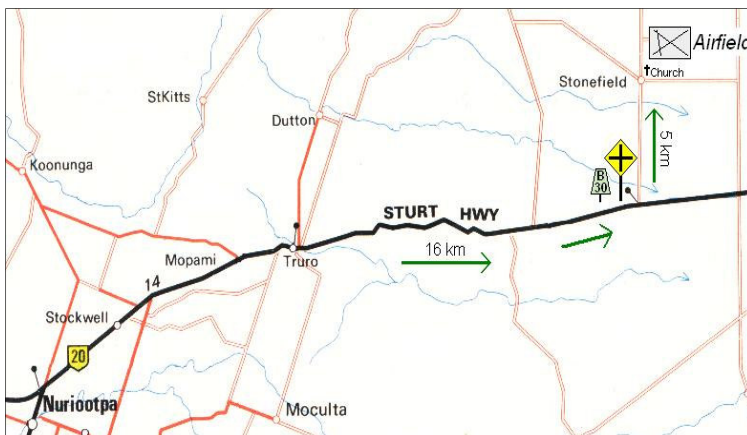
<http://lists.internode.on.net/mailman/listinfo/augc-announce>

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:

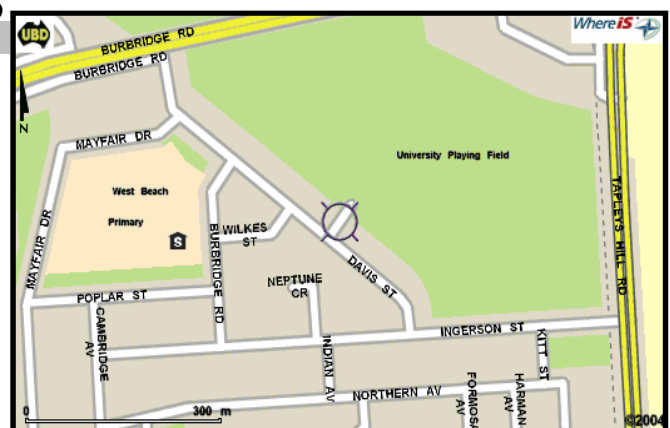
<http://booking.augc.on.net>

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

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Upcoming Events

16 - 23 December: Australian Junior Gliding Championships - JoeyGlide

The fourth annual JoeyGlide is to be held at Gawler this year with at least four AUGC pilots contending for the title. Come along and lend a hand or just say hello and be part of the fun.

For more information call contest director, Nick Gilbert

0430099771