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Uni Gliding

April 2005

The Official Journal of the Adelaide University Gliding Club



Tom Wilksch soaring in the Pik 20D just before the Easter weekend.

Photo: Justine Thompson

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QUOTE OF THE MONTH

"Tim couldn't get it up so I had to help"

My interpretation of how the lock was inserted into the roof of the hangar one evening.

Editorial

Hi again,

The month of March has been fruitful in terms of both club and personal achievements. A steady stream of AEF recipients have been gracing the airfield and a few keen members have returned to commence their training. Many thanks to the O'Week crew headed by Derek Spencer for enticing just under a hundred new recruits onto our books. Special mentions also to Peter Cassidy for donating his sexy Standard Libelle for display and Tom Wilksch for causing a rush at the O'Week table by leaving his post.

Beer and pizza were plentiful on the night of the General Meeting. A small number of new members took the opportunity to interact with current members and develop a clearer picture of what gliding entails. The club video and a few (misleading) ridge soaring videos achieved this end. Don't forget the annual elections are to be held in a few hours time at the Annual General Meeting. The AGM will commence in the Canon Poole Room, Adelaide University at 7:30pm (April 6).

A number of operational issues have been addressed this month. From memory, releasing the cable from the tie-down points was a problem for us weaker members of the club (or was it just me?); this has been rectified by transporting and instating the tie-downs from Lochiel. Both the AUGC and BVGC winches have undergone repairs to improve their functionality, up to and including the installation of an AM/FM radio in the cabin of the AUGC winch. It has been noted that the visibility from either winch is quite poor after only a few launches in the dusty environment of Stonefield and a more effective solution to wiping down the shield must be sought.

Pilots have been experiencing an adrenalin rush caused by the drogue 'chute inflating in front of their aircraft all too often in the preliminary stages of launch.



A very happy instrument panel. You can tell by the sound it's making!
Photo: Peter Cassidy



Derek and Derek watch the recently reacquired Puchatek on the big screen at the General Meeting.
Photo: Peter Cassidy

A 'stop stop stop' protocol is currently applied to all circumstances where the drogue is seen to inflate and the pilot is to release and land ahead. Unfortunately this can be quite disconcerting for the pilot when their decision-making is a little on the slow side and they find themselves close to the ground at low speed! Take a look at Mark Newton's article on page 6 for a comprehensive address of operations at Stonefield.

To reiterate the sentiments of the president and CFI, congratulations are in order for Colin Starr and Kerry Battye who have both converted to the Arrow. Incidentally I also reached this goal in March, but it seems wrong to congratulate myself.

We should all buy Redmond Quinn and Greg Newbold a beer for trekking across Australia to collect the Puchatek from Temora. Hopefully it won't be too long before we can hoist it into the sky again!

Yours truly,

Anne



Derek Spencer signing up a bloke who I commonly refer to as 'The Air Conditioner Guy' at the O'Week desk.
Photo: Peter Cassidy

April 2005



Two conversion flights and two final approaches (me above and Kerry below). Photos: Peter Cassidy, Tom Wilksch and Anthony Smith

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
				1	2 Go Gliding!	3 Go Gliding!
4 Help at West Beach	5 Help at West Beach	6 Annual General Meeting 7:30pm, Canon Poole Room	7	8	9 Go Gliding!	10 Go Gliding!
11 Help at West Beach	12 Help at West Beach	13	14	15	16 Go Gliding!	17 Go Gliding!
18 Help at West Beach	19 Help at West Beach	20 Executive Committee Meeting 7:30pm, Venue TBA	21	22	23 Go Gliding!	24 Go Gliding!
25 Help at West Beach	26 West Beach Social BBQ Help at West Beach	27	28	29	30 Go Gliding!	

President's Report

Derek Spencer

Congratulations are in order for both Colin Starr and Anne Philcox. Both have recently converted to the Arrow. Judging by the hours that Colin has already spent in it, I'm guessing he is thoroughly enjoying himself (despite succumbing to a small bout of air-sickness). By the way, make sure you check the integrity of the sick bags before using them or in Sarah's case, make sure the glider has a sick bag :-). Anne has only had the chance to do one circuit so far, but I'm sure she will enjoy herself as much as Colin has.

I have just been reliably informed that I failed to mention that both Anne Philcox and (in particular) Kerry Battye went solo late last October. On the same day as well. They were the last soloing pilots at the old airfield. Sorry for the late mention Kerry.

Recently, two Balaklava pilots dropped by in one of their club's ASK-21s to collect our 'Come and Get It' trophy (yes, it's not a typo, I did say 'our' trophy :-)). Balaklava was trying to be sneaky by collecting the trophy at the end of summer with the hope of keeping it all winter, but they didn't count on the determination and skill of one of our top Arrow pilots Brenton Wait. Thanks to Brenton, the trophy is now safely back in AUGC's hands. Well done!



The president is always willing to supply his club members with their daily protein requirements.

Photo: Tom Wilksch



*The president flies with Tim Bates in the mighty Bergfalke.
Photo: Justine Thompson*

There have also been other fantastic cross country flights done recently. Anthony and Justine flew GZQ to Burra and back and Igor followed in GQZ. There was a strong head wind that day so a great effort from all pilots to achieve that.

On the same day, Anne and myself flew the Motorfalke to Robertstown. On the way we were joined by a wedge-tailed eagle. The eagle was keen to get a close look at us and approached within 10 feet above the canopy. It was a spectacular sight but a little nerve-wracking.

After turning Robertstown, I decided that the draw of Black Springs was too great and with plenty of height to spare (even in a Motorfalke), we headed that way. We managed to ridge soar up as far as Porter Lagoon. As it was late in the day, we had to use the engine to regain some height before returning to Stonefield. Heaps of fun.

Just when I thought the newsletter was finished for this month, someone else converts. Well done Kerry for getting into the Arrow (well done also to Anne for the awesome launch she gave Kerry). Colin now has some competition for the Arrow, so I think he'll be keen to see GMI back in action.

Until the next newsletter, safe and fun flying.

Cheers,

Derek Spencer
AUGC President

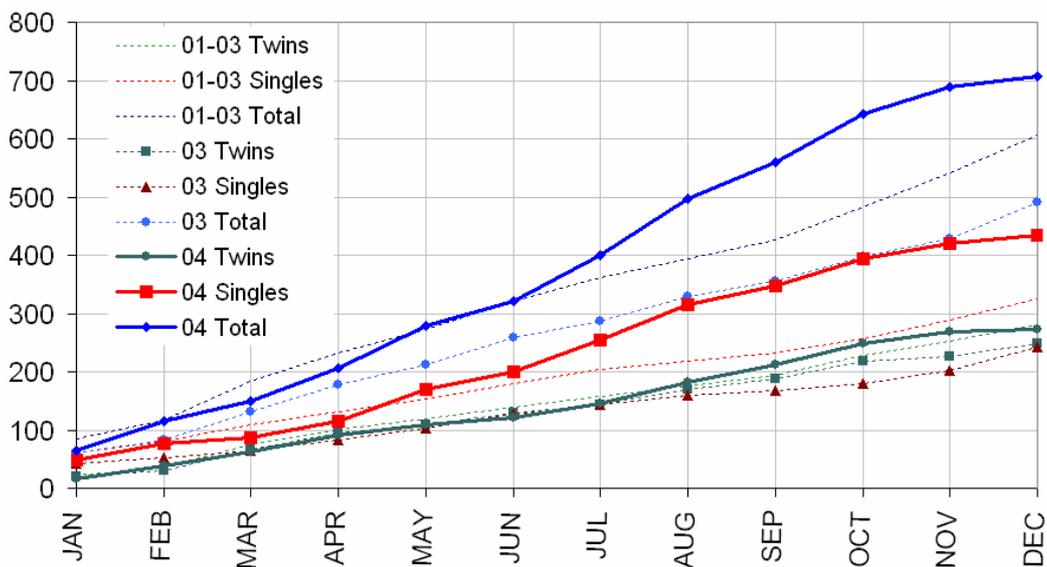
Not the Treasurer's Report

I'd just like to convey the positive financial status of the AUGC that is a direct result of the consistent support of our club members. While the actual figures are not available to me, informal consultation with the treasurer (David Hichens) lends me to believe that the beginning of this year has started off well. The Pik's escapades while in competition have collected substantial funding for the club courtesy of Sarah Allen.

The graph below clearly illustrates the success of 2004. For no readily apparent reason, the modern AUGC seems to abide by a curious pattern of successful years (>700 hours) alternating with not so successful years (<600 hours). Last year cracked the 700 hour barrier, but only just due to a few aircraft (namely GZM and GMI) sitting inactive in the West Beach shed over December. This is quite impressive considering the absence of the Puchatek over this entire period. In fact, hours for the month of August sum just shy of a century, which is an all-time record for the club. Hang on; *August?!*

At Stonefield it may be unrealistic to anticipate such a successful winter, but please everyone, don't dismiss gliding with AUGC as a just a pointless mid-year activity. Everyone will appreciate your help streamlining pilot training and your company regardless of whether you can notch up another soaring flight or not. Let's try and boost our patronage (within our own means, of course) and generate another record-breaking year!

Editor



Cumulative flying hours compared over the last two years.

Spreadsheet: David Hichens

Club Hats for Sale



Ideal for gliding. Made from lightweight, breathable micro-tex fabric that is UPF 50+. Almost guaranteed to improve your flying skills, help you find thermals/wave, repel dust within a 20ft radius, make you more attractive to the partner of your choice and keep the flies away.

Royal blue colour with club logo on the front. One size fits all. Only \$25.

Contact Anthony on 8269 2687 or anthony.smith@adelaide.on.net

Look at how fast they go with their hats on!
Photo: Anthony Smith

Operational Summary

Mark Newton

This is my first newsletter article since I picked up the CFI role. I'm sure it's going to be a big learning experience for me, so thanks in advance to everyone who's going to help to make it easy.

For those who are new to the club who don't know me: I started gliding in 2000, after the light aircraft I was travelling in with Catherine Conway was diverted to the AUGC airfield due to bad weather. I had a look around the hangars during the night, returned for an Air Experience Flight the following weekend, worked out that I'd rather be in the air than on the ground, and have been flying almost every weekend ever since.

The price for having such a good time whilst airborne is now being tolled. To begin the payback, Redmond handed over the CFI role to me on March 14th this year. I'd like to thank him for holding the fort until I was ready to take the job, and I'd also like to thank Anthony Smith for solving most of the hard problems raised by operating at a new airfield so that by the time I got the job I wouldn't need to worry about them.

One of the things I need to do in this job is to try to keep the Newsletter Editor happy by producing a column for every issue. These columns will summarise some of the material that AUGC's instructor panel has been discussing recently, in the hope that you'll be able to help us to help you make flying with AUGC a safe and enjoyable experience.

Landings on 16 in the paddock

Runway 16/34 at Stonefield runs from the north fence of the airfield near the hangars to the south fence near the church. On days when the wind is favourable the fence near the hangar is pulled-down, allowing landings in the paddock immediately north of the airfield.

BVGC has usually performed landings in the north paddock on the condition that the aircraft's landing roll is completed before it reaches the dismantled fence-line. This is mainly because it is somewhat difficult to see the fence from the air, so pilots should assume it's always "up". We've recently solved that problem by painting the fence bright white with day-glo tips on the posts, so it's now ok for pilots to treat RWY 16/34 as if it has an extension which runs into the next paddock.

AUGC and BVGC instructors have, however, noticed a worrying trend, which started even before we repainted the fence: Some pilots are performing final approaches parallel to the western fence-line, which of course lead to landing rolls which are basically north/south instead of in the 16/34 direction. When pilots do that, they're lining up on the hangars, aircraft and vehicles at the launchpoint, and if they make a mistake and misjudge their landing roll they're likely to cause a completely unnecessary accident.



Everyone gathered under the only source of shade enjoying the relative comfort of RWY 11 launchpoint.
Photo: Tom Wilksch

I believe that part of the cause of this trend is the visual cue which is provided by a car track in the north paddock that runs parallel to the fence-line from the hangars. To overcome that psychological cue, Anthony Smith has placed some white tyres as runway boundary markers extending into the north paddock, and I'm hopeful that they will provide a stronger visual impression of a runway than the car track does (*Personally I find these tyres very effective –Ed*).

Expect us to take a fairly dim view of pilots who carry out a landing with obstacles in their path. Our club has a longstanding rule that says you should judge your landings so that the closest obstacle in front of you is *200 meters away*, and that rule doesn't change simply because you're landing in the north paddock. If you want to land out in the middle of the paddock and have a long walk/tow back to the launchpoint that's fine with me, but I'd recommend that you simply treat the marked area in the north paddock as an extension of the runway and enjoy the fact that a lack of forward obstacles means your walk/tow will be shorter.

I'd ask pilots to continue to pay attention to what's happening at the launchpoint while planning their circuits, and take note of any hazards that may be present in their landing area (including conflicts on final approach with gliders landing on 11). Particular attention should be given to the winch wires: If your glider completes its roll-out on top of the cable while the winch is in motion, the potential exists for the glider or pilot to be severely damaged if the tie-down wire breaks. It's probably best to either plan to complete your roll-out before the fence-line or overshoot onto the southern part of 16. I'll look forward to seeing good displays of airmanship in this area as we move forward.

Finally, we'll be taking a zero-tolerance attitude towards cars and gliders parked on the runway. Come on, people, it's a runway! You *know* you're not supposed to leave objects parked out in the middle of it, even if it's only for a few minutes. You don't see cars parked out in the middle of runways at Adelaide International, and I certainly don't expect to see any of them at Stonefield. Park them somewhere else in the paddock and there won't be a problem.



BVGC's Blanik is apparently quite photogenic.
Photo: Justine Thompson

Securing ballast

We've seen a couple of pilots flying gliders with lead ballast which isn't adequately secured. This is a huge hazard: in an accident it's unlikely to stay where it is, and if you're sitting on it the path of least resistance it'll pass through when it moves is likely to be some part of your anatomy. Please do not fly without fixing ballast in-place.

Recent Achievements

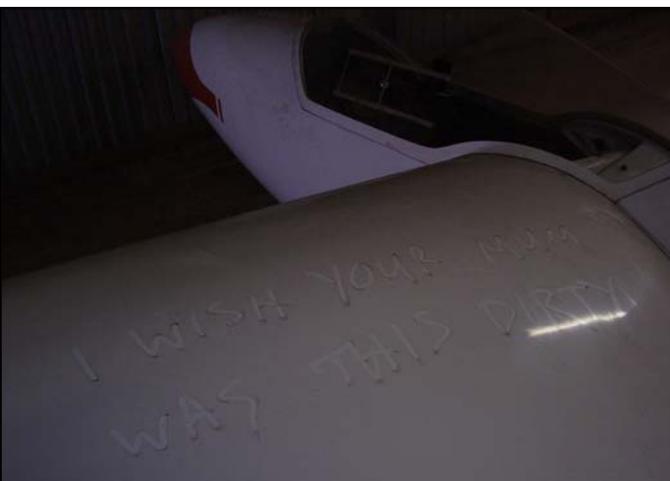
On behalf of the instructor panel I'd like to congratulate Tim Bates for his recent conversion to the Pik 20D, Angus MacGillivray for his resolo, and Brenton Wait for finally, after 12 years, embarking on a solo cross-country and successfully flying 90km in the Arrow to collect the SAGA 'Come and Get It' trophy from Balaklava.

We're about to get our Club Libelle back into the air, and I expect a heap of conversions to result from that.

Mark also wishes to pass on his congratulations to Kerry Battye and me for converting to the Arrow –Ed.

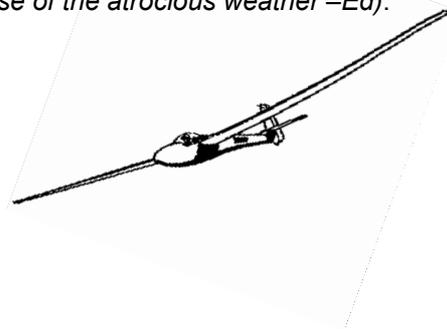
Cooperation between clubs

It has been great to see how AUGC and BVGC members have been working together. One area that probably needs a bit more work, however, is winch driving. Only a handful of AUGC members have undertaken training to drive BVGC's winch, and I'm not aware of any BVGC members who have received training on ours. This has recently created an operational problem, when a few BVGC members were trying to fly but couldn't because AUGC people had finished for the day without considering that the Barossa members hadn't had their fill of aviation.



An illustration of the respect AUGC has for BVGC aircraft and members.
Photo: Tom Wilksch

If you're an AUGC member and you haven't been shown how the BVGC winches work, take a couple of cable pairs and find out. If you can show one of the BVGC winch drivers the deep and dark innards of our winch, that'd be great too. We'll be trying to organize some group exercises at the airfield to show AUGC people how to repair cable breaks in solid wire too, so don't miss them (*There was one last weekend when operations were at a standstill because of the atrocious weather –Ed.*)



Safety Award

Finally: I want to commission an award at the next annual dinner for the person who has made the best contribution to our operational safety throughout the year. I can't do that unless I have nominations.

To get nominations I need two things: People who are thinking about the award when they see people doing great things who remember to nominate them; and people who do great things which are worthy of nomination.

Nominations can be sent by anyone to instructors-augc@lists.internode.on.net. We'll read-out a summary of all of the nominations at the dinner (since no worthwhile contribution should go unrecognized) and present the award to the individual who, in the opinion of the instructor panel, has made the most significant contribution.

So! Think about everything that's happened this year that may have been worthy and send retrospective nominations. Keep the award in mind throughout the year, and if you see anything throughout the rest of the year which might be deserving, please let us know.

(And if you have a terry-towelling hat which you wouldn't mind having bronzed, I reckon we need to send that to Matt Fenn in Queensland.)

Mark Newton

Flinders Ranges Flying Camp

Justine Thompson

Held over the June Long weekend, Saturday 11th - Monday 13th June 2005 (with a possibility of extending to the following Wednesday or longer if sufficient demand). Some points to note:

- Must have an aerotow and a cross country rating to fly solo
- Not suitable for training purposes
- May be opportunities for a passenger flight
- Opportunity to stay longer if sufficient demand
- Other activities such as bush walking, cycling and horse riding available, bonfire after flying



If you are interested please reply to me at:
Justine.Thompson@adelaide.on.net or on (08) 82692687

IMPORTANT:

If you are booking your own accommodation and bringing your own glider, then **PLEASE** notify me. There is a maximum number of gliders that we can cater for at the Flinders Ranges, due to airfield limitations. We are expecting a group from Victoria to join us this year.

When replying please indicate whether:

- You would prefer cabin or caravan park accommodation

(Please note: I am only organizing cabin accommodation! If you wish to camp in a tent or stay in a caravan, you will need to ring the caravan park directly on (08) 8648 0008. Go to www.rawnsleypark.com.au or email caravanpark@rawnsleypark.com.au)

- What aircraft you will be bringing/ what AUGC aircraft you would like to share?
- Interested in additional flying days of Tuesday 14th June and Wednesday 15th June or longer?

For those of you who are new, conditions can be tricky at the Flinders with limited room for error and therefore this camp is not suitable for training purposes. However, there may be opportunities for a passenger flight. There are other activities such as bush walking, cycling and horse riding which may interest some of you.

More information regarding the preparation and transport of club planes and equipment to and from Rawnsley Park will be given at a club meeting to be organized before the June long weekend, after a list of participating people and aircraft is formed.

Justine Thompson

Regaining the 'Come and Get it' Trophy

Brenton Wait

When I arrived at Stonefield Saturday morning, Anthony asked me whether I was cross country rated; well, yes, but not currently, with my outlanding checks done nearly a decade ago... Anthony suggested he was only half joking that I could redo the checks, and go and recapture the 'Come and Get It' trophy. I felt the opposite of prepared, but was keen to take the opportunity. It was only this last week that I was thinking, "lucky I hadn't declared my ambition to do a first cross-country this season" as it would only have been apparent that I had failed to do so.

After an hour in the Motorfalke showing Mark various ways to compromise an outlanding approach, he couldn't stomach any more and it was time to DI the Arrow. Thanks Derek S for help with the logger and the sticky tape mount; very professional. Despite my nerves, I figured it was now or never. After a fairly low launch I managed to get perilously low over the next paddock, just giving myself every chance of making the Silver C height gain! As I headed back to circuit, I flew through my best thermal of the day; 8-10 knots to over 6000 feet. I was joined above by Charlie Charlie (?from Gawler) who made it obvious that my lookout was pretty ordinary above by saying hello...

After backtracking to the Stonefield beacon (why make the task harder, I wondered to myself?), I set off. For



Mark Tyler flying locally in the Arrow. An impromptu cross-country flight generally results in a distinct lack of photos.
Photo: Justine Thompson

what seemed like an eternity, and probably two thermals later, the airfield looked very much within final glide but mentally there was no going back. I was more relaxed once I was committed than I had been getting ready.

I'm afraid that the logger will tell a dismal story of my taking weak thermals, staying too long at the top (to reach the height restriction of 6500'), and taking forever to centre thermals. Despite all that, the lift was consistent, and I managed to stay above 4000' most of the time. I am sure I had final glide way before I knew it, and it took me an age to actually spot the airfield; right next to the salt pan I was heading for! When I was convinced I had made it, I yelled my delight.

It seemed that Balaklava had packed up for the day. I wasted height before landing next to the clubhouse. What a magic feeling, and a huge relief. Thirteen years in the making!

Soon after, the relaxing troupe of glider pilots there informed me that the Gawler Grob that took off just after I had landed had the trophy...and I believed them. What a disappointment; but actually, I was happy enough just to have done my Silver C distance. They soon gave the game away, and handed over the trophy. It was then a matter of preventing them using the Arrow to fuel their BBQ.

So over two hours to go the distance (around 90km). Not rocketing, really. And too late to attempt the return trip.

It was then time for a few ginger beers and a wait for the faithful retrieval. Thanks heaps for the efforts of Derek S, Sarah, Mark N, Dave H and Arien (who thought it must be a very loving club to go to the bother of retrieving me), as well as the Balaklava crew who stayed to help. Mark was quick to point out to the Balaklava club that AUGC had sent their worst pilot (*'least experienced'*, corrects Mark -Ed) in their worst glider to regain the trophy; at least I know where I stand! Not bad for an 'AEF' though (as I was listed on the flying list...)

So thanks again to those who made it possible. It was such a great feeling to finally have a go. It adds to an impressive list this season of first time cross-countries.

(Hope the logger trace works!)

Brenton Wait

Stay In Touch

The club has an e-mail group address, augc-people@lists.internode.on.net, that is used to either discuss or arrange things within the club. If you want to stay in touch with the club, 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 e-mail 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

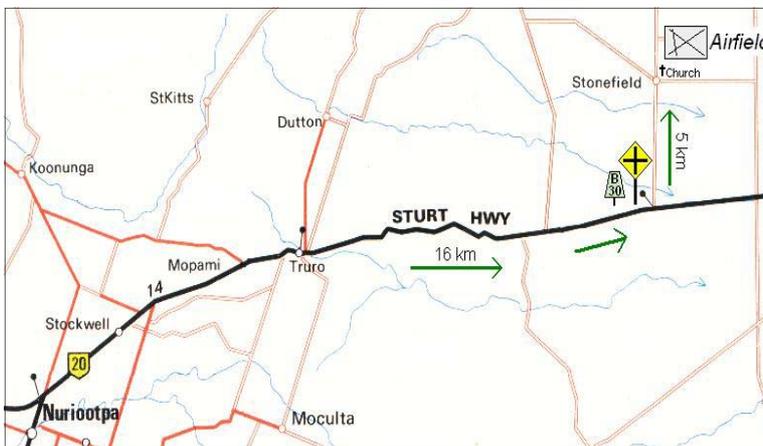
<http://lists.internode.on.net/mailman/listinfo/augc-announce>

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 e-mail address is on the membership database the club's Assistant Treasurer can send you your account updates over the internet. Send an e-mail to: accounts@augc.on.net

Want to fly this weekend?



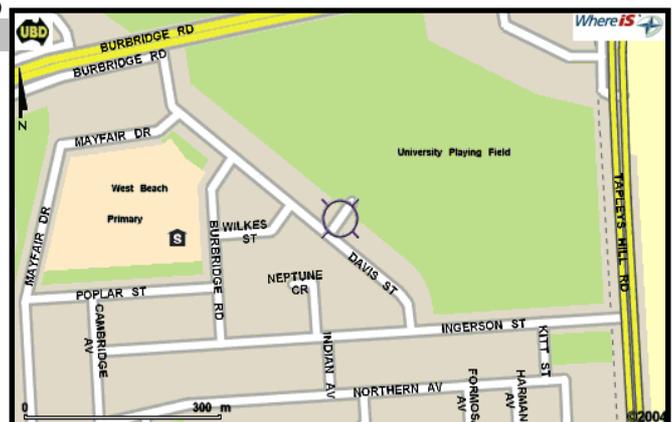
Want to go flying on the weekend? You must ring the club contact person, Tom, on the Thursday before, between 8.00pm and 10:00 pm, on 0412 870 963, (or by e-mail before: contact@augc.on.net) so that he can organise instructors and transport for those intending to fly.

You can either drive up yourself by following the map at left, or 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:	Derek Spencer	0429 028 065	president@augc.on.net
Treasurer:	David Hichens	0421 080 316	treasurer@augc.on.net
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Social Convener:	Derek Eilers	8322 6963	social@augc.on.net
Fifth Member:	Colin Starr	8289 0329	fifth-member@augc.on.net
Chief Flying Instructor:	Mark Newton	0416 202 223	cfi@augc.on.net
Airworthiness Officer:	Redmond Quinn	8344 5331	airworthiness@augc.on.net
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 6 April: Annual General Meeting

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

An important event that will enable all concerned members of the club to elect who they see fit to the various executive and administrative positions available. Refer to your email for details of each role.

11 - 24 April: University Holidays

Thanks to our pro-active and willing president, an as yet undetermined number of weekdays during the holidays will be enabled. If you don't have too much on your plate, express your interest to the contact person and we'll organize as many flying days as possible.

Wed 20 April: Executive Committee Meeting

7.30 pm at a venue TBA.

All are welcome to come along and have a say in how the club is run.

Tues 26 April: 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.

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! Contact Justine Thompson to organize accommodation and put dibs on aircraft.