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Uni Gliding

May 2006

The Official Journal of the Adelaide University Gliding Club



Tom Wilksh in TX thermalling above Stonefield

Photo: Justine Thompson

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QUOTE OF THE MONTH

"Do I need to turn off my mobile phone?"

Editorial

Sarah Allen

Hi everyone!

Well this is my first shot at being newsletter editor and I hope to be able to do as good a job as Anne, but they sure are big shoes to fill!

Winter is well on its way with an unfortunate run of bad weather with a few flying days too wet and windy to pull gliders out of the hangars. This hasn't damped the enthusiasm of members with good turnouts most weekends – keep up the good work guys!

This month sees new committee voted in by the members so on behalf of everyone I'd like to thank the outgoing committee for their terrific work in a particular turbulent year. I'm sure everyone would also like to welcome in the new committee, and offer our support for the upcoming year.

On the social scene we had Nick Gilberts 30th birthday party at the club with a great turnout and huge fire! Thanks Derek for supplying the pallets and thanks to the club for supplying the avgas!

Although the weather is deteriorating there is still a chance to learn more about our sport and soaring at the SAGA winter lectures beginning this month. Each month one of the many SA coaches will give a talk on a different topic related to gliding and ask anyone who's been and they'll tell you how useful and motivational these talks are. More information on the SAGA winter lecture series later in the newsletter.

In sporting news – practice competition finishes have now been approved! Read Marks article about this new ops directive to make sure you understand the limitations and safety requirements.

Don't forget about June long weekend and the AUGC annual Flinders Camp. From someone who has been before it is a heap of fun, the scenery is amazing both from the air and the ground. Even if you're not able to fly, there's heaps to do, hiking, cycling, horse riding and the evening bonfire where stories of the days adventures are retold again and again!

Work at West Beach has been progressing well, TX has been in for a form 2 and should be back in the air well before the Flinders trip. The pie cart is also still progressing although more work and more hands are still needed!

So thanks again to Anne for doing such a wonderful job as newsletter editor and keep sending me in lots of articles and any photos you might have to make my job easier!



May 2006



MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
1 Help at West Beach	2 Help at West Beach	3	4	5	6 Go Gliding!	7 Go Gliding!
8 Help at West Beach	9 Help at West Beach	10	11	12	13 Go Gliding! Try 'n' Fly Day	14 Go Gliding! Try 'n' Fly Day
15 Help at West Beach	16 Help at West Beach	17 SAGA Winter Lecture Water Ballast and Use of Oxygen	18	19	20 Go Gliding!	21 Go Gliding!
22 Help at West Beach	23 West Beach BBQ Help at West Beach	24	25	26	27 Go Gliding!	28 Go Gliding!
29 Help at West Beach	30 Help at West Beach	31				

President's Report

Derek Spencer

President's Report May 2006

The next few years will be an important time in the club's history. Now that the club has a permanent home, we have an opportunity to really develop the airfield into something special, like making a house into a home. Stonefield will be as good as we make it.

Part of making a house into a home is looking after it and what's inside of it. This includes chores such as washing dishes, mopping floors and cleaning bathrooms. Unfortunately, these chores are being done by the few for the benefit of many. The aftermath of Nick's party was testament to this.

If you see something that needs attention, then please attend to it and don't leave it for someone else to find and deal with. If you don't know what needs to be done, then find someone who does and take responsibility. Remember, this is your club. The more you put into it, the more you will get out of it.

Representatives from both AUGC and BVGC are working together on a plan for the layout of the airfield. Once finalised, AUGC's main hangar will need to be rebuilt. It's important that this gets done as quickly as possible. A task of this magnitude will take months to complete if only a handful of people help, so when the time comes, please lend a hand.

I was down at West Beach recently and was thrilled to see so many people there helping out, including several new members. The atmosphere is more inspiring, fun and sociable. The Form 2 on GTX was progressing well, GMI's trailer is now road-worthy and soon to be glider-worthy! The Pie Cart is getting there too. Lets see more nights like that.

Cheers,

Derek Spencer
AUGC President



Sports Report

Sport's Report May 2006

Winter can be a difficult time to achieve cross-country successes. The working part of the day is often a lot shorter, the thermals weaker, smaller and not going as high. The one advantage though is that they are usually a lot closer together.

Having said that, winter is the time to practice your skills in the lead up to summer. Difficult and narrow thermals will hone your thermalling skills. I've always enjoyed the challenge of staying up that little bit longer than everyone else or out climbing someone in a thermal.

Winter is also the time to consider taking up different challenges. You might like to get a back seat rating, do some aerobatics or get an AEI rating. Whatever it may be, take the opportunity to further your skills and have fun in the process.

Cheers,

Derek Spencer
(Soon to be) Club Coach

CFI Report

Mark Newton

Competition Finishes

On May 3rd 2006 the GFA released Operations Directive 1/06, "Low Level Finish Pilot Endorsements."

This OD was the culmination of several years worth of negotiation with CASA to relax the requirements of the CASA rules which were used to formulate GFA Operational Regulation 9.11(b):

9.11. A sailplane shall not operate lower than:

(b) 500 feet above the ground, except:

(i) When taking off or landing at an aerodrome or gliding site, or being retrieved following an outlanding at a place meeting the requirements of 8.4.1.

(ii) When in the course of a landing,

(iii) When completing a race in a gliding competition approved by CASA; (CAO 95.4 prescribes conditions for this), or

(iv) When engaged in ridge or hill soaring (CAR 157 + ex).

The new rules permit descent below 500ft AGL within 5km of an airfield with sufficient kinetic energy to enable the pilot to convert "energy into height" and recover adequate height to enable a safe circuit and landing to be performed.

The OD describes a logbook endorsement system which can be used to authorize operation below 500ft AGL if certain conditions are met. Level 2 or higher rated instructors are permitted to issue these endorsements, provided they have recent practical experience. Instructors who aren't "current" will decline to issue the endorsement.

Operational Regulation 9.11(b)(iii) has, naturally enough, historically permitted pilots in competitions to perform com-

Reasoning Behind the Change

petition finishes.

The problem has been that there wasn't any rule which would allow a pilot to legally rehearse these maneuvers.

So, a rule-abiding pilot would perform their first competition finish at a comp, while fatigued at the end of a long cross country task, sharing airspace with 50 other pilots doing the same thing, with no experience to guide them through the decision-making process required to do it safely.

Consequently, many pilots historically chose not to be rule-abiding, and performed these maneuvers at their home airfield during regular gliding operations. It's quite likely that several thousand illegal "beat-ups" have been performed at Australian gliding sites every year. While these practices haven't had a perfect accident rate, the accidents have been

comparable to other manoeuvres we incorporate into our basic training with similar levels of frequency (e.g., stalls and spins, landings, launches).

So a persuasive safety case has built up around competition finishes: There are coherent safety-conscious reasons for not wanting pilots to perform their first competition finish at an actual competition; And the practice of performing illegal competition finish style flying at clubs doesn't seem to have resulted in an elevated accident rate. So, several years ago, GFA started talking to CASA about legalizing them.

The result of this long process is OD 1/06.

Training

As with most endorsements in the GFA system, the training is based on demonstrated competency.

Practice competition finishes can be performed with an instructor in a two-seater. Competent execution, with strict observance to the OD's procedures and excellent planning practices will result in the issuance of a logbook endorsement.

Operational Considerations

The OD lists some mandatory conditions. They all make pretty straightforward sense, and are mainly associated with cooperating with other users of the airfield to avoid conflicts. Carriage of an operational VHF radio is mandatory, and it must be used to attempt to notify other airspace users of the pilots intentions before beginning.

Excellent lookout is required. Towards the end of a low-level finish it's easy to get distracted by ground features, energy management tasks, speed regulation, and so on. Extreme care must be taken to ensure that none of these tasks compromise lookout.

Descent below 50ft AGL is strictly prohibited. All objects, including trees, fences and parked vehicles, should be cleared by at least 50ft. Low-level high-energy finishes should *never* be performed in line with people. You can expect AUGC's instructor panel to strictly enforce these requirements -- Now that these maneuvers are legal, it's difficult to believe that performing them illegally is anything other than evidence of bad faith.

I can't stress planning enough. Pilots should have determined where they're going to go and what they're going to do well before arrival. "Checkpoint" speeds and locations must be identified so that safe landing options are available at all times even if the original plans become unattainable.

Experience may tell you, for example, that you require at least 90 kts to pull up and enter a circuit following a descent

to 50ft. So you'll require at least 90 kts somewhere near your circuit joining area. What are you going to do if you arrive there at 85 kts instead? What are you going to do if you reach 50ft and 90 kts a couple of hundred metres sort of

Competition Finishes

where you thought you would? What happens if you're approaching the airfield at high speed and you notice another aircraft on a competition finish on a converging heading? After all, you're commencing these things from many kilometres away, a small misjudgement or a detail you haven't planned can create a large disparity between plans and real-



ity.

If you don't *know* that you can land safely at all points during the approach, pull-up, circuit, and final approach, even if you've misjudged by a few percentage points, you should modify your plans and *do something else*.

Summary

The purpose of these new rules is to create a framework which allows low-level high-energy approaches to be performed legally without compromising on safety.

As such, evidence of compromises on safety will be examined very dimly by the AUGC instructor panel. Competition finishes are a precision manoeuvre which requires high standards of airmanship and an advanced degree of skill, and none of those requirements are compatible with actions which cut into the safety margins which the rules establish.

Personally I think the creation of these rules is a terrific advance, and I'm eager to see them succeed. Success is something that'll need all of our efforts.

AGM Results - Office Bearers for 2006

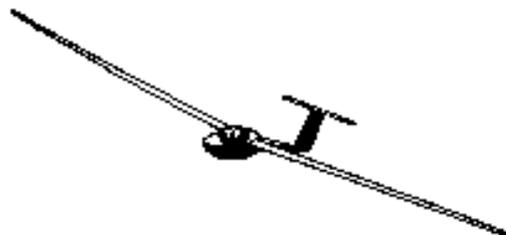
The Adelaide University Gliding Club held it's Annual General Meeting held on April the 5th. Thanks to all those who attended and to the outgoing committee from 2005.

The following people were elected to the executive committee for 2006.

President:	Derek Spencer
Secretary:	Mark Tyler
Treasurer:	Greg Newbold
Social convenor:	Anne Philcox
Fifth member:	Nick Gilbert

Other office holders elected -

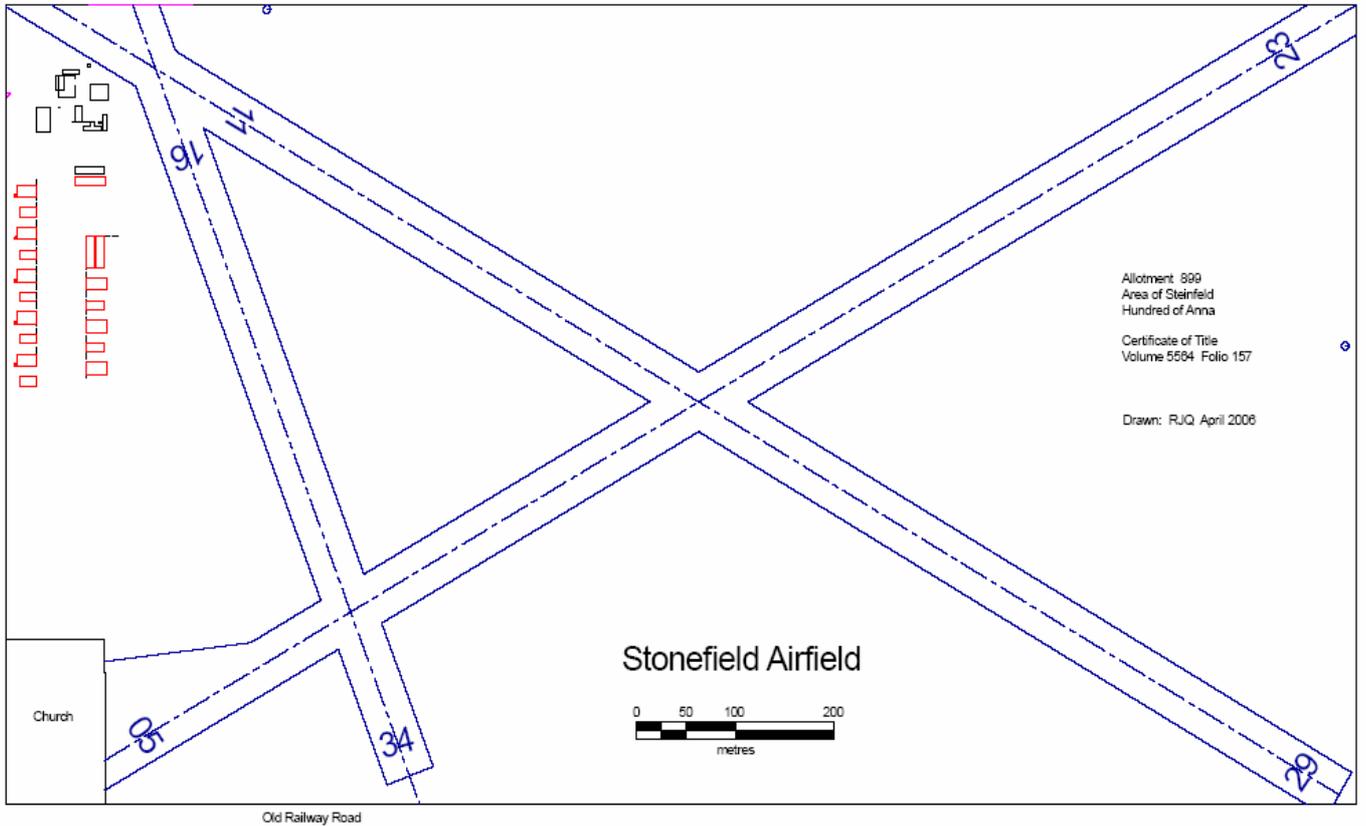
Contact person:	Tom Wilksch
Clubhouse officer:	Dave Hichens
Winch officer:	Derek Eilers
Assistant treasurer:	Igor Blazujevic
Publicity/Development officer:	Anne Philcox
Webmaster:	Dave Hichens
Workshop Manager:	Redmond Quinn
Sports Association representative:	Anne Philcox
SAGA representatives:	Redmond Quinn, Derek Spencer
Airfield committee reps:	Trent O'Connor, Redmond Quinn, Derek Eilers
CFI:	Mark Newton
Coach:	Derek Spencer
Airworthiness Officer:	Redmond Quinn
Legal Officer:	Guy Harley



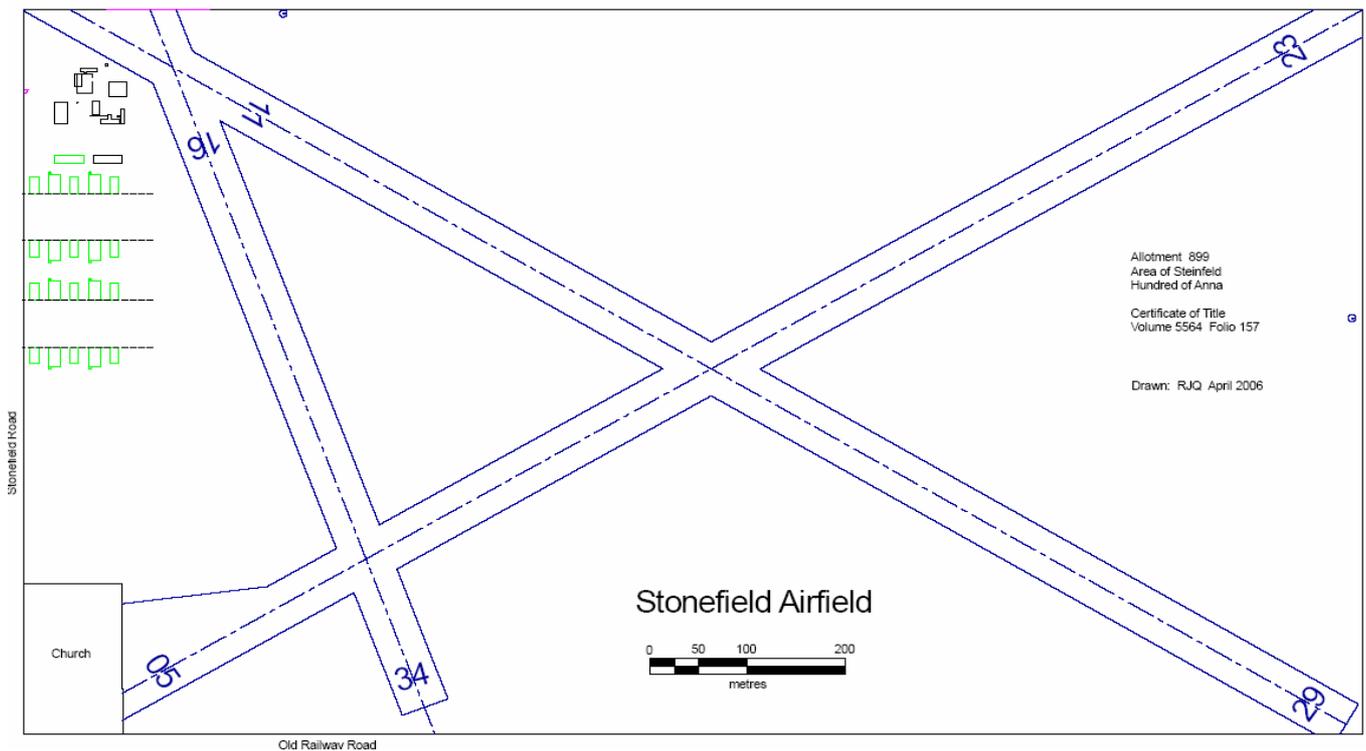
Stonefield Hangar Layout Proposals

Since accepting the proposal from BVGC many members of both clubs are now looking to the future and how the airfield can be developed primarily as a gliding site, but also to include other forms of aviation. Shown below are 3 different airfield layouts as drawn up by Redmond Quinn and Anthony Smith.

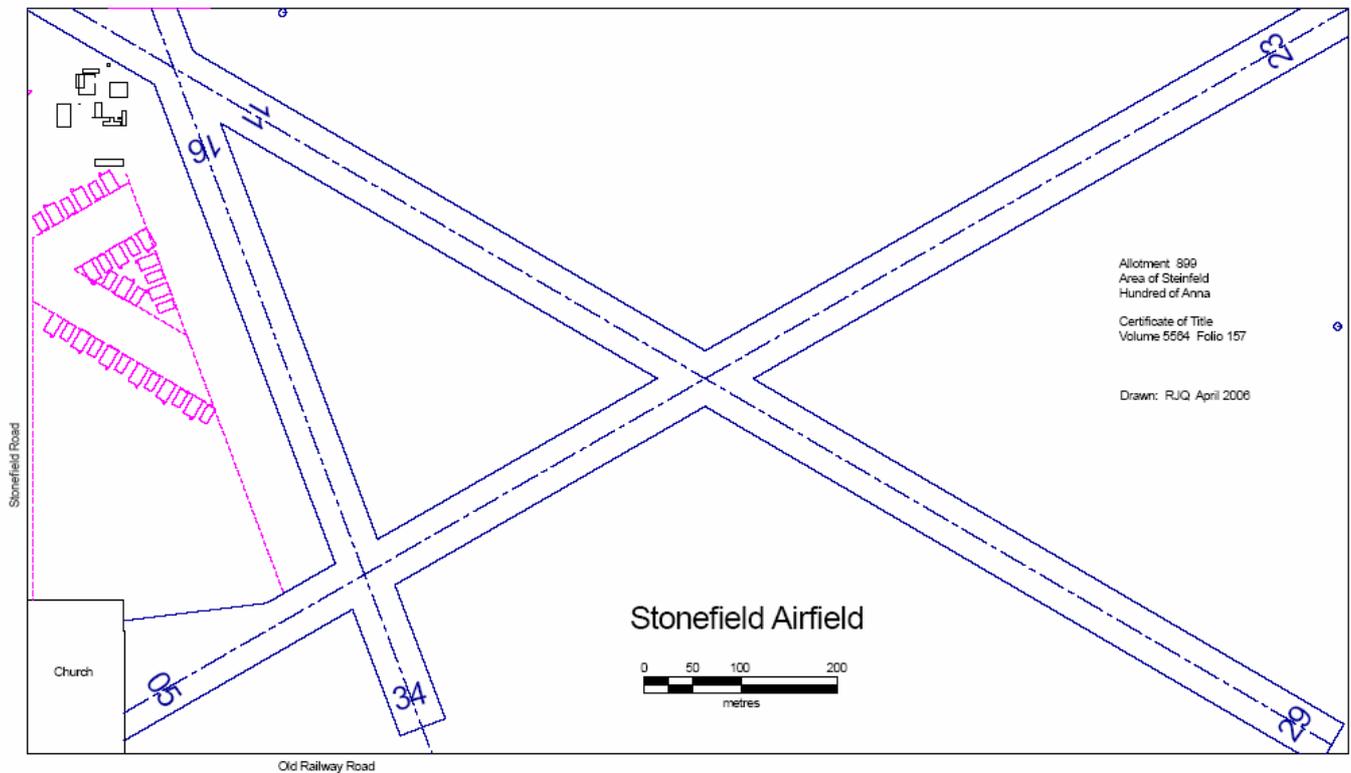
Airfield Layout 1



Airfield Layout 2



Airfield Layout 3



Progress on Joint Airfield Management

As reported in the March edition, AUGC accepted the proposal to become a joint owner of the gliding field at Stonefield and set up a joint airfield management body. The management body will own and operate the airfield and the shared facilities on it, including clubhouse, bunkhouse, winches, airfield vehicles, fuel supply, etc. Clubs and private owners will continue to be directly responsible for their own hangars and aircraft.

The Stonefield Aviation Association, as it has been called, will initially run the airfield on behalf of the two gliding clubs but will be set up to accommodate the inclusion of other compatible aviation clubs that may be admitted in the future.

The SAA is run by a Board including three representatives from each club – currently Martin Gregory, Jim Mullan and Kevin Barnes for BVGC and Redmond Quinn, Derek Eilers and Trent O'Connor for AUGC. Others have been contributing to the preparations, in particular Guy Harley, who is working on the SAA Constitution and other legal paperwork.

Setting up the SAA requires quite a few things to be put in place including a constitution, a plan for airfield development, a bank account and budget, hangar leases, insurance and agreements on the financial and operational relationships between the SAA and the clubs. There has been some good progress in the last month and we now have drafts of most of the required documents. Anyone who wants to get more involved in the process can contact their club representatives. We hope to have SAA Inc. operational by the end of June.

The handover of the facilities to SAA will have little direct effect on how people use the airfield on a day-to-day basis but will mean that all club members have a stake in ownership, maintenance and improvement of the airfield.

Trent.

12 May 2006



Strategic Planning: Part 4

Greg Newbold

Identifying a club structure to deliver flying.

The club has previously held various forms of strategic planning sessions and developed action plans, which included fleet purchases, facility improvements and culture & marketing changes. However, "A vision without resources is just a hallucination". The club has never determined what actions should be prioritised, whether the club has sufficient resources to achieve all that it hoped (or planned) and whether these achieved the desired outcomes.

For example, AUGC, and a number of private owners, have a proud history of rebuilding, restoring and refurbishing aircraft. However, sometimes the club has bit off more than it can chew. For example, AUGC has sold one wreck it intended to rebuild (a Bocian) and sold another aircraft it expected it would refinish (a Super Arrow). The club made decisions based on the best available information at the time, which was that things would continue much as they had in the past, with strong support for airworthiness. However, times changed and club members were not so enthusiastic about these projects.

Now, more than ever, AUGC is in a state of change that will determine the future success, or failure, of the club. Whether we develop a strategic plan and identify actions that are focused on developing the club or not, it is important that we considered if this is robust against future scenarios.

The next question is to determine if we can develop a viable club. A starting point for this is the question "if our market saw us as a make of car, which would it be?" that was already asked. This conjures up many ideas about the profiles of different clubs and the parameters that distinguish them. The many parameters that might be imagined could be grouped to give us just a few parameters to describe all gliding clubs in the market place (in no particular order):



- Marketability issues including strategic location and public awareness
- Membership as a resource to operate the club
- Visitors as a sources of AEF's and trainees
- Airfield facilities as a basis for growth
- Fee \$ structure
- Flying as a product

Others not considered here???

Next we could break these down to a broad set of levels that represent the range of possible gliding clubs, which are shown in the following table. The interpretation here is a very simplistic picture ...maybe members really should be

two separate and disparate parameters that might be members skills and members expectations. The "product" might include (without defining levels) fleet (new and old/ performance and training), type of flying (training or cross country) or something else, or might be discounted as all clubs basically conduct the same operations with a mix of training, cross country, joy flights and aerobatics. These are not a comprehensive list of parameters, each parameter has only been coarsely defined and so this could be further developed, which would best be done by including the views of others.



SAGA Coaching Winter Lecture Series

2006

Number	Date	Venue	Subject	Presenter/s
1	17 th May	Adelaide Uni (as above)	Water Ballast Use of Oxygen	David Conway / Frank Johann
2	21 st June	Adelaide Uni (as above)	Personal Task Setting with an eye on the Weather	Andrew Wright / Terry Cubley
3	19 th July	Internode House Level 3, 132 Grenfell St.	Final Glides without Glide Computers Task Planning	Frank Johann / Derek Spencer Cathy Conway / Craig Vinall
4	16 th August	Adelaide Uni (as above)	Ridge Soaring and Wave Fly- ing	Bernard Eckey
5	20 th Septem- ber	Adelaide Uni (as above)	Making your 1 st comp a posi- tive experience. Flying the World Comps in France	Phil Ritchie Peter Temple / Terry Cubley
6	25 th October	Adelaide Uni (as above)	Proper radio procedures Airspace and NAS 2C Proce- dures	Brenton Hollitt John Hudson

Location – Room N123b, Engineering North Building, University of Adelaide
Contact Andrew Wright – 0427976779 or 08 83034648 for details



Flinders Ranges Flying Camp

**Saturday 10th – Monday 12th June 2006
June Long Weekend**

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.

RSVP

Friday 19th May 2006

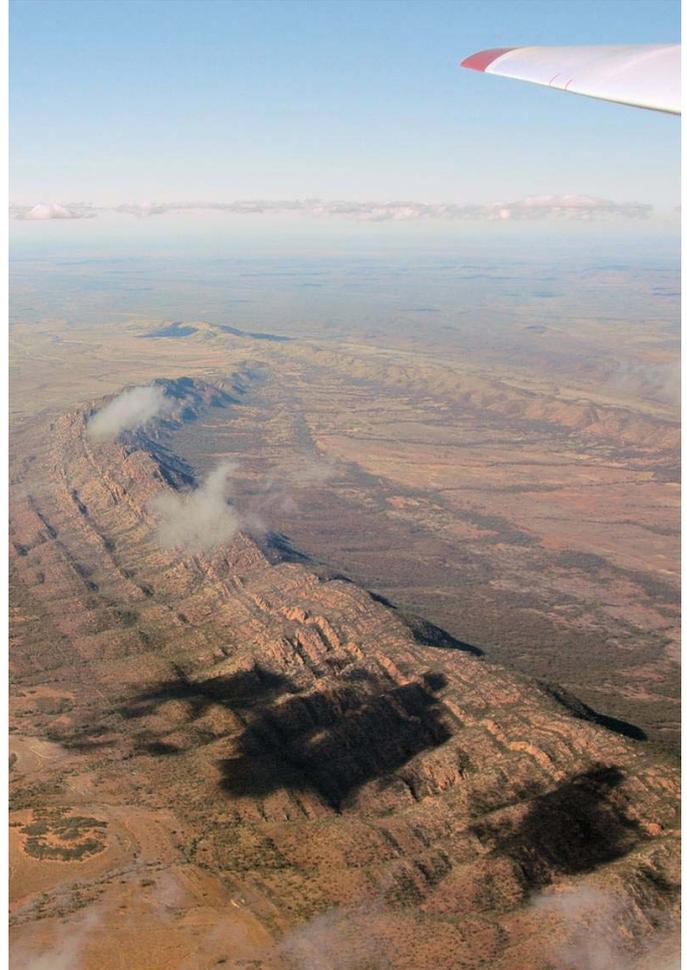
If you are interested please reply to me at:

Justine.Thompson@adelaide.on.net or phone (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.

For those of you who are new to the club, 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.



A briefing on the Flinders Ranges Camp will be given at a club meeting on **Wednesday 7th June at 7pm** in the WP Rogers Room, Union House Adelaide University.

See you there.

Justine Thompson



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:

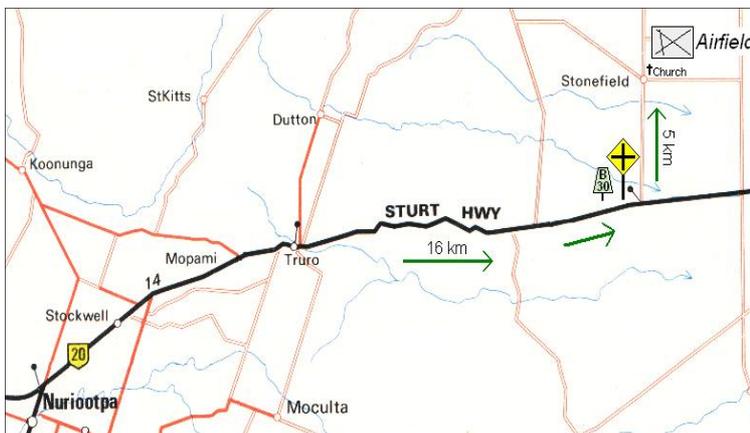
<http://lists.internode.on.net/mailman/listinfo/augc-announce>

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?



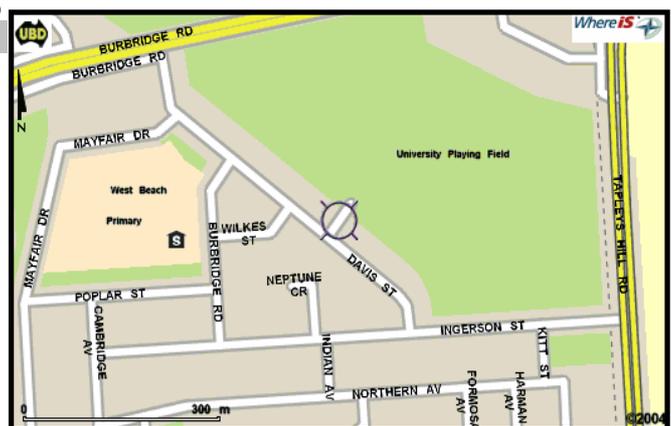
Want to go flying on the weekend? You must ring the club contact person, Tom, on the Thursday before between 8.00pm and 10:00 pm on 0412 870 963, (or by email: contact@augc.on.net) so that he can organise instructors and transport for those intending to fly. Members can book via the online booking system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

President:	Derek Spencer	0429 028 065	president@augc.on.net
Treasurer:	Greg Newbold	0403 224 970	treasurer@augc.on.net
Secretary:	Mark Tyler	8523 1358	secretary@augc.on.net
Social Convener:	Anne Philcox	0409 202 250	social@augc.on.net
Fifth Member:	Nick Gilbert	8357 7069	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:	Sarah Allen	8363 2949	editor@augc.on.net

Upcoming Events

Sat 13: Try 'n' Fly Day

Fun day aimed at introducing new and prospective members to the joys of gliding. Bring your friends and family along and don't forget to book on the AUGC booking page or ring the contact person!

BBQ lunch provided.

Wed 17 May: SAGA Winter Lecture

Room N123b, Engineering North Building, University of Adelaide

First of the SAGA coaching winter lecture series. Topics covered are use of water ballast and use of oxygen systems as presented by David Conway and Frank Johann.

A great way to learn more about gliding and keep motivated over the long winter months.

Tues 23 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.

Wed 7 June: General Meeting

7.00 pm in the WP Rogers Room, Union House, Adelaide University.

I know it sounds far away now, but we'll be planning the Flinders Ranges Camp at this meeting.