

Out of the Blue

Waikerie Gliding Club Newsletter

APRIL 2005

Annual General Meeting (AGM)

When:

Saturday 21 May 2005, at 1400 Hrs.

Where:

Waikerie Aerodrome in our Clubrooms.

This is a good time to show your interest in and support for the Club. Members are also encouraged to consider Committee positions. The Club Constitution stipulates Committee terms, and the President, Vice President, Treasurer and Secretary must resign each year. Committee members are elected for a 2 year period. Two (2) of the Four (4) non executive Committee positions are rotated each year. Club members should consider nominations for Committee positions.

Nominations must be called for by the Secretary, 2 weeks prior to the meeting and will require the signature of the proposer and seconder plus the signature of the person being nominated.

The AGM is an important date in the Club calendar – make a point of coming along and supporting the Club. As Saturday May 21 is a flying day, consider doing some flying before or after the meeting.

Waikerie Operations

“Club format”

Now that the “Club” format has been reinstated for activities at Waikerie for nearly 12 months, I would like to highlight some of the changes brought about by this change and which affects all members who visit the airfield.

It is important to recognize that there are now no paid staff to carry out the many jobs which are required to be undertaken around the airfield. As members, we must do this work and I encourage all members to actively participate in the work for the benefit of the Club.

Glider Maintenance Release

At the conclusion of each days flying, it is necessary to update each 'Glider Maintenance Release' to reflect the flying which has been undertaken during the day. This should be done by the last person to fly the glider on the particular day.

The information required:

- a) Flight time, this day.
- b) Number of landings, this day, information obtained from the DAILY FLIGHT SHEETS.

The flight time is entered into the respective column in the Glider Maintenance Release, and the **Glider Total Flight Time** is calculated. The number of landings (for the day) is added to the previous **Total Landings** number. To assist in familiarizing pilots with this requirement, a **Calculation Sheet** has been developed to enable pilots to obtain the necessary information, calculate the totals etc and check the numbers, before entering them in the Maintenance Release.

DIARY DATES

Annual General Meeting	Sat 21 st May (2pm) 2005
Next Committee Meeting	June 2005
Member's Flying Days	7 th May 2005
Queens B'thd Weekend	Check web June 2005

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Waikerie Operations (continued)

As the **Maintenance Release** is a legal document, please ensure all entries are accurate, neat and tidy. If you have any questions, please refer them to the Duty Instructor.

The **Maintenance Release** should be stored with the respective glider radio battery in the Briefing Room when completed.

Including turbo discus and any other cross hired aircraft. Ed.

Jobs to be done

There are a large number of jobs to be done around the Clubs facilities to ensure the facilities are retained (and maintained) in good condition. There are too many jobs too list here, but they range from mowing the glider pads, maintaining the Clubhouse and surrounds, mowing, watering, cleaning the facilities (Clubhouse, accommodation facilities, toilets, members kitchen, office, Briefing Room etc) to painting, cleaning windows, maintaining lighting, etc etc.

If you see something which is in need of some TLC, and you are able to do the job, you are encouraged to do it.

Last weekend the tug had no left brake. It needed top up of break fluid, thanks to Mark for helping out. Bill Mudge whilst instructing was busy finding and replacing the Twin Astir tail dolly tube and adjusting trim tab tension. Flat tyres are going to be a problem for us all, so keep an eye on tail wheels as it is a bit easier to patch than replace tubes. Ed.

Cleaning / Wiping down aircraft

It has been common practice in the past to wipe down each glider at the end of the days flying. This should be done by the last pilot to fly the glider on the respective day.

The main purpose in the wipe-down is to remove insect and other debris which has accumulated during the days flying activities, before this debris dries and becomes hard and stubborn.

It is preferred that this practice continue. All pilots are encouraged to assist in wiping down the aircraft (ie

gliders and the tug) at the end of the days activities, even if the glider has only had one flight.

Club Facilities Security

It is now vital that members secure the Club's premises when you depart. If you are the last to leave, please check that all doors, windows etc are secure and lights, hot water heaters and air-conditioners etc are turned off.

Accommodation, Hot Water etc

The Club has good accommodation facilities available. While there is linen available, members are encouraged to provide their own to avoid the need for laundry. Again, if you use these facilities (accommodation, toilets/showers/members kitchen, Clubhouse, please consider other members and leave these facilities in a clean and tidy condition.

If the hot water is turned on, please remember to turn it off (or arrange for it to be turned off) to avoid unnecessary power costs.

President: John Hudson

Link to 'Operations' section of our web page

A new section has been added to our web page www.waikerieglidingclub.com.au/club documents/ where standard operating procedures and other interesting club documentation reside. Check the constitution. www.waikerieglidingclub.com.au/roster/

Check this out to see who is on the instructing & towing roster.

New members

David Lawley recently rejoined and has been accepted as a member of the Waikerie Gliding Club. David managed one solo flight in the Twin Astir last Saturday 22/4 well done.

Good Work

Our aging photocopier has been given a temporary new lease of life by David Lawley. On his first day back with us he recognised our photocopier as one he had rejuvenated some years ago.

On his next visit he came armed with spares and again restored it to working order. Thanks to David we also now have a perfectly good modern overhead projector, which will be very useful for the club.

CFI Care - April 2005

It has been awhile since I wrote an article for the newsletter as CFI. We seem to be having more and more days we do not operate on weekends because of flight crew numbers. On occasions I have organised a tuggie so I can get off the ground outside of published operations.

It is also a possibility for others who wish to do so if they qualify for an "Independent Operators" certificate.

This allows pilots to operate independently without the supervision of a Duty Instructor.

This authorisation is at two levels.

The most common applied for by pilots is the Level 1 endorsement. This allows you to operate without direct supervision but still be under the responsibility of the CFI.

Level 1 - requires the applicant to have a minimum of a Silver Badge, Be aware of operating procedures and his / her legal liabilities

Level 2 - endorsement enables the pilot to be completely independent of their club operations and not be the responsibility of the club CFI. This endorsement is more designed for those who operate most of the time away from their club. The qualifications for this endorsement is more involved to attain.

Both endorsements laps annually on or at the expiry date of your annual flight review due date.

If you wish to know more, look the requirements up in the club MOSP Operations manual in the briefing room. It is on page 30 headed Section 19.

If you feel you qualify for an endorsement you will need to contact me to attain this endorsement.

Currently only club instructors and a couple of other pilots have approached me for this endorsement. Some others have not renewed their rating after their AFR.

Fleet

Please remember that things like aircraft lubrication cycles are now looked after at club member level. When you do your DI please check there is no maintenance due. The lubrication cycles at times have been overlooked and run over time. This maintenance can be performed by any pilot with a DI rating. Remember to sign off the lube you have performed and enter the next cycle in the MR.

From previous experience if lubrication cycles are not observed parts start to wear out at accelerated rates. Some of the L'Hotellier couplings are nearly \$200 each to replace.

The lube cycles are an airworthiness requirement that must be observed. Please make it your business to comply with the requirements.

The shoulder season usually produces good conditions. **Good Flying from Mark Morgan**

Members Articles

Avalon Airshow

It will be 2 more years before we get another chance to pig out on high octane and kerosene. See some great pictures on internet Avalon Airshow. If you have broad band look at www.macattack.com.au

Another very enjoyable weekend for me with a direct Jet Star flight into Avalon on the Saturday morning. Gliding was well represented with GFA/VSA representatives manning a marquee with several gliders on display. Stev Coan from the USA with his self launching aerobatic glider putting on a great show. Hopefully we will get an article on the Web from Nigel; it was great spending a day wondering around together. **By Jet Jackson**

Oxygen Systems and Hypoxia

On Easter Saturday we were fortunate to have David Pietsch give us a presentation on the topic of Oxygen Systems and their use in gliding.

More recent members would not be aware of David's long association with our Club. Briefly, he joined at the age of 14, was solo at 15, and went on to become an Instructor. After working for 18 months or so instructing at a Gliding Club in England he returned to join the RAAF. During an outstanding career he flew many types of aircraft including Sabres, Mirages and F/A -18s.

(It is rumored that en route to Edinburgh on one occasion he brought "work home from the office" in the form of an F/A-18. Accompanied by a wingman he was able to demonstrate their low level flight characteristics to his parents and friends in Waikerie before resuming course).

Oxygen supply systems were a part of his daily working life and as an active member of the Canberra Gliding Club it is only natural that he applies this expertise to explore the wave systems around Cooma and the Mt. Kosciuszko region.

His talk, complete with photos taken while soaring at varying heights to over 30,000ft., centered on hypoxia and its affects on the soaring pilot and covered the practical and safety issues involved in flying above 10,000ft. Examples, drawn from his own experiences and training, reinforced the insidious affects of oxygen starvation which is almost undetectable to the victim and can quickly prove fatal.

David had a small, lightweight oxygen cylinder and nasal catheter system with him and, as a comparison, the heavier larger tank he uses as a permanent installation. The smaller unit takes up little space, is easy to use and is cheap insurance when unexpected high altitude climbs are likely.

The topic of the evening was timely. Each year we become more aware of weather patterns at Waikerie

that can give us climbs to well over 15,000ft and we have access to motor gliders and high performance Sailplanes which make it easier to reach those conditions. The message from this talk is that when you are above 10,000ft be very aware of the dangers involved and don't be tempted to go higher unless you have an adequate oxygen system on board. It was interesting to learn that David is in the habit of turning on his oxygen system as he climbs above 8,000ft.

We thank David for speaking to us at short notice, especially on the holiday weekend and hope that he will repeat the topic at a later date so that other members can have the opportunity to learn more about this subject - something that can affect all of us at some time. **By Graham Francis**

***** Mark Morgan has written a great article called **"You should have been there!" Well maybe not!!** about a recent flight he and Ron Brock experienced in some unusual conditions – first hand lessons in decision making. Suggest you have a read. I have placed it on the club web page.

Call for nominations

***The Secretary of the Waikerie Gliding Club;
Graham Francis is calling for nominations to fill
the following positions.***

President

Vice President

Treasurer

Secretary

2 persons to serve on the Committee

The club will welcome members and guest to the AGM on Saturday 21st May 2005 at 2pm sharp. If you wish to nominate yourself for any of the above positions please contact the Secretary or any of the current committee members.

SEND YOU'RE 'OUT OF THE BLUE' NEWS
ARTICLES, ITEMS INTEREST OR SUGGESTIONS
FOR FUTURE TOPICS TO: gjack@tpg.com.au