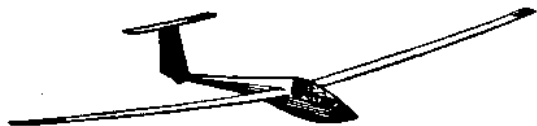


Out of the Blue

Waikerie Gliding Club newsletter

APRIL 2006



Waikerie Gliding Club. inc.

Box 320 Waikerie, SA, 5330.

WGC AGM

**The Waikerie Gliding Club AGM
scheduled for 1400 Hrs, Saturday May 20.**

It is proposed to invite some past members to the AGM.

The tentative program for the day is as follows,

1000 Hrs	Briefing.
1030 Hrs	Flying
1400 Hrs	AGM
1730 Hrs	Drinks at the bar
1800 Hrs	Dinner
1900 Hrs	Presentation, Mr Martin Symons

WGC 70th Anniversary Club formed 5 May 1937 WGC Incorporated 28.2.1938

I propose that the date of the 2006-2007 AGM be set as May 19th, 2007, in order to allow plans to be developed for the 70th Anniversary. Past members should be invited to attend.

Proposed Program

- Flying
- AGM, 1400 Hrs
- Flying
- Dinner

John Hudson
President

Couple of Pictures from Mark see his article this edition



Working Bee
Activities during Day
Saturday 8th April 2006,
See list below.

DIARY DATES

Annual General Meeting	AGM 20 th May 2006
Next Committee Meeting	7 th April 2006
Member's Flying Days	Refer web page for 2006
Working Bee Morning	8th April 2006

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From the WGC web page 'Club documents' is the following list of items requiring attention around the club

#	Item	Equipment Required	Provider	Leader
1	Igloo Hangar	Clean out		Pete Page
	Club Tools	Sort, store Club Tools		Peter Paine
2	Main Hangar, Patch Floor	Concrete Mixer	John Hudson	
	Igloo Hangar	Sand/Gravel/Cement		
3	Main Hangar, Install shelves	Tug Gear		
		Glider Gear		
4	Club Facilities/Accommodation			
	Clubroom windows, clean	Cleaning gear.		
	Members Kitchen, Paint east doors	Paint, Brushes, sand paper		
	Airconditioners, service, prepare for Winter.			
	Airconditioners, fix water leaks			
	Main Car Park Lighting - Fluro	Long ladder	John Hudson	Peter Robinson
	Office/Briefing Room	Paint Window frames and Doors		
	Club Signs	Delete reference to WISC.		
	Wood storage Tank	Clean out, tidy		
	Garden Shed	Clean out, tidy		
	Kitchen Fridge Door seals	Repair	John Hudson	
	Fertilise Clubroom area lawns	Fertiliser & Spreader	John Hudson	
	Clubroom Lighting, repair	2 Fluro Fittings	John Hudson	
5	Club Equipment			
	Tug	Clean		
	Install Cupboard/shelf for Tug Gear, tidy area.			
	Tug Tie-down Kit, Tidy up			
6	Junk Area, tidy up	Assemble flammable material.		
		Assemble all scrap metal.		
7	Sewerage Pump, Inspect, service.			
8	Repair Switchboard Door			J Hudson
9	Pelican Glider			
10	Old Cool Room Refrig Unit - remove			
11	Irrigation Hoses / Sprinklers, service		Complete	
	Irrigation Points, Airfield	Repair		
	Irrigation Point, Tie down area, rearrange			
12	Glider Trailers Twin Astir Trailer	Straighten R/H side rear of trailer.		
		Renew packing in tailplane fitting		
	All Trailers - Critically review and modify	Security of glider components.		
		Fit Rego and Number Plates.		
13	Carpport, Secure roof			
14	LS7 Glider XJB	Tailwheel		
		Canopy Adjust		
15	Glider Tow-out Gear	Service & Repair		
		Paint		
		Label		



You should have bloody been there!!

You haven't heard from me for a while so it's time to let you all know that I haven't been hiding under a rock.

I have actually been flying but I don't want to bore you all with the great flights we've been having!!

23rd March 2006

The weather started getting really good on the Thursday with high CU in from the north-east and with this wind we had the first invasion of the March flies.

Friday was even better but surprisingly dried out early and the sky went blue in most directions.

Saturday saw the CU's popping at 12.10 and the pilots started to get excited. Bill Mudge told me of the great flight he had later in the day and the last to come home.

But Ron and I were watching the weather movements as a trough had formed and was moving slowly toward us from the west. "Tomorrow's going to be the day", we thought!

Early Sunday morning I stood out on the cliff top on the front lawn of my house and looked to the west and to my delight I could see early morning development along the Adelaide hills. Yep the troughs on it's way!!

At 10 am I went up to the hangar to get my ship ready and I could see that Ron had already been to prepare his LS4.

By this time I was a little worried the trough related cloud could arrive before we reached thermal trigger temp and the day would be flat!

We decided to watch it until 12.00 and then decide.

I looked out to the north at 12.15 and still no CU's At 12.25 Ron rang to see if I had a flat tyre or something cause I was not up at the hangar yet, I looked out the window again, "Oh pooh they've started and I'm not up there!"

As I backed the car up the drive I could see two large well developed CUs through the trees just to the west, " Get movin mate or it'll pass you bye again like last time and you'll have to chase it!"

As we lined up to go I decided to run Ron's wing, as there was light to variable to right crosswind that did not well suit a wing drag take off in a standard class glider. Whereas I had flaps and full span aileron to quickly pick up a wing.

As I climbed in, the CU above seemed good enough to use and at 13.20 I was on my way down the strip. At 100 feet the aircraft surged into good lift and in time I started to circle.

As I came round facing northward a great cloud of dried grape vine leaves passed me by in the thermal from Ron's vineyard as the vario pegged out. I put the "wanger" away (engine) at 1,500 feet and let mother nature take over.

Climbing nicely I looked up to see Ron like one of David's tiny models in the sky above me.

At 8,500 I was still getting odd grape vine leaves pass me bye, and at 10,500 it was time to go.

Off toward Morgan as I sided up with Ron, 75kts cruising, yep this is it!!

The glide was still good at Morgan but I did pull a turn or two to see where Ron had got to. A short climb of 1,500 feet topped me out at 11,000 and Ron was now just below.

I noticed under developing cloud just to the south of us. This indicated the trough was now very close. The cloud line was very distinctive northwest to southeast. The sky now out in front of the trough (north east) looked absolutely glorious and was beckoning us to enjoy.

But we knew that if we went out there we'd be lured into weather that was running away to the northeast, we could get caught a long way from home with a good head wind component and in dead to sinking air between us and WKI. The same could happen if we decided to go southeast down the trough.

So the only choice was northwest if you wanted to make a day of it.

As we departed and blasted along under the cloud we did find it difficult to locate the classic trough line lift.

Later we worked out there was not a defined lift line along side the under developing cloud as usual and the lift was better out in the initial line of clouds.

As we got closer to Burra the trough arched more to the north, that's fine!

Apart from the top up at Morgan to find each other there had been no other thermalling as yet. Burra went by on the left as the trough had just passed through there.

We now headed north jumping from left to right and back again seeing where the best lift might be hiding.

As we got further north the air changed and was not as well defined and the cloud blanket associated with the trough seemed to cover a much wider area.

Now abreast Peterborough and a few kms east. We decided to move out more to the east, as the lift was markedly weaker now. Hopes of going further north were fading as we looked at what was going on around us and thinking also of what's happening behind us.

We had made Peterborough, 181 kms in 1.6 hrs, not a bad jolly at 113kph and nearly almost no thermalling!! Now this is why we go flying!!

We had actually glide down to 6,000 feet while looking for better lift. A couple of weaker climbs were taken and then the good one to get us back up "on the step" to start back toward home. Once we had made cloud base I was able to select top gear again (full negative flap) and spear off back along the cloud line.

As we approached Burra again the trough had changed. It was well in from Burra now but the trough back toward Waikerie had decidedly swung round to a northerly beat. I thought the sea breeze may have pushed in and swung it round a bit.

The lift area was still not well defined at all and you guessed it, we made a mistake. Having too much fun along the under developed cloud took us too far into and behind the main lift area.

By the time we had figured this out it was a bit too

late. We either had to fast track well back to the north or keep moving east toward home and try and get a climb that would allow us to drop back to the north and into the good air.

Alas this was not to be as every bit of cloud we flew under gave little or no useable lift as our height kept sinking away. There were some very heavy sink areas as well that we came across and bubble areas of broken lift that helped to reduce our sink rate.

As we neared Morgan it became clear that we had cooked our chook and were headed for home. The radio echoed into life, we had not heard any gliding activity all day but our own; it was Bill wondering where we were. He informed us there was a stiff 15kt southerly blowing at home. The sea breeze was in! As we sunk through 5,000 the air became decidedly rumbly and turbulent. We were sinking into the sea breeze air mass that had moved in under us.

The southerly wind was now apparent in our track line.

Not to worry, the height left, windage and distance to run looked OK.

A bit of ducking and weaving to get the best out of what was around and we slid in over the field at about 800 feet, just nice for a look at the sock and enter into downwind for 20.

Signed- Ready 20 Go!!



South Australian State Competition February 24th to 28th 2006

I (Greg) arrived at Waikerie on Friday evening with just enough time (prior to the commencement of the WGC committee meeting) to set up a bed and grab something to eat. A familiar monthly routine since joining the committee two years ago. This weekend was going to be special because an invitation had been passed around for members to attend the meeting (members are always welcome) and also would be the start of the SA state gliding competition to be run over the next 4 days. Followed by more members flying opportunities for the next 5 days. (we had fabulous flying for 8 days straight)

This story is not so much about the flying but more about the club, comrade ship, teamwork, individual members efforts and fun. The Committee intends to run these events in the future and they will become even more popular. I encourage you to book and nominate your intentions to participate in advance.

Peter Robinson did a marathon effort in being instructor, comps coordinator, weather man, tasks director and scorer – He also put team Waikerie pilots demands before his own interests, more about that later in this article.

Without John Hudson's tireless work for the club we would not be able to function as efficiently and as competently as we do. From around 6:30 each day John was on duty cleaning up after the night before, getting things in order for the new day. Preparing evening meals, towing and many many odd jobs to help keep us flying ie. removing sprinklers, cleaning up the tuggies corner of the hanger and giving the water ballast trolley a once over with a new silver coat of paint, the list is endless.

On one of the days being last on the grid, meant timekeeper and launch crew for the entire fleet. I was about to do a wing down launch when Bernard Eckey walked down from the hanger to run my wing. It was that kind of a competition.

First thing each day Craig would enter the previous days flying into the accounts, other members would do odd jobs. Peter Paine mowed all the grass around the clubhouse one morning and then joined us flying the task. Anne was around assisting with keeping things in order, passing on messages and attending to the recycling. Once again this demonstrated the willingness and dedication people put in around the club to keep us operational. Well-done guys.

On day 1. I miss calculated the run task and focused on the 2 hours time limit and omitted to get into the second TP circle around Loxton. Turning short and flying back the Waikerie I would have been better off to have flown into the circle and returned home late with a slower speed than a technical outlanding. How can I avoid making such a mistake in future listen at briefing, set up the proper radius around TP's prior to the flight and when the scorer states 'if you go around Wunka you are in the circle' do not think/assume he said Magee.

On day three I was looking for a good start, I started first and ran into heavy 10 knots sink and elected to return, thinking I will be able to get a fast climb and catch up to the others as they had not started – by the time I was ready to start again, not a glider in sight and still heading towards the ground in what felt like a vertical lift going down. My third start was more like what I imagined, not much sink, some generous patches of lift and the potential to drive out beyond gliding distance back to the field. Only problem was it was now 16:10 finally getting back to Waikerie finish at 18:44 – 2 hours 34 for a 166klm task. One of the many lessons I learnt from this day was never give up. Some of the positives were a 1200 ft save from possibly the last thermal of the day that I purposefully went looking for over some scrub. How nice it is to get home and thanks to John for taking my update/progress calls late in the day.

The sunset café evening meals were very popular and provided an opportunity to talk talk talk; mostly about gliding experiences around Australia and overseas. Gavin shared his experience flying the Morning Glory and the difference in cross country flying in England, Bernard talked a little about NZ and a lot about sport development.

Finishing up around 2300 every night after consuming an impressive array of Red wine provided by Craig and others. This appreciation tasting characteristics and comparison between the various varieties also comparing standards of commercial and non-commercial wine was a highlight of the week. Thanks to those that shared their favourite bottle or two.

Results have been posted on the clubs web page a very fitting outcome, joint state champions. Some discussion took place on the merits of selecting a site to regularly hold events such as state comps and regattas. So that people could plan well in advance, the intention would be to hold the event on the same week every year. (we know Horsham will be the first weekend in February) Individual clubs would take it in turns to organise the events and would benefit in many ways for example good site, centralised location, flying conditions and club facilities. For those clubs with limited resources and experience in running comps help is at hand. 'It's a concept think about it'.

I am enthusiastic and keen to see our members being able to fly every day for the week leading up to xmas through and up to the end of January. To do this we will need to hold some regattas, competitions, performance and cross country training. We might even be able to run the odd intensive abnitiio training week. The logistics of running full time op's during February even though it is possible to have such great weather and fly for the whole of Feb - we do not at this stage in the clubs development have the crew to maintain that level of flying. February is usually back to work, school or Uni we could then revert to weekend activities for the rest of the summer peek season. Dropping back to every second weekend during the non-peak period. What are your views??.

Finally I would like to tell you about another very special days flying – After 4 good days of state comp flying it looked like cyclone Emma as it moved down the west coast of WA was dissipating and would not send any high cloud over to ruin our weather. Expectations were high that Wednesday would be a good day. I arranged another days holiday and we prepared to fly. The 11:30am temp trace indicated another late start but potentially it was going to be a good day once it started. John launched the entire fleet and we all flew around for what seemed like an hour as Robo made sure he sighted everyone and that we were all up at the top of the thermal before starting.

Without it being announced or talked about this was going to be a team Waikerie flying day. We were not in a race, we were not competing against each other, we were not out to prove who is the best of the best, no sheep stations on the line. There was not secretive not willing to share a thermal with 6 other gliders, no particular plan to allow any one pilot to go first and follow, leaching was the norm and in fact if anyone hit some lift we announced it.

All day mother Goose looked after her goslings calling us over to the best part of the thermals, checking on how we were going and what lift and height, giving wind direction and speed, altering the task because a few gliders were not with the gaggle.

Thanks Robo

Hope you accept the mother title with the kindness with which it was meant – Great days fly – another fantastic week.

Pilots comments Day 3 State Comp 2006

Flying HP and after two previous false starts I commenced the task on my third attempt at 15:40 and did not have any trouble reaching Wunka Kingston and arrived back in the area of the Waikerie aerodrome around 17:10 at the slow speed of around 60. Still having 2500 feet and finding a good thermal that took me to just over 5000' I considered gliding on track to Nottswell and tuning at some point to final glide home. Half way along the let I picked up another thermal at about 3 knots to over 5000' – no choice now but to go all the way and see how far back I could get. When I rounded Nottswell at 3000' I needed a top up to get home. Flying over the edge of the scrub following the tree lines I picked a large paddock joining down wind at 1200' I managed to pick up 2 knots that gave me final glide and a bit of extra height for luck - arriving back at the field at 18:10 – average around 65kph, well at least I made it around.

From Jet

CFI Care

Hi people. I have an interesting incident report that could easily happen to anyone of us if not fully focussed on the job at hand. It does remind me of a very similar incident that happened many years ago to David Jones and he was also lower!! But that's another story!!

Mark

Here is my incident report for Saturday's stuff up.

Date - 25/03/06 Place - Waikerie Gliding Club
Aircraft - Discus VH-GHP.
Pilot - Bill Mudge
Experience - 2700 hrs on type - 74 hrs
Launch - Aerotow, runway 26

After launch at about 400' indicated (tuggie said 600'?), I decided that the rudder pedals needed to be adjusted a little closer. After changing hands on the control column, I reached forward with my right hand, locating what I believed to be the pedal adjustment handle and pulled. To my surprise, the tow cable released - I had pulled the tow release handle in error! The tow plane immediately turned left and I made a right turn on to a modified right hand circuit and landed back on to runway 26 without incident.

Self assessment-

Prior to take off I noticed that the release handle and cable was (as usual) rather lengthy where it extends from the panel. I held the handle in place by my left knee initially, but let it fall so as to not accidentally pull it during the take off. Unknown to me, it fell to the right behind the control column and overlapped the rudder adjustment cable.

As I 'fished' for the rudder adjustment at 400', as soon as I felt a handle, I pulled and the above incident occurred.

First lesson - look and identify controls before use!

Second lesson - Don't adjust pedals on tow - get them right before take off or after release!

Third lesson - Brief other pilots on the possibility of this happening.

Fourth lesson - Don't do this over the CFI's house!

Bill Mudge

Flight Crew Meeting

**Saturday 8 April, 0830 Hrs sharp.
Clubrooms, Waikerie.**

Odd Jobs Working Bee

**Pick a job or activity to undertake during
the Day**

**Saturday 8th April 2006,
Clubrooms, Waikerie.**