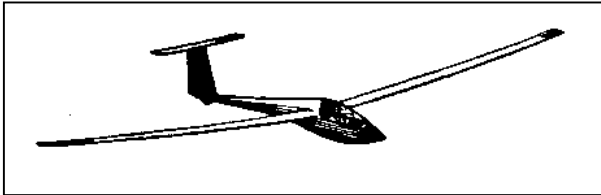


Out of the Blue

Waikerie Gliding Club newsletter

August 2005



Waikerie Gliding Club. inc.

Box 320 Waikerie, SA, 5330.

Waikerie Operations

Legal Requirements to Fly

In order to comply with the rules and regulations governing gliding in Australia, it is a requirement that pilots;

- a) be a member of a Club affiliated with the Gliding Federation of Australia.
- b) be a member of the Gliding Federation of Australia.
- c) undertake a "checkflight" with an Instructor each 12 months.

It is the responsibility of individual pilots to ensure their membership of the Club and GFA are current and that they have undertaken a check-flight with an Instructor with the past 12 months. If any one of these requirements are not current, pilots must not fly solo.

Pilots may check the status of their GFA membership by checking the membership lists (by Club or by individual) on the GFA website. If your name appears in "red", your membership is not current.

To provide information to Instructors to allow checks to be made that these requirements are satisfied, a list is being developed to indicate the current status of pilots.

Please remember, it is a pilot's responsibility to ensure these requirements are satisfied – and not to fly a glider until all the requirements are satisfied.

- If your Club membership is not current, ensure there are sufficient funds in your account to cover membership and advise Craig Vinall or Pete Page.
- If your GFA membership is not current, send the required fee to GFA. The Duty Instructor may request to see your GFA Membership Card.
- If your checkflight is not current, arrange a checkflight with the duty instructor. As the Duty Instructor may request to see your Log Book, ensure you arrange for the Instructor to record your checkflight in your Log Book.

John Hudson
President

We have just purchased two sets of bathroom scales - not digital as they need someone to look after the batteries! One is in the pie cart and one in the briefing room. The scales are to weigh pilots who think they may be too heavy or too light for an aircraft. Please would members put their cans, drink cartons etc in the bins provided for recycling and not in the dustbins for me to dig out. Old newspapers can be left in the briefing room for me to recycle.

(Your efforts to assist Ann would be appreciated) Ed.

Ann Woolf

DIARY DATES

Annual General Meeting	Next AGM May 2006
Next Committee Meeting	12 th August 2005
Member's Flying Days	13 th & 14 th August 2005
Sport Aircraft Association	27 th 28 th August REVISIT

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A Great Effort

A "Working Bee" was planned for Saturday 15 July. Luckily, the weather did not draw attention away from the planned tasks, with fresh to strong westerly winds and rain showers.

A sizeable group of members – Pete Page, Greg Jackson, Graham Francis, Craig Vinall, Peter Paine, Stuart Skevington, Peter Robinson, Ann Woolf, Peter Siddall, John Mudge, Rod Vanderbrink, Sarah Allen, Mark Morgan, Grant Hudson, David Lawley, Ray Lawley-Sinclair assembled to attack the planned jobs, which included,

- installation of new sky-lights in the Igloo hangar.
- repairs to the floor in the Igloo Hangar
- adjust Igloo hangar doors.
- re-attaching loose panels in the roof of the main hangar.
- clean main hangar door tracks.
- fit door weather strips to several doors.
- store irrigation hoses and sprinklers.
- fill areas of subsidence in glider launch pads.
- repair main hangar electrics (the lighting etc works again).
- repair Twin Astir wing dolly.

All the major jobs which were planned were completed together with some additional ones.

A big thankyou to those members who turned up to help – the efforts are clearly visible – the new skylights in the igloo hangar – what a difference, lights again in the main hangar – it looks impressive all lit up. Thanks also to those who provided tools etc, including John Vinall (cement mixer) and Keith Russell (power tools).

The day concluded with a few beers at the bar and dinner followed by a briefing and discussion about "windsocks". The opportunity was taken to formally thank John Vinall for his efforts maintaining Club equipment. John has recently given the Club car a birthday. Well done John, your efforts are truly appreciated.

Another working bee is now being planned. Information about the timing and planned jobs will be provided in due course.

John Hudson

A very successful and enjoyable FUN

BEE was held on Saturday 16 July 2005.

John didn't mention the BBQ Lunch was a great hit and sustained the workers throughout the afternoon shift. Most jobs on the list were completed with much skill and dexterity.

To see Peter Page walking along the top of the hangar doors, defying gravity, drill in hand was akin to a death defying (circus act) Cirque du soleil.

Thanks to Keith Russell for the loan of some tools & equipment and especially to all those members that were able to attend.

Apologies were appreciated, people are always keen to let you know they can't attend a working bee because they are overseas. *Half your luck*

I have one more amazing fact about Cook ala Chef extraordinaire Rod Vanderbrink, not only can he cook, but he can also do a mean weld.

Tasks done

Fit new skylights to Igloo Hangar

Patch Igloo Hangar Floor.

Clean main hangar door tracks, both ends.

Club Facilities / Accommodation, fit door dust seals.

Igloo Hangar Doors, Adjust.

Lights in Main Hangar, all now work

Club Equipment, some ongoing maintenance issues

Task to be completed

1. Repair LS-1 VH-GEB Trailer

Equipment Required: Repair Plan.
Steel Tube
(various sizes).
Welder, rods etc

2. Repair Fluoro Light, main car park

Equipment required: Long ladder
Tools
Spare Fluoro
Tube

3. Clubrooms / Buildings

Clean Windows, inside and outside.

Equipment required: Window -
cleaning equipment.
Detergent
Rags / Clean
Newspaper

4. Painting, Clubrooms / Buildings

Timber work ie fascia, doors, window frames to club facilities:

Equipment required: Exterior Paint
Brushes
Rollers

Greg Jackson

AVOIDING THE ULTIMATE GLIDER-PILOT EMBARRASSMENT

Just a couple of months ago, on May 8th, I was given my first taste of flying the Club's beautiful Discus (HP) after looking forward to what I'd been told was a great experience with a well-performing but simple to fly sailplane.

After being suitably quizzed on my past experience by the day's duty instructor Nigel Baker, I spent a good deal of time just sitting in the Discus cockpit familiarizing myself with the aircraft, the position of the instruments, adjusting the rudder pedals, seat-back, etc. Nigel urged that I carefully read through the pilot's notes for this aircraft before my first tow. I did this and it certainly made the conversion to this aircraft very easy.

I paid very careful attention however, when Nigel stressed that I should be aware of the technique required in the Discus to lower and lock the undercarriage. I listened very closely to Nigel's warning that I should be alert (but not alarmed) to the fact that while lowering the wheel is easy, the locking mechanism requires a solid, single movement, and that I would find it would need a more positive (not to say, forceful) movement than I'd been used to in the single Astir's I'd been flying to date.

With this in mind, I had a great conversion flight and I've subsequently found that the Discus is a joy to fly and is an aircraft that will, I'm sure, provide me with some memorable flights in the coming summer and beyond.

To my surprise, I had one of those memorable flights in HP, it came a little earlier than I'd expected, just a couple of weeks ago, and herein lies the lesson for all newly-converted Discus pilots like me! After DI-ing the aircraft I did an outlanding check with Nigel in his Dimona and then hung around the launch pad and chatted for an hour or so before planning to launch just after lunch. I settled myself in the Discus, without my usual cushion and with the seat-back set just a notch or so further back. A bit more comfortable I thought, and it was only one notch or maybe two – how much difference can it make? I launched uneventfully and on a good Waikerie winter's day climbed quickly to 3400 feet and settled in for an enjoyable flight. I can't think why, but when I'd scratched around for a while, still at 2900' or so, I thought I'd just have a practice run at

lowering the undercarriage again.

Don't know why I thought it was necessary, but I'm glad I did.

Well, I must have tried to lower the damn wheel 10 times (I'm down to about 2300' by this stage) without getting it to lock. I tried loosening the shoulder harness – no success. By the time I was at around 2000' with the wheel still firmly up, I radioed Graham Francis in the pie-cart. I wasn't keen to share my embarrassment at the dilemma I was in, but getting someone else's advice seemed a pretty good option about then. On Graham's advice I switched again to flying with my left hand, dived to gain some airspeed, and at about 70kt or so I pulled the stick back into a moderate climb and at the same time pushed the undercarriage lever forward. The combination of strength and positive-G inertia locked the wheel with a satisfying clunk and I breathed again! I'm convinced that if I hadn't had my higher-altitude trial at lowering the wheel, I might otherwise have been confronted with this problem at the top of my downwind leg at 1000' or thereabouts, without the luxury of enough height or much time to try things to rectify the situation. The prospect of scraping our beautiful Discus, wheel up, along the grass in front of everyone (even my wife and kids were there!) was something I was very keen to avoid.

The moral of the story? Firstly I was pleased and grateful that my conversion check to this type had forewarned me of this characteristic. Secondly, and just as importantly, I was forced to consider the effect that my simple decision to change my normal seating position had had. I'm sure that if my seat-back was a notch or two further forward I would not have had nearly so much trouble.

Can't wait to do it better next time! Safe flying!

Stuart Skevington

Main Hanger Lights

Thanks to Peter Robinson and Grant Hudson, the power points and lighting in the main hanger are once again operational. There are two independent banks of lights - one at the western end and one at the eastern end. The switch for the eastern bank is located under the main hanger fuse board in the north eastern corner of the hanger. The switch for the western end is located next to the personnel access door on the northern wall of the hanger. When shutting up the hanger in the dark, make sure the western bank is on before switching off the eastern bank, proceed to the PA door and switch off the western bank before locking the PA door.

Suggestion Box

A recent suggestion has been made by a few of our switched on members (always looking for opportunities to benefit both clubs) regarding the flapped glider at Renmark (Mosquito). We understand this glider is used infrequently by Renmark. The thought was; possibly we could utilise the Renmark glider on a cross hire basis to provide an extra single seater for Waikerie.

Benefits for Renmark would be extra income to offset there existing costs of owning the glider. Could also still fly glider from Waikerie. Opportunities to fly other types of gliders based at Waikerie. Strengthen both clubs. And could lead to ongoing future benefits - Worth a thought!! *(I for one would fly it) Ed.*

Notes taken from recent meetings

1. **New Committee**

The first meeting of the newly elected Committee was held on Friday 1 July. New Committee members Peter Paine and Stuart Skevington were welcomed to the meeting.

Individual Committee members have taken up some particular responsibilities (in order to provide continuity) for Club business. The following major aspects are handled by the Committee Member indicated,

2. **Sale of Aircraft**

Efforts continue to sell some Club aircraft including the two Twin Astirs, Hornet and LS-1. If these aircraft are sold, it is proposed to upgrade the fleet by replacement with more modern aircraft.

3. **Fulltime Flying Operations**

A proposal has been developed for a shorter period of fulltime operations during the 2005 – 2006 summer season. The proposal, which is for the period from 2nd to 27th January 2006, has been sent to the Japanese members.

4. **WISC Windup**

With the settlement of all outstanding liabilities associated with Waikerie International Soaring Centre, the formal windup of WISC is being progressed.

While members are unlikely to see any difference in the operations or activities of the Club, this closes another chapter in the history of WGC.

5. **Discussion Paper**

A draft "Discussion Paper" is being developed for use in determining the future strategy of WGC. Once the draft is completed, it will be distributed to members for review and comment. The "Discussion Paper" will cover all aspects of WGC activities, including membership, fleet,

Full Time Flying Operations, 2005 – 2006 Season

In order to assist our overseas members the Waikerie Gliding Club (WGC) propose to provide for members a fixed period of full-time gliding operations. This will be from;

Monday 2 January 2006 to Friday 27 January 2006.

During this period, an Instructor, Tow Pilot, Office Assistant and Cleaner (casual) will be engaged by WGC. It is necessary to pre-book gliders and accommodation, which will be confirmed on payment of 50% of the relevant "Fixed charges".

Charges during this period will be.

a) Fixed Daily Charge of \$ 120 per person, covers the following costs,

- Instructor (\$250 / Day)
- Tow Pilot (\$200 / Day)
- Office Assistant (\$150 / Day)
- Cleaner (\$50 / Day)
- Accommodation (\$30 / Day)
- Club Membership (\$20.00 / Day)
- GFA Short-term Membership (\$60) (one off payment).

b) Flying Costs, including Aerotow charges and aircraft hire costs (where applicable) are not included. In order to minimize the risk to WGC, an average minimum number of 10 bookings per day are required to be confirmed by proposed overseas visitors, and a non-refundable deposit of 50% of Fixed Daily Charge.

Required to be made before 1/10/2005 to enable these arrangements to be made and confirmed.

Bookings will be indicated on the WGC website 'Bookings page' and confirmed by return e-mail to individual members.

When visiting Waikerie, members are encouraged to hire a suitable car, capable of towing a glider trailer/retrieving gliders. Such vehicles may be hired from Cut Price Car and Truck Rentals, 283 South Rd Mile End S.A. Phone 08 84437788.

Committee Waikerie Gliding Club.

Airfield movements

The airfield has a nice cover of green at the moment. But if you take a close look it is mainly the thin single strand grass called "nut grass". This is going to brown off and die when the weather starts to warm up. Our biggest problem that will face us this summer will be ground cover as there was little germination of other grasses off the pads. It is therefore very important that we keep the vehicle traffic controlled. If we are operating on 26, please drive down the taxiway until at the gable markers and then drive along the gable marker line. This will create a track but this will be the lesser of two evils. Once the winter grass has died back there will be no cover to hold the soil so it is important we hold onto as much of the cover that we have now for as long as possible.

The days are starting to warm up more and the windy months are approaching. There is always good flying in the shoulder season so don't you be the one to miss out on the great days we have during this time. Keep a good eye open for the wave days. We have already seen some good and great wave days go by.

Please remember to clean your aircraft after the days flying. The grass stain gets right into the gelcoat and can only be sanded out if left too long.

Check that all doors are locked and lights are off when you leave the field. Everybody do their bit instead of leaving it to the flight crew or committee members to do it all. When I come to work on Monday there are usually lights still burning.

Hot water. - If you are going to turn on a unit, make sure it goes off again when you leave. The second service does not need to be turned on unless there are more than 8 people staying over. Read the instructions inside the meter box carefully. A number of times the second unit has been turned on at the power but the water taps have not been turned on so all that water was heated but none could be used. The primary unit has a quick recovery second element that will quickly heat the top part of the unit when ever it is needed at any time the unit is turned on. When the second heater is not in use it is isolated from the system by 2 taps, one at the inlet and one at the outlet. This stops the water from the primary unit trying to convect into it. It is not like your heater system at home, so please take the time the read the info in the meter box and understand how it works before turning anything on or off.

Regards Mark Morgan



Grant Hudson at the bottom, guess who is at the top?



New skylights contrast with external cladding