

Out of the Blue

Waikerie Gliding Club Newsletter

DECEMBER 2004

Waikerie Operations

"Club format"

By John Hudson

The Club will again host this years Club/Sports Class Nationals from January 9th through to the 21st 2005. I encourage every member to get involved and make a contribution to the success of this event. Over 40 gliders & 52 pilots have entered.

During the week preceding the Nationals, from the 2nd of January 2005 Performance Week will be held at Waikerie. This event provides the opportunity for lower experienced pilots to develop their cross-country skills through coaching and briefings from more experienced cross-country pilots. The value in promoting our sport and developing new pilots cannot be over emphasised. Over 44 pilots have registered their interest in this event.

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) Total Flight time, this day.
- b) Total Number of landings, this day, all this information is 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 now added to previous total time. The number of landings (for the day) is added to the previous **Total Landings** number.

The **Maintenance Release** should be left with the respective glider radio battery when completed.

Most members seemed to have adopted this procedure and only occasionally are there entries missed – well done guys and gals

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 also be done by the last pilot to fly the glider on the respective day.

All pilots are therefore encouraged to wipe down each glider at the end of the days activities, even if the glider only has one flight.

Jobs to be done

There are a large number of jobs to be done around the Clubs facilities to ensure the facilities are maintained in good condition. I would like to thank in particular Anne Wolf for her contribution around the club house and out on the field. Ann's assistance mowing, watering and glider handling on flying days is very much appreciated. Marie Hudson also puts in a huge effort with mail, banking, accommodation, preparing members meals and Clubhouse duties. The club spirit is truly alive and well.

DIARY DATES

Next Committee Meeting	To be advised
Member's Flying Days	Saturday / Sunday Dec 2004
Performance Week	2nd January 05
Sports Class Nationals	9 - 21 January 2005

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Benefits of Flying in the Twins

By Craig Vinall

Since basic training and cross country courses, all of which occurred some time ago for me, I've not spent much time in a twin with someone experienced doing serious cross country flying. We all tend to enjoy single seaters and tagging along with others. Although I must say that, in my case, it is always chasing others who are flying much faster.

In a flight earlier this year Peter Robinson averaged over 100 kph around a 100 km triangle while I could barely manage somewhere in the 70's. Clearly I was doing something wrong.

Recently, I've had two flights with Peter Robinson in the Duo Discus doing some training for the Club Class Nationals. I've come to realise that two up flying is probably the best way to identify your own faults and to learn some of the tips that will make you fly faster.

I thought that some of what I've learnt and what Peter does may be of interest to others.

Firstly, Peter likes to fly with the audio vario turned right down. So that you can barely hear it. It's truly amazing. You can then start to hear noises outside the aircraft like gusts of air from thermals. I think you can sometimes even tell on what side the gusts are strongest.

The next tip is to really feel for the upward gusts in the "seat of your pants". Don't turn for the little bumps. Wait for the "bump bump bump" followed by that nice surging feeling that remains constant. You should also be able to hear it.

By feeling and listening for the stronger thermal, Peter then eases into a turn. Provided that the lift remains or builds as the turn is started, he keeps going. If the lift drops off, stop turning and turn back onto track. If you've picked the right feel, the lift should continue and build in the turn. Hey presto, you're very close to being centred and in a thermal that is hopefully close to the maximum expected for the day. Perhaps only some minor corrections are required.

Going up straight away makes a big difference to lots of turns without height gain.

Peter also likes to maintain the momentum of the aircraft. Fly fast between lift particularly in sink. At about 70 to 80 kts. However, he does not fly any

slower than 60 kts when travelling through rising air. This maintains the momentum of the aircraft and means that less time will be spent accelerating back to 70 to 80 kts.

I always pull back to almost stall speed when travelling through lift trying to maximise height gain. However the time taken to accelerate back to flying speed is significant so that less time accelerating is probably more efficient than gaining a few extra feet.

You really do get a sense of pushing on and maintaining momentum if you fly at a faster speed in the pull ups.

Finally there is no value in waiting until you are at the bottom of your working height band before looking for a climb, particularly if you have passed up clearly good thermals along the way. Fast height gain is good at any time and it is likely that climbs will be stronger higher up by comparison lower down.

By analysing data logger traces, you can see how much time is lost doing wasted turns particularly on days when you know there will be strong lift about. What I've been doing is a real killer. Passing up good strong thermals because you are still above your minimum height band and instead just doing a pull-up. Slowing right down and then taking a lot of time to accelerate, usually in sink. Then I get below my minimum height where I get a bit more desperate to find a good thermal. I then turn on the first sign of lift only to find that I'm flying in sink for the rest of the turn. Then I spend more time trying to centre the lift before finding that I'm in a thermal with only half the strength of what I know is about. I leave after a few more turns with no height gain but with a serious dent in average speed.

I think I've now got some clear strategies to correct bad habits. This will hopefully lead to more speed. However, the real lesson for me has been the advantage of flying in the twin with a more experienced pilot. I will certainly now take every opportunity to do this in the future.

Working Bees

At the end of the soaring season working bees will be set up to continue our work around the Igloo, Hanger, Club-house, Office and Airfield. Please consider helping.

CFI (Care)

Operations

And a big welcome to Gavin Wriggley. Gavin has been around for some time. I first met him in Darwin as the CFI of the Northern Territory Gliding Club of Darwin when SAGA was running an airworthiness course up there some years ago. I'm sure Gavin will fit in with our group fine and be a valuable addition to WGC.

Airworthiness

Aircraft Maintenance Releases - This is to remind you that at the end of each day, the last pilot to fly any glider is now responsible for the daily flight entries from the log sheet into the Maintenance Release. Please make these entries clearly and correctly.

Pilots undertaking the morning DI - Remember your procedure for inspection. There have been a lot of days that pilots have not looked up the maintenance to be performed and related that to the current glider hours. There have been gliders flying for many days with maintenance outstanding. There are no staff to do this work. It is now up to the members to look after this as in most other clubs.

Please remember to unlock the airbrakes when the glider is not in flight. Clean your aircraft at the days end. This means all club aircraft.

We are asking pilots that fly x-country to record their distance flown on the log sheet when you are making your glider MR entry.

Pilots, who wish to have some coaching on x-c work or other aspects of your sport, don't hesitate to speak to the duty instructor. They may not be in a position to help you at that immediate time but more than likely can direct you to another pilot with the skill or knowledge to assist you.

Airfield - If you stand on the field and look around you may notice there is not a great deal of grass cover. Very few parts of the field have been mowed as there has been no need. More to the point we need to be careful with what little grass cover we still have. Try to restrict the amount of vehicle traffic on the field that is not necessary. Once the grass is gone the sand will blow out. We need to keep our grass cover as much as possible.

You would have noticed the irrigation system has been changed. This is going to allow us longer grassed

strips in time. It also means the pads are narrower, 40 to 50m in fact. Please keep launches on the watered grass. Launching from the verges will quickly cut the dead grass out and create ruts and blow outs. Tug pilots and instructors; please direct pilots to line up on the green grass. Twin relights are to also be on the green grass. If the sprinklers need to be moved, please find someone that can direct you on how it needs to be accomplished.

In light of the fact that we have just had a significant amount of rain, we are sure to have an explosion of **calthrop germination**. Would members please spend half an hour or so walking over the aerodrome and use the time to pull out the small ones when they see them because they will grow into big monsters if let go.

Saturday 4th December. A very nice day and I'm sure was enjoyed by those lucky enough to fly. The CU's popped at about midday and just got better and better. Cloud base topped out at 12,500 feet. Later in the afternoon the imminent sea breeze, coupled with the trough moving east and resulted in some very interesting flying. Significant gusting resulted at the airfield.

Accidents

Recently there were 2 winch incidents that resulted in injured pilots and written off aircraft. Another was an outlanding and running through a fence. The pilot suffered severe facial injuries. We do hope they all recover well. (*Stop press: Our LS1 VH-GEB has sustained some minor damage in a landing incident and will be out of action for some time. Ed,*)

I hope to see all of you over the summer enjoying our sport at Waikerie. Fly Safe, Fly Well

Regards Mark Morgan - CFI.
Morgy's Glider Works Pty. Ltd.
RTO/Airworthiness for SA&NT
wk. 0427 860 992 hm. 08 8541 3752

Irrigation System

The new system appears to be working efficiently, we have been able to maintain green grass and at the same time increase the length of the landing take off pads. Scott Morgan after some assistance initially from Mark now regularly sets up the sprinklers.

Members Week

"Members week" At Waikerie during **March** 2005, Might be a nice end to the official soaring season. The committee would like to gauge what interest there is for such an event. If you think you may have some holidays left and want to have a relaxed fun week or few days of entertainment, meals and the odd cross country challenge please let us know.

New members

The following members have recently joined the Waikerie Gliding Club. Some full members have had a mention in Out of the Blue before.

Allen, Sarah	Ragg, B
Conway, D	Spencer, D
Cubley, T	Skevington, S
Dolman, J	Turner, C
Gregory, Bill	Conway, Catherine

On behalf of the Committee and members, we extend a very warm welcome, and look forward to meeting and seeing you enjoy the activities at Waikerie.

Members Flying Day

We have had some fantastic flying days this year. For regular updates have a look at recent news on our web page. New members have been improving their flying and handling skills, several pilots have gone solo with many others converting to single seat gliders.

Distribution Club Committee Minutes

A suggestion previously made to place Minutes of Club Committee meetings onto the Club Web-site. Your views were sought however no preferences were received. We will therefore in future include items of interest from the committee meetings in the newsletter.

Let us know how you think the club is going. Send your comments to the Committee by mail, fax, phone or e-mail, as listed in "Out-of-the-Blue". Your views and ideas are valuable.

Committee Meeting Notes

Meeting held Friday 26.11.04 Clubrooms, Waikerie
The meeting convened at 1938 Hrs

Attendees: Present - John Hudson, Craig Vinall, Ron Brock, Graham Francis, Greg Jackson, Peter Page, Peter Robinson. Apologies – Allen Hudson.

Financial Report: The financial report was distributed to the Committee.

- C Vinall had met with the Clubs bank. Forms to formally close the WISC account were obtained, allowing unnecessary Club accounts to be closed.

- Flight Crew meeting. Mark Morgan has proposed a flight crew meeting once the "summer instructor" is aboard.

- Suggestion made that the owners of AS W22 QL be requested to install a tailwheel in this aircraft to reduce tail skid impact on the flight strips.

- C Vinall advised the meeting that a web-based system had been established for the Club accounting program. This allowed remote access to the system, allowing updating of accounts remotely.

- Discussion about a system to "register" new members to the Club. Significant milestones include, Pete Siddall is developing a web-based system for member information which will be "Committee accessible".

General Business: Taking Aircraft Away. - Brief discussion. Instructor and Committee approval required to be obtained for members to take gliders away from Waikerie to participate in events. Application needs to be made in sufficient time to allow such consideration.

- LS 1 VH-GEB. Undercarriage damage. Review damage and repair time with Mark Morgan.

- Twin Astirs, IKO and IKU

- IKU to be decommissioned placed in hangar and covered. (Survey status ? vs IKO)

- IKO, airframe hours significantly more than previously stated. GFA unlikely to allow an exemption. Remove Hull Insurance (*from both gliders*).

Conduct minimum maintenance (Survey status ?)

Divert funds for Hull insurance for these aircraft into aircraft replacement fund. Divert portion of profit into 2 seater replacement fund.

- GMU, Comps Booking – Jeff Woodward. Request about pilot weight etc. Advise Jeff of the placarded weights for his determination.

- LS4, VH-ZBC, This aircraft is not available for cross hire.

- Glider Pad Irrigation. Once sprinkler movement arrangements are finalised, procedure to be documented such that Club members can move sprinklers.

Committee Meeting Notes (continued)

- Club Website, Bookings. Advise availability of aircraft and Instructor for the period following the Comps.
- Performance Week Preparations: P Robinson has arranged hire of Data Projector.
- Suggestion made that Performance Week gliders be tied down on the southern side of the Club / Private hangars, in order to preserve the normal tie down area for the comps. Arrange additional showers / toilets for Performance week. Recommended that only additional toilets (from Council) were required.
- Comps Preparations: Arrange for "large" gliders to be tied down in the eastern most row of gliders, to avoid the need to tow down the rows of gliders. Leave occasional gaps in rows of gliders to minimise the distance need to travel down rows.

Daily Flight Sheet

A new A4 size Daily Flight Sheet has been introduced. The main requirement for this new format sheet is to allow the sheet to be easily scanned or faxed to the Treasurer and to facilitate the transfer of information into the new accounting package.

Our Daily Flight Sheet is a very important document. The information contained in it is used for,

1. Determining that all gliders are safely accounted for at the end of each days flying.
2. Maintaining the Maintenance Release for each Glider flown out of Waikerie aerodrome.
3. For allocation of charges to the correct person. Please endeavour to keep the flight sheet neat and tidy.
4. Pilots are encouraged to include comments on the Daily Flight Sheet, such as first solo's, awards (5 Hours, Silver C etc) and **Cross country distances flown.** John Hudson President WGC

Accommodation

For many years now a large green folder has been located in the Office. In side the folder is a sheet setting out the numbered rooms and beds available.

Members, visitors and guests must fill in the accommodation sheet for the dates you stay. Clearly print your name and use an arrow to show the period you stay.

Room bookings can be made over the internet using the Waikerie Gliding Club web page. We will endeavour to keep both the manual and computerised system up todate.

All booked accommodation has preference over members who have not booked. This does not tend to be a problem in the winter time except when we have special events, however booking is advisable.

An update of the **Members Handbook** will be emailed with this news letter. Members without a email address can pick up a copy from the Clubs Office. Charges and booking information is on our Web page

Greg Jackson Social Club Committee representative

Flying Roster

Flying will be on Saturday and Sunday when an instructor is available. The most up to-date roster can be found at www.waikerieglidingclub.com.au/roster/. From the 13th of December 04 flying will be available mid week. Public Holidays will be scheduled when possible. Please call the office to confirm that operations will proceed.

Flying Weekends

11 & 12 December

18 & 19 December

Mid Week Flying for the remainder of December 2004

Check out the Web page under /rosters/ for flying over Christmas, New Year period.