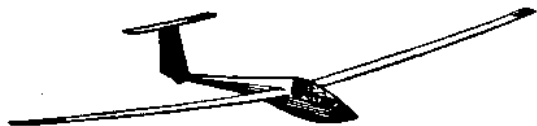


Out of the Blue

Waikerie Gliding Club newsletter

December 2005



Waikerie Gliding Club. inc.

Box 320 Waikerie, SA, 5330.

Waikerie Operations

Club Facilities

Members are reminded to leave the Club's premises and facilities clean and tidy after using them. This includes,

- Cleaning the gliders after being flown.
- Placing glider cushions, Maintenance Releases, parachutes and radio batteries back in the Briefing Room.
- Clubrooms.
- Briefing Room (don't feel ashamed of sweeping the floor!)
- Bathrooms
- Accommodation
- Members Kitchen

Don't leave personal effects lying around for others to cleanup.

In respect of accommodation, we are now in the "Peak Season" and the published charges apply to all accommodation. Please ensure the Accommodation Register (in the Office) is completed if you use the accommodation.

DIARY DATES

Annual General Meeting	Next AGM May 2006
Next Committee Meeting	9 th December 2005
Member's Flying Days	10 th & 11 th December 2005
Waikerie X Country Week	10 th -17 th December 2005

Phone (08) 8541 2644 **Fax** (08) 8541 2644 **E-mail** secretary@waikerieglidingclub.com.au **Web** www.waikerieglidingclub.com.au

AIRSPACE & PROCEDURAL CHANGES NOVEMBER 24TH 2005 IMPLEMENTATION

1. Background

Changes to Australian Airspace have progressively been introduced since the decision to adopt the National Airspace System in May 2002. The changes largely bring Australia into line with recognized ICAO standards and pick up many features of the American airspace system.

The next series of changes become effective on 24 November 2005. These changes impact flying at all non-towered aerodromes – that is any **aerodrome / airfield / bush strip / Ag strip / ALA** etc across Australia. Consequently, these changes impact glider pilots. These latest changes include a standard set of practices to be adopted for operations at all non-towered aerodromes.

2. Definitions

Non-towered aerodrome - aerodrome without a control tower - aerodrome where control tower is not operating.

Straight-in-approach - an approach where the aircraft is aligned with the landing runway by 5nm and broadcasts at 3nm and 1 nm (with intentions) - Normal circuit aircraft have right-of-way.

Circuit Live-side - that side normally used for circuit direction (generally left hand side) *it is a requirement that all turns at non-towered aerodromes be **left hand turns** unless the CASA has issued a direction to the contrary.*

Circuit Dead-side - that side not normally used for circuit direction (generally right hand side of circuit).

MBZ - Mandatory Broadcast Zone.

CTAF - Common Traffic Advisory Frequency.

3. Changes

a) There will be no defined volume for airspace associated with non-towered aerodrome.

3. Changes (continued)

b) MBZ's will be discontinued.

c) Radio carriage and use will be mandatory at some aerodromes.

This will be depicted by **CTAF XXX.X (R)** on charts. (XXX.X = frequency)

d) Radio equipped aircraft to monitor and broadcast on CTAF frequency at or before 10 NM (18 Km).

e) Positional broadcasts will be introduced in the circuit area to enhance situational awareness.

All Operations - General Aviation - Glider Calls

- Before taxiing
- Before Takeoff – by Tug.
- Before entering any active runway
- When clear of an active runway.

Inbound/Overflying (regardless of altitude)

- Before 10 NM (18 Km)
- When entering circuit downwind
- When entering circuit on dead side.
- When conducting a straight in app.
 - at 3 NM (6 KM)
 - at 1 NM (2 Km)

In The Circuit

- Downwind
- Turning onto Base leg
- Turning Final, with intentions

Outbound

- Departing contrary to circuit direction

See suggested radio calls in Presentation section.

f) Standard Broadcast Format

Location Traffic,
A/C type,
Callsign,
Position,
Intentions,
Location

ie "**Waikerie traffic, glider India Kilo Oscar, joining mid-downwind, Runway 26 grass Waikerie**".

g) Circuit Heights, relative to aircraft performance.

High Performance aircraft - 1500 Ft AGL on QNH

Typical GA aircraft - 1000 Ft AGL on QNH

Ultra-lights (< 55 Kts) - 500 Ft AGL on QNH

Gliders - 500 to 1000 Ft AGL on QNH

h) Preferred Entry Point

The preferred circuit entry point is mid downwind, joining at 45 degrees to the downwind leg.

If joining from deadside of circuit, enter on crosswind and cross the active runway between mid-downwind and the upwind end of the runway, giving way to other circuit traffic and aircraft entering at 45 degrees mid-downwind (on the live side).

Avoid flying through the circuit area.

i) Max Speed in Circuit

The maximum speed in any circuit at a non-towered aerodrome is 200 Kts.

j) Take-off and Landing

Takeoffs and landings should be performed on the runway most closely aligned with the wind direction.

k) Straight-in-Approach

May only be conducted when it is safe to do so. Aircraft must be radio equipped and monitor and broadcast intentions on the CTAF.

Aircraft **must** be aligned with the runway by 5 NM (9 Km), make calls at 3 nm (6 km) and 1 nm (2 Km). If conflict occurs, the pilot conducting the straight-in approach must give-way.

l) Departure Procedures

Broadcast intentions. If departing from live side of circuit, climb to circuit height, or above and clear of other circuit traffic, before turning outbound.

If departing from the deadside of the circuit, climb straight ahead to 500 Ft above circuit height before turning, and broadcast intentions.

m) Aerodromes with Gliding Activity

Ideally separate gliders and powered aircraft. If same circuit direction, gliders operate inside powered aircraft circuit or gliders fly right hand circuit.

4) Radio Use & Frequency Monitoring - Gliding

a) Radio Use - It is important for all airspace users to be aware of others flying in and near that particular airspace. Radio can assist with situational awareness and "alerted see-and-avoid".

- Glider pilots generally monitor a gliding frequency.

4) Radio Use (continued)

- Power pilots generally monitor the CTAF frequency (126.7) or the relevant Area Frequency (as depicted on charts), or both.
- Some VHF radios in gliders are able to monitor more than one frequency at a time – some also have scanning abilities.

b) Radio Monitoring – Glider Pilots

- Glider pilots continue to have the choice.
- consider monitor gliding frequency in gaggles.
- monitor CTAF (occasionally) in cruise.
- If the radio set can monitor more than 1 frequency, consider monitoring both the relevant gliding frequency and the CTAF.
- If the radio set has a scanning ability, consider scanning the gliding frequency/s, the CTAF and the Area Frequency.

c) Power Pilots - If you have the opportunity, tell a/all power pilots about the *Gliding Frequencies* (122.5, 122.7, 122.9) and suggest they monitor one of these while flying.

Notes

- 1) Existing discrete CTAF frequencies will remain – ie Waikerie 126.7
- 2) Any aerodrome with specific local procedures will remain.
- 3) All pilots are encouraged to monitor and broadcast on the CTAF if radio equipped.
- 4) The requirement to maintain a good lookout remains.
Remember to **LOOK, TALK and TURN.**
- 5) CTAF information is contained in ERSA.
6. There are no rules that grant one type of operation priority over another, pilots should use common courtesy
- 7) Gliders must give-way to balloons. Other powered aircraft must give-way to gliders.
- 8) Existing rules relating to gliders remain, except for references to MBZ (now CTAF (R).)
- 9) All pilots should use QNH / Area QNH as the datum for all altitude / height references.
- 10) These **Standard Procedures** are recommendations.
- 11) The formal documentation refers to exemptions under CAO 95.4 These exemptions are addressed in a separate document.

John Hudson

Nov 2005.

The Lone Rider

During most of Sunday and Monday of the long weekend the Club's tractor could be seen operating in the distance around the airfield. The reason and need became apparent when I passed by the tractor and slasher combination on tow.

At this low height the length of the fast growing speargrass was clearly evident from the swathes being cut by the slasher. From this height too, the cork edged broad rimmed hat identified the operator. Thanks go to Ann Wolf.

Anne has spend several subsequent day mowing the glider areas and the growth rate of the grasses this year has made it even harder to keep up.

If it's any comfort, the extent of your efforts were easily visible to us flyers. It looked a very tiring and boring task. Have you considered crop circles to relieve the monotony? Maybe an aboriginal figure like the one in central Australia would be a challenge. I know you have a GPS.

Working Bee

A Working Bee was planned to prepare for the soaring season (with a plan to fly during the afternoon if flying conditions were reasonable, and finish the work on Sunday morning and fly again Sunday afternoon).

The usual "stalwarts" turned up to do the work on Saturday and Sunday – yeh, we flew Saturday afternoon. For those who turned up - thanks for your ongoing support. Some of the jobs undertaken included,

- Lowering the "Pelican II" from the ceiling of the main hangar. The Pelican is now lined up with the rest of the gliders - have a look at it, get some pictures etc, but it's not back on-line yet.
- Fixing holes in the main hangar floor.
- Fixing some irrigation points around the airfield.
- Removal of some more "junk" from the Igloo Hangar and surrounds.
- Assembly of various items of scrap metal from around the aerodrome.
- Some more grass mowing (Ann Woolf had done a considerable amount of mowing earlier - thanks to Ann.

Fuel Costs

The price of fuel, including aviation fuel, continues to rise. The Committee have reviewed and adjusted the costs of aerotows to reflect the recent increase.

With effect from 15.10.05, aerotow costs increased to \$4.00 per minute for members and \$6.50 per minute for non-members.

Motor Glider Operating Fee

A fee has been established for the operation of Motor Gliders operated from / into Waikerie aerodrome. This fee is to provide some monetary input by motor-glider operators to the maintenance of the facilities.

The fees set cover either daily or annual usage, as follows,

<i>Annual Fee</i>	<i>\$100.00</i>
<i>Daily Fee</i>	<i>\$5.00</i>

This fee is not levied to motor-gliders cross-hired to WGC.

Busy Weekends

There have been several busy weekends at Waikerie in recent weeks. It's great to see members intimately involved with Club activities by day and relaxing over a drink and discussion in the evening. There have also been some great gliding conditions to go with it, ask Dion, Bernie or Ray.

15th - 16th October - What a weekend at Waikerie.
How much can you fit into a weekend?

On Friday 14th, about 15 aircraft associated with the (Beechcraft) Bonanza Society arrived at Waikerie. This group had planned their AGM to be held at Waikerie. Aircraft seemingly came from all parts of Australia - Brisbane, Melbourne, Sydney etc etc. This group of aeroplanes uplifted almost 2500 litres of fuel.

Flight crew meeting Saturday morning, followed by a BBQ lunch. Afternoon flying, lectures and dinner in the club house after flying, all followed by a Committee meeting that went past 11pm and almost into Sunday.

A 'Working Bee' over this weekend to prepare for the soaring season (with a plan to fly during the afternoon worked well) more odd jobs on Sunday morning and flying again Sunday afternoon saw some of the best conditions for the year, Cu bases around 9500ft on both days.

A "Flight Crew" meeting

Held before lunch on Saturday. Details of this will be circulated separately to Instructors and Tug Pilots. Details of aspects affecting individual pilots are included in this Newsletter.

After a hamburger lunch on Saturday, and with some good-looking Cu forming to the north, preps were made to fly. After release of the first flight, David Conway and Kim Clegget in the Twin Astir soon reported at 9500 Ft under Cu. Peter Robinson in his Nimbus and others in Club gliders followed and also got high in the impressive looking sky. Great to see Graham Marsh, who assisted with some of the jobs before flying the Club Discus on an enjoyable flight. Dion Baker, who had recently solo'd, had a checkflight with David C before having another solo flight in the Twin Astir.

Soon after lunch, Damian O'Riely arrived to complete work on his Stemme for its flight to Perth. Its getting close now Damian.

After flying and over a few beers, David Pietsch (who was at Waikerie completing some work on his AS W20) provided some interesting insights into the human physiology associated with the effects of the low oxygen environment associated with the higher levels, oxygen systems and measure to prevent problems in a discussion before Dinner. Thanks David, most informative.

Marie and Jean provided another great meal in the "Sunset Cafe". Was great to see David Jones and his father (Alby) who arrived in time for David's presentation on oxygen and stayed on for Dinner.

Most members then retired to the bar while the Committee took the opportunity for a Meeting.

Sunday morning dawned near perfect – little or no wind and with a forecast maximum of around 28 degrees.

After a few more Working Bee tasks (and we never completed the planned jobs this time) and with the sky literally full of impressive looking Cu, we again flew.

The Bonanza Society aircraft progressively departed during the morning and early afternoon to their widely dispersed destinations.

With the ideal conditions which prevailed, the opportunity was taken to start an aerotow endorsement for Sarah Allen in the Tug.

Following a detailed briefing, Sarah completed a few circuits to get the feel of the Pawnee (perhaps you could prepare a Newsletter article Sarah about your impressions of the Pawnee) before we hooked the Twin on for some towing. Unfortunately we were unable to complete the endorsement on Sunday, but we are well down the track to having another tow pilot - well done Sarah.

Damian and Nigel run the engine in the Stemme, before doing some engine runs and taxi trials on the main runway - making it a great day for Damian.

Peter Robinson and Kim Clegget in the Twin had a good flight to nearly 10,000 under Cu, having to use airbrake to get down. David Conway in his Ventus also had a good flight, flying to Stonefield where he met up with a AUGC member in a Libelle and flew back to Waikerie, then back to Stonefield before returning to Waikerie.

Dion Baker was converted to the single Astir WUN. After a brief first flight followed by slightly longer second flight of 38 minutes, Dion finally got away, climbing to 9500 Ft.

Dion's impressions were nicely summed up, when after a question from David Conway over the radio "How are you doing Dion"; he replied "Bloody marvellous".

Peter Paine had several hours in the Discus HP and Greg Jackson did a 300 Km flight in the Hornet MU. Craig Vinall had his annual checkflight with Nigel in the Twin. All in all, a very full, busy and enjoyable weekend at Waikerie with some great gliding conditions.

Flight Crew Meeting

a) Flight Crew Meeting was held on Saturday 15 October 2005 at which various operational topics were discussed. The following items are of particular interest to individual glider and tug pilots.

Pilot Records – Individual pilots (tug and glider pilots) are requested to forward the following information to J Hudson (email HUDSON@senet.com.au) to allow the Club records to be updated,

- Tug Pilots
- License Number
- License Category
- Current Medical Certificate Expiry Date.
- Date of last Bi-annual Flight Review
- Number of tows completed in past 6 months.
- Contact details – Phone / Mobile Phone, E-mail, Postal Address.

Please leave copies of Medical Certificate and Bi-annual Flight Review in the office. When any of these change (as when a Medical is renewed, please provide a copy).

b) Club Records – It is vital that Club and Tug records be maintained completely and accurately. This includes refueling logs, the Tug and glider Maintenance Release, Fuel Logs, Oil Usage sheets, Club Accommodation Log etc.

c) Aircraft Cleaning – Pilots must ensure the aircraft are cleaned at the end of each days flying, to remove bugs, oil, grass stains etc. (Don Workman has put in considerable effort to get WGC cleaner than it has been for some time, if we all put in the effort, it will be an easy task).

d) Incidents – There have been some relatively minor (but potentially serious) incidents during flying recently. These are being addressed with the individual pilots concerned.

Because of the very low discipline environment in which tug pilots operate, and a reliance on an individuals personal discipline to develop and maintain high standards (in terms of checks, operations, risk taking etc) I again strongly urge tug pilots to occasionally fly in an environment other than towing - and preferably with an Instructor. This will benefit tug pilots as individuals but also the WGC flying operations and the Club.

The Instructor of the day and the Tug Master must be advised ASAP of any/all incidents involving the towing operations – preferably by the Tug Pilot.

Rob Pollnitz

After 29 years of aerotowing, Rob Pollnitz has called it a day. During the 29 years, Rob flew both the gliders and the tug, but in recent years only flew the tug. Rob saw the many changes which have taken place during this period and I am sure he has many fond memories of gliding at Waikerie. On behalf of Club members, I express our gratitude to Rob for his efforts.

Recent Solo's and Conversions

Solo's Dion Baker
Ray Lawley-Sinclair

Conversions Stuart Skevington, Pete Paine, David Lawley converted to Discus
Dion Baker, converted to the Astir CS and Astir 77
Ray Lawley-Sinclair, converted to Astir CS.

Gliding Operations – Mark Morgan

a) CFI Comments

1) Crew Roster, difficulty persists with filling the flight crew roster. Some additional Instructors and tow pilots are now coming aboard.

2) Pilot Records have not been maintained for some time. Instructors and glider pilots are asked to provide the following. Information to J Hudson (see Tug Pilot section above) to allow club records to be updated,

- Instructor Rating Grade
- GFA Membership No
- GFA Membership current to (date)
- Last Annual Checkflight (date)

A list will be maintained in the Briefing Room and a copy in the Pie -Cart to enable Instructors to check on individual pilot status. Instructors will request pilots to provide their logbooks and GFA m/ship cards for review prior to flying. Any updates will be recorded on the Record sheets to enable updating to be ongoing.

b) Full Time Operations – 2005/2006 Soaring Season.

Fulltime flying operations will not occur for the coming soaring season. Some Club events, including "Waikerie Week" are being planned to allow fulltime-gliding ops for periods of up to 1 week. Additional activities will be arranged dependant upon demand. Further information is provided further in the Newsletter and the dates are listed on the Club's Website. Please let Craig Vinall or John Hudson know of your interest.

c) Club / Flying Records

It is vital that Club and gliding records be maintained – and be maintained accurately. There are no "paid staff" to complete and follow-up these records, so individual Club members are responsible for this. For the gliding operations, this includes the following,

- Glider Maintenance Releases, updating at the end of each days flying.
- Accommodation Records.
- Fuel Sale Record
- Cross Country Kilometres noted on the log sheets

d) Independent Operator Rating Renewal of Endorsement

Pilots are encouraged to revalidate or obtain an *Independent Operators* rating. This rating, which is granted by the CFI is valid only for 12 months and is Club specific, ie an endorsement given at Balaklava is not valid at Waikerie, and so needs to be revalidated annually. This allows pilots with a current rating to arrange their own flying.

e) Record Of Incidents

As indicated above, there have been some minor (but potentially serious) incidents recently. A "Waikerie Gliding Club Accident Report Form" was developed some time ago (a copy hangs above the telephone in the Office). This should be used for any more serious incident or accident.

A "Waikerie Gliding Club Incident Report Form" will be developed (and hung in the same place) to allow all minor incidents to be reported, recorded and reviewed by the flight crew to ensure we make best use of any learning's.

f) Low Finishes.

There was brief discussion about low finishes at the end of a flight. It was agreed these would only be condoned;

- with the express approval of the Duty Instructor.
- an absolute minimum height equivalent to ½ the glider wing span.
- not over or towards any other glider, pie-cart, people, car or building.

g) Cleaning Gliders.

It has long been the tradition at Waikerie that gliders and the tug are cleaned **before flying each day** (to remove dust and bird droppings etc and to ensure the canopy is clean) and **after flying each day** (to remove insects, dirt, etc) This practice has declined in recent times, particularly the after flying clean. Instructors will delegate the task of cleaning the gliders – and don't forget to give the tug pilot a hand to clean the tug.

h) Post Solo Training Syllabus

GFA have developed and released a **Development Guide** for glider pilots for use once they have solo'd. WGC will use this guide, which will enable Instructors and coaches to track the individual pilots progress. Some copies of this are available in the Office.

Booking Gliders

It has not been common practice for WGC pilots to "book" a glider for any period of time, other than if a pilot has sought approval to take a glider away (to a competition, regatta etc). In the previous "commercial" environment, "customers" generally booked a glider for a period of time (be it hours or days).

In the "commercial" glider hire environment, it is normal practice for a glider to be "booked" by an individual pilot for a set period of time (hours or days). In this environment it is expected that the pilot then pays for the booked time, regardless of whether the glider is flown or not.

In the traditional "Club" environment, Club owned and operated gliders are shared among the Club members who turn up to fly on a particular day, with the flying order determined by the order in which members arrive.

The only exception to this is where a particular member declares a cross-country flight – that is prepares a specific task, formally declares the flight etc. In this instance, this pilot would be expected to arrive early and assist with general flying preparations and preparations for the declared flight.

For specific events, such as Regattas, Performance Week, Competitions etc, a glider may be "arranged" with specific endorsement by the CFI and the Committee.

It has been agreed that the following will apply at Waikerie

1. Normal flying activities will follow the "Club Environment" described above, with
 - the order of flying determined by member arrival order.
 - flight time dictated by the number of pilots to fly each glider,

Flying order is to be documented (on a separate sheet kept with the Daily Flight Log)

- One glider will be nominated for "**Local Flying Only**" to ensure all pilots get the opportunity to fly on each day.

2. Gliders can only be "booked",
 - a) for a declared cross-country flight, with preference given to recognized badges, awards and flights (300 km, 500 km, 750 km, 1000 km etc.
 - b) for nominated events, such as performance week, comps etc. when CFI and Committee approval is also required.

Mosquito

The Club took the opportunity to cross-hire the Mosquito glider VH-FQK from the Renmark Gliding Club. The Mosquito is a fiberglass, flapped glider. FQK is fitted with a Borgelt B100 Flight Computer.

The minimum experience requirements to fly this glider are,

- 100 hours total experience.
- A detailed briefing by an Instructor.

Members are asked to be particularly careful when opening the canopy, both from within the cockpit and from outside – unlatch the canopy and lift **using the handle provided** (don't lift on the canopy latch). Two batteries are required to be installed in the battery box to ensure battery security.

Subsequent to the crosshire agreement being put in place, Craig Vinall has purchased the Mosquito. Craig will continue to cross-hire the glider to WGC.

Copies of the Flight Manual and the Operating Manual for the B100 are located in the Briefing Room (please don't remove them). Pilots intending to fly the Mosquito should become familiar with these two manuals.

Club Facilities and Equipment

a) Security of Club Facilities

It is vital that all Club equipment and facilities are appropriately stored and secured at the end of each days flying. Storage and security includes putting Club car and the tractor in a hangar and ensuring the Hangars (main and Igloo), Fuel Bowser, Briefing Room, Office, Club-house (all doors), Bar, Toilets and Members Kitchen are all locked, with lights, air conditioning and hot water heaters turned off - before people leave.

Flight crews should delegate members to ensure this occurs. Members are also requested to ensure all the facilities, including accommodation, toilets, Bar Clubrooms and member's kitchen are left tidy.

All rooms and facilities should be left clean and tidy, vacuum floors, remove all items including emptying rubbish bins, before leaving at the end of each weekend please place contents of the rubbish from the members kitchen in the large green bins outside

2005 – 2006 Soaring Season

The new soaring season has arrived. There have been some ideal gliding days already, with Club pilots reaching some good heights.

Unlike previous seasons, there will be no full time gliding operations during this summer soaring season. We will endeavour to arrange flying activity each weekend – but that depends upon crew availability. That doesn't mean members can't fly at other times, all that is needed is an **Independent Operators Rating** (see the CFI), **and arrange a Tug Pilot.**

We should aim to fly each weekend during the best soaring conditions – December and January. Keep an eye on the Roster Page on the Club website. Some additional Club events are being planned around other major gliding events taking place. Some of these are,

10 – 17 December, Waikerie Cross-country Week
Martin Symmons will provide a talk on Saturday evening.

26 – 31 December, SAGA Coaching Week at Waikerie.

2 – 13 January 2006, National Multi-class comps, Gawler.

21 – 28 January, Waikerie Week, incorporating the SA State Comps.

29/1 – 3/2/06 Potential additional Waikerie Week.

25/2 – 26/2/06 SAGA Coaching Weekend, Waikerie

DRIVING ON THE AIRFIELD

I have just enough space to include a paragraph on the fragile nature of the airfield. Please consider the following.

The airfield has a soft sandy base with very little ground cover to hold it all together. The grassed launch points that the club have planted and regularly water can also be damaged by being driven on, particularly in the heat of the day when the tyres compress the grass down and it then suffers from sun burn. When driving on the airfield drive on the dirt road when going out to 20. Generally drive parallel to the runways along the line of the markers. Only drive on the grass area when absolutely necessary. Do not drive diagonally across the airfield; emergency landing areas, particularly when flying operations are in progress YOU could be in the path of a landing or **crossing a winch wire.**

2005 Calendar

We have had a very active winter, here are a few of the past events

Sat 27-Aug Sports Aircraft Assoc Fly-in
Sat 28-Aug Sports Aircraft Assoc Fly-in

Sat 3-Sept 2 day Course, 2 people
Sat 11-Sept 2 day Course 2 people

Sat 24 Sept Coaching Weekend (SAGA)

Sat 15-Oct Working Bee / Flying Weekend
Sun 16-Oct Working Bee / Flying Weekend

Thurs 17-Oct Information Forum, Airspace

Thurs 29-Sept Riverland High School Students

Fri 30 to 3rd Nov Long weekend flying

Sat 7-Nov Coaching W/end – Stonefield
Sun 8-Nov Coaching W/end – Stonefield

Sun 20-Nov Holden Monaro Car Club Drag Meeting

Sat 10-Dec Waikerie Cross Country Week Start
Sat 17-Dec Waikerie Cross Country Week Finish

Hope to see you at some of the following events

Mon 26-Dec Performance Week Start at Waikerie
Sat 31-Dec Performance Week Finish

2006 Calendar

Mon 26-Dec Gawler Week Start
Sat 1-Jan Gawler Week Finish

Mon 2-Jan Multi-class Nationals, Gawler Start
Fri 13-Jan Multi-class Nationals, Gawler Finish

Sat 21-Jan Waikerie Week, incorp SA State Comps
Sat 28-Jan Waikerie Week, incorp SA State Comps

Sun 29-Jan Potential Additional Flying Week Start
Fri 3-Feb Potential Additional Flying Week Finish

Sat 4-Feb Horsham Week Start
Sat 11-Feb Horsham Week Finish

Sat 25-Feb-06 Waikerie Coaching Weekend (SAGA)
Sun 26-Feb-06 Waikerie Coaching Weekend (SAGA)