

Out of the Blue

Waikerie Gliding Club Newsletter

DECEMBER 2006

Summer operations full swing

Another busy weekend at Waikerie.

Thanks to Mark for putting together a few words on the comings and goings around Waikerie over the past week. For a report on a major fire in the area. - See the Waikerie web page 'latest news'

Don't forget to check the chat site for breaking news and an opportunity to have your say.

wgcchat@lists.riverland.net.au

Waikerie Operations

Irrigated Area

To meet the spirit of the current water restrictions, we have reduced the area irrigated on the glider pads. The watering now is conducted only in two sprinkler runs (vs. three previously). The centre area of the glider pads receive double the amount of water received by the outside area. Pilots should now line-up in the centre of the irrigated area – this is where the tug will line-up.

Additionally, recognizing the dry conditions which currently prevail, we must limit the amount of driving on the airfield proper to only that absolutely necessary. At all times, use the recognized roads and tracks – don't take shortcuts etc – or we'll pay the price if the dry conditions persist.

Smokers

There is an increasing number of cigarette butts scattered around the Club's facilities. Smokers are reminded to dispose of their cigarette butts responsibly.

It would also be a refreshing change if the smokers also emptied the butt receptacles occasionally.

Drink Containers

Club members "recycle" drink containers for the benefit of the Club. Members can help this cause by,

- placing **all** empty drink containers in the bins provided for this purpose.
- don't mix rubbish with empty drink containers and vice-versa.

Security

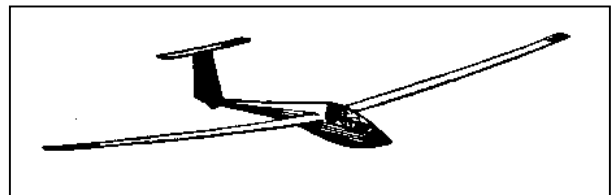
Members are reminded of the requirement to ensure all the Clubs facilities are left clean and tidy and **secure** before they leave the premises.

There have been several recent incidents of cooktops in the Members Kitchen being left switched ON – this is a significant fire hazard and a considerable waste of the Clubs funds.

Checkflights

As everyone is aware, it is a requirement that all pilots have an annual checkflight. A list has been provided in the Briefing Room – complete your own details, and arrange a checkflight if overdue.

"A CHECKFLIGHT should be like a mini-skirt, short enough to be interesting but long enough to cover everything"



Waikerie Gliding Club Inc

DIARY DATES

Annual General Meeting	Next AGM May 19 th 2007
Next Committee Meeting	15 th December 2006
Member's Flying Days	16 th & 17 th December 2006
Full Time Operations	26 th Dec 06 to 14 th Jan 06

Phone (08) 8541 2644 **Fax** (08) 8541 2761 **E-mail** secretary@waikerieglidingclub.com.au **Web** www.waikerieglidingclub.com.au

LS-4

The Club recently purchased an LS-4 glider, **VH-XOK**. This glider is in good condition and has the normal basic instruments together with a Cambridge LNav glide computer, a Becker VHF radio and a Kommet trailer.

Pilots will need to provide their own GPS. Data from the GPS can be provided to the Cambridge system for *Final Glide* computation. A separate item in this Newsletter details the cable requirements to connect to the Cambridge system.

Notes for the LS-4 have been drafted and are available on the Club's website.

The minimum pilot experience requirements for the LS4 is 30 hours, subject to Instructor discretion. It has been agreed the LS4, LS7 and Discus flying costs will be the same, given the value of the aircraft.

STANDARDISATION

It is planned to *standardize* some of the components associated with the Club's fleet. The standardization will include;

- Glider battery and battery charger connections.
- Data cables for GPS/Glide Computer/Logger interface.
- Tow bars, which will be changed be the same as that made for the LS4a.

The cables necessary to connect the pilot's GPS to the Cambridge Glide Computer are the responsibility of the individual pilots. David Lawley has undertaken to make up the cables for those who need them.

WGC OFFICE PROCEDURE #7 FIRE PLAN

With the recent fires and hot conditions being experienced it is timely to review our fire plan.

The WGC facilities are located on "Sir Donald Anderson Drive, Waikerie Aerodrome".

a) In the event of a Fire Alarm, warning or visual observation of fire, ensure

- all occupants are vacated from the area, in an orderly manner to the Assembly Area - *the tarmac area, south of the WGC Office.*
- Call the Country Fire Service, Dial 000.
- Call the Police, Dial 000
- attempt to control the fire with the fire fighting apparatus available, without exposing any member or Visitor to unnecessary risk.
 - nominate a WGC member to prepare a list of all persons known to or thought to be present on the airfield.

(Fire plan continued):

- Consult the "*Accommodation & Glider Hire Summary*" in the Office, if access is appropriate.
- Ensure all known persons are accounted for.
- Nominate a WGC member to ensure open / directed access for the CFS Fire Appliances
- Arrange for a WGC member to meet the CFS Fire Units on arrival to direct them by the quickest accessible route, to the scene of the fire.
- keep personnel not involved in fire fighting away from the scene of the fire.
- provide assistance and support to the CFS as requested.

John Hudson

*Remember safety comes first, to yourself and others
If you are not experienced in using fire fighting equipment it is better to just close doors, seal off to limit the supply of oxygen and make the area safe.
(Ed)*

CLUB GLIDER ACCIDENT LIABILITY (*reprinted from previous newsletter*)

Club gliders can only be flown by Club members.

The subject of liability for Club aircraft damage was raised at the last Annual General Meeting. Following discussion, it was resolved that the individual member/s involved would be liable for the **Insurance Excess** – up to a maximum of fifteen hundred dollars (\$1500.00).

This applies to pilots flying any Club or cross-hired aircraft. Club pilots may elect to use the in-house Insurance provision, which is available at a cost of \$200.00 per annum (\$100.00 for students).

Pilots must indicate the method they desire to adopt, particularly if they wish to adopt the In-house Insurance proposal. The failure to sign a Form will indicate the member accepts liability for the Excess payment.

The **Pilot Accident Liability** Form is available in the Club Documents section of the Website.

Soon to appear on the Web page refer Club Documents section for updated lists of accommodation and flying charges

Newsletter articles and words of wisdom can be sent to gjack@tpg.com.au

LOOK OUT It's also about Situational Awareness

‘You only see what you see’

A discussion on methods for developing good situational awareness.

For the purpose of this article situational awareness means – keeping track of what is happening around you.

Some examples might be:

- Whilst on the ground from the moment you enter the airfield
- Look where is the wind coming from
- Where are the operations taking place and why
- What runways are being used
- How many aircraft are being operated gliders/tugs/winches/powering aircraft/ultra lights etc.
- Are the circuits normal angles to the landing point
- Are there lots of crews around and the gliders being moved off the strip quickly

All this situational awareness will help you with your lookout when you get in the air and also help develop an awareness of developing a good lookout technique.

- Be aware of traffic patterns
- Look out for the tug and for safety of others when on tow
- Do not fly in another gliders blind spot
- Ensure before you instigate a change of direction CLEAR
- Before & during turns, pulling up, joining circuit, on down wind, crosswind, and before turning final it is very important to lookout

There are certain stages of flight that place pressure on the pilot and it is at these times when look out becomes even more important.

Launch, aerotow, finding a thermal, rounding a turn point, final glide, setting up a circuit

Consider

Problems with Sun Glasses – Some pilots prefer not to wear them in circuit areas as they cut down vision, screens out light and are particularly bad if light is poor, late in day or overcast.

Launch - look out for wind direction change of conditions (thermal)

Crew to see behind you; get a report on what is happening behind you on launch

On Tow - be aware where the tug is taking you particularly in relation to airfield, runways and circuit direction – What would you do if you saw the tug heading in the direction of another aircraft. Radio could be useful in this situation.

Prior to release – ensure direction tug is going to go after release is clear – Look to your right including behind.

Planning circuit location of other aircraft – joining down wind – What can help with look out in this situation

- Do not make circuit too wide too high or too fast
- Keep an eye out for aircraft that might be moving at speed on your outside (right) particularly turning base and final because your going to be wanting to look where you are going.
- Straight in approaches are possible, should this be a problem to you. No because if fitted with radio you should have heard inbound calls – however be cautious because intersecting heights are just when you are turning final.

You cannot rely on the radio, use them as a communication tool for additional safety precautions but if you do nothing else please just **‘look out’**.

Jet



December 2006

Sat 16 **(Quick)** Working Bee, Flying Day

Sun 17 Flying Day

Sat 23 Check web roster

Mon 25 No Flying

Tue 26 - Fri 29 Full-time Operations start Private Owners flying

Sat 30 Flying Day Maurie Bradney Week (until Fri 5 Jan). Private Owners flying

Sun 31 Flying Day Maurie Bradney Week

January 2007

Mon 1 - Fri 5 Maurie Bradney Week

Sat 6 SAGA Coaching Week (until Sat 13 Jan)

Sun 7 Flying Day

Mon 8 - Fri 12 SAGA Coaching Week Members Week (TBC)

Sat 13 Flying Day SAGA Coaching Week ends

Sun 14 Flying Day Full-time Operations End

Sat 20 Flying Day

Sun 21 Flying Day

Mon 22 - Fri 26 Members Week (TBC)

Sat 27 Flying Day

Sun 28 Flying Day

February 2007

Sat 3 Flying Day

Sun 4 Flying Day

Sat 10 Flying Day

Sun 11 Flying Day

Sat 17 Flying Day

Sun 18 Flying Day

Some odd jobs to be done around club house and around the aerodrome in the morning – followed by some flying in the afternoon.

Opportunity to fly during the week between xmas and new year we will have a few overseas members and interstate guests

Maurie Bradney week we hope in future years will become part of the SA State comp. Daily tasks to allow some improvement of individual skills

SAGA coaching week – extremely good fun and very well attended in previous years.

Members week last year just went on and on and on - amazing weather fantastic comrade - ship and the Sunset café and wines out of this world.

Flying over the last 12 months has been regular on average every second week throughout the year and will continue for 2007 – members have the opportunity to arrange flying on the in-between weeks – just round up an instructor and a tow pilot.