

# Out of the Blue

Waikerie Gliding Club Newsletter

February 2005

## Waikerie Operations

*"Club format"*

By John Hudson

### **Glider Maintenance Release**

At the conclusion of each days flying, complete MR for Club gliders

### **Jobs to be done**

We could not operate without the members contributions around the Clubs facilities; in undertake the large number of jobs we are able to keep the place nice and clean and in good working condition. Aim to leave the buildings and infrastructure around the airfield in a better condition than when you arrived

### **Link to 'Operations' section of our web page**

A new section soon to be added to our web page [www.waikerieglidingclub.com.au](http://www.waikerieglidingclub.com.au) called 'Club Documents' where you will find standard operating procedures for the numerous activities that we undertaken as a club. The page is only in it infancy at the moment however as Op's procedures are developed they will be added to the WGC site.

## Good Work

**By Brett Potter and Grant Hudson**

1) Club trailers have (nearly) been refurbished and all open trailers are now to be kept in the western end of igloo hanger, this will avoid having to redo this work again in two years time. **No exceptions.**

2) We now have 2 current rego plates and disks. These need to be swapped trailer to trailer before leaving club on retrieve. Wing nuts and bolts are in place on all trailers.

3) There is a plastic outlanding retrieve box next to open trailers with wheel brace and rope,etc. This needs to be taken on retrieve also and replaced when finished.

The clubroom rooftop evaporative airconditioners now have commissioning and de-commissioning procedures, which need to be completed at the beginning and end of summer period. (*refer to instructions published on our web page link see **Club documents***)

Also, the Igloo hanger needs a couple of club members to dig out (*100mm approx*) all the holes in the bitumen floor, wet down then fill with a concrete mix to allow a decent work area in future.

Cheers and may all your thermals be good ones!!

*(Replacement of the alsynite skylight wall panels will be one of the next job for the igloo hanger) ed.*

*(Heard during the comps that if you take a glider trailer onto the river punt and the trailer does not have small wheels on the back a considerable large fine can be imposed, due to the fact the trailer is likely to damage the punt or the ramp). ed.*

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## DIARY DATES

<b>Next Committee Meeting</b>	Friday 18 <sup>TH</sup> February 2005
<b>Member's Flying Days</b>	Sat / Sun 19 & 20 Feb 2005
<b>Member's Flying Days</b>	Sat / Sun 19 & 20 Mar 2005
<b>Easter Weekend</b>	Friday 25 - 28 March 2005

**Phone** (08) 8541 2644

**Fax** (08) 8541 2761

**E-mail** [wisc@riverland.net.au](mailto:wisc@riverland.net.au)

**Web** [www.waikerieglidingclub.com.au](http://www.waikerieglidingclub.com.au)

## Working Bees

*Working bees will be set up to continue our work around the Igloo, Hanger, Club-house, Office and Airfield. ie. Removal of cow throp. Please consider helping and don't wait to be asked, if there is anything you can do ie. special trade skills, hop right in.*

## Members Flying Articles

### 'Just one of those days' by Mark Morgan

I had heard from Billy Mudge that Tuesday 25<sup>th</sup> January was an absolute boomer of a day. All I could do was to look at it through the workshop window!!

Laying in bed the next morning I was thinking about what the day could bring. I decided it was time to pull the jinker box out of the hangar for a bit of glass flexing!

I gave Brocky a bit of a stir up about what I had in mind and it didn't take much convincing that my idea for the day was better than his!!! This was to be Brocky's first flight in his replacement glass cocoon for Libelle BV. To keep up with his LS4 on the glides I needed a bit of water, so in went 50.

We launched at about 12.40 into a developing CU sky. A nice tow from Sir John-sen (Blyth), straight into good lift, so off at 1600. The sky actually looked a lot better than it felt to start with. Broken and weak-ish climbs to 6.5k.

The initial plan was for Burra but at the top of the climb there was still no cloud to the west so we headed east. By the time we reached Renmark the climbs had become stronger and the bases getting progressively higher and lift stronger.

Crossing the border we took a line to the north of Lindsay River still heading east. We turned at the west bank of Lake Victoria with the next stop planned to be Burra.

The track west took us well into the scrub north of Waikerie; this leg was quite fast with little to no climbing. At the Gypsum quarry north east of Morgan seemed to be the last good looking CU westward. The radio echoed with gliders on the ranges scurrying for Gawler between rain and lightning so this required another game plan change.

A line of CU's running south looked very inviting and after a climb about Cadell we hooked onto some good looking stuff that was really pump'in. We followed this line down to about Halidon and as we looked at jumping cross the street to the east some hard rain started to hit the canopy. Plan change again!

North young men! A veer toward Wunkar put us onto a good line of cloud. At the top of a climb as I was departing to chase Brocky, I encountered some clear lift in front of the cloud, temptation, temptation!! A couple or three turns saw 10,000 on the clock and it was off again before Brocky got too far ahead.

At Overland Corner was the bottom of a great street running north deep into the scrub that had been beckoning us for some time.

As we latched onto this the average speed increased somewhat. Previously we had been cruising most of the day between 70 & 80kts, this street allowed us another 10 so with the odd pull up to get us back to cloud base we just kept truck'in as far north as we dared because we knew that at any time the street could collapse or overdevelop into rain behind us.

That run was so good that we had to run back the same line to the river. At the end of the street we blasted off into the south west while looking at our watches. Beer o'clock I think! Time to head home.

As we passed over the field the clock said 5 hrs & 10 min for time on task. After the down load of the flight to Ozi, the flight distance said 555km covered. Not bad! Better than 100 kph for a jolly!!! Higuchi told me at the bar that he also flew up the street to the north of Overland Corner and back. It was definitely a good one!!!

As I've always said " you should have been there!!!" I could not believe such a good day on a public holiday and hardly a member to use it!!!! Well as they say, you can see the sky but you can't throw them into it!!!  
Regards -W L

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

Regards Mark Morgan - CFI.  
Morgy's Glider Works Pty. Ltd.  
RTO/Airworthiness for SA&NT

### **'My out landing check with Nigel' by Craig Vinall**

Prior to competing in this year's Club Class Nationals, I was keen to update my out landing endorsement. I hadn't had a real out landing for a number of years (probably not gung-ho enough!) and with the number of out landings in last year's competition, I thought there was a high likelihood of it happening to me.

I new Nigel was doing out landing checks in his Dimona; I asked nicely if I could have one and he agreed. So, the Sunday before the Comps started, we set off.

I wasn't sure what to expect. I thought he might cut the engine without telling me and then expect me to land. Although we did something like this and did practice a paddock approach the real value of the exercise was SWER line identification. Let me tell you, it was a real eye opener.

We all know that there is a SWER line just south of the air field that runs east-west. However, there is a branch line that runs south down to and past Kani that clearly demonstrates how dangerous to glider pilots these lines can be.

The east-west line is easy to see. It has the classic stubble field markers of an unploughed area around each pole. See one pole and then the next and then you can generally see the rest along that line. It all seems reasonably easy.

Well let me tell you that the southern branch line does some mean and sneaky things. First, the branch line is hard to pick up. Poles are situated on fence or tree lines. In some paddocks, there are no poles in the middle of paddocks. Instead, in one paddock, there is a pole on a fence line. The next is in the middle of bush and the following one is in the middle of a small scrub block. Between the bush and the scrub block is a nice landable east-west paddock!

We all expect SWER lines near houses and you might think that once you have found a line into a house that that's all you need to worry about. Wrong.

On one property, there was a tee line that had a pole on a scrub line. Then the line went diagonally across a paddock adjacent the house to shed. Again, no pole in the middle of the paddock.

Needless to say, I will think twice about landing near a

farm house. Because even if you think you have identified all the SWER lines, there could still be one that you haven't seen. I think I will make my choice well away from houses in a large stubble paddock where you should have a good chance of seeing any obvious lines. At least you will only have a longer walk to the farm house if your mobile phone does not work.

After playing spot the bastard SWER line poles, Nigel then got me to select a paddock for landing. He cut the power so that we were losing height and allowed me to select a paddock and set up for a circuit. At about 50 ft, he put the power on so that we could fly across the paddock and see the surface that we would have otherwise landed on.

We also flew low over a fallow paddock that looked landable even if the surface did look a bit rough. It was quite a shock then to fly low over this paddock and see that there were actually quite high piles of stones scattered through the paddock. From height, these piles looked like very small single stones on the ground.

The whole exercise was a great experience that is certainly made possible by the Dimona. When I did my first out landing check, we had to actually land the glider in the paddock. Little wonder then that it is not practiced at all after having done that first one. The Dimona certainly overcomes this problem.

It was also good to remind myself about SWER lines and reinforce the need to always consider them even if you can't see them. I can't recommend highly enough going for a check with Nigel if you get the chance. You will be surprised. Craig Vinall

**There has been some discussion about flying at Waikerie over Easter 2005. Running a couple of set task days and clocking up some cross country kilometres.**

**DO WE HAVE ANY INTEREST,  
WHO CAN MAKE IT**

**Contact the Secretary Graham Francis or one of the Committee members to register your interest.**

Email [wisc@riverland.net.au](mailto:wisc@riverland.net.au)

Phone the club number (08) 8541 2644

### **'Pete's Day Out' by Pete Siddall**

For once I was at Waikerie without any towing obligations. When it seemed that there might be a single seater sitting idle, I jumped in it. I hadn't flown MU before, but have a few hours in another Hornet. The biggest difference is the improved canopy - there's no canopy bow in front of your head - so there's a great view of the sky.

So there I was climbing in a nice thermal through about 8000 feet, when Mark Morgan called on the radio. "MU, BC. Want to go to Allawoona?"

I've flown with Morgy at a Basic Cross Country Course or two, (OK, bounced along behind) and found it pretty educational. He has a way of gently pushing people along, maybe a bit further than they would have gone on their own. "Yes please!"

My thermal was fading, but I was above 10,000 so I headed off and called to let Morgy know. He said "I'm through 4,000" but I was happy with a head start. It didn't take him long to catch up.... I was floating around in what had seemed better lift near Wunkar when he went past with a story about an 11 knot average.

We could see Allawoona: it didn't seem like much of a challenge from 11,000 feet. Besides Morgy was pointing out the seabreeze front to the southwest. There were lines of cloud running roughly SE-NW: with some chance of finding lines of lift near the front, we headed over there to investigate.

Flying with another glider is fun. Each pilot needs to know where the other is and what he's likely to do, but once you're tracking that, it can be a big advantage to have another glider to watch. You get an instant picture of what the air is doing at the other glider's position, relative to your position. If he has better air, it makes sense to go over there, and vice versa. Two gliders sample more air than one.

Also, watching another glider is a visual treat. Morgy's pull-ups in good air are practical, and they are also fun to watch!

We reached the edge of the seabreeze near Mindarie - the last line of cloud - and cruised along the line, which was roughly NNW-SSE, but didn't find the expected lift lines. However there were some lumpy bits of air in the boundary between old and new air - one of them gave a very good climb, bringing us back to cloudbase. When I caught up to Morgy there, he was swooping

around a hanging-down lump of cloud - lift one side, sink on the other side. Hey, some kids play on the swings, others like the monkey bars.

After fooling around there for a bit I left Morgy on the swings and headed for Waikerie. There was never any risk about making it home - aren't 11,000 foot days great? - and I arrived over the airfield at 8,000 feet.

I suppose some people would open the airbrakes, or do aerobatics or spin off the height. I decided to do an out-and-return: glide out until the altimeter said 5,000, then turn back, which should put me back over the field at 2,000. I headed roughly along the river past Lock 2, and turned at Cadell. I noticed wind lines on the river, indicating a fair southerly wind. Oops!

My height plan didn't allow for a headwind. Never mind, having a thousand feet of safety margin it should work out. And it did, although I thought about Anders' comment that it wouldn't be nice to return low from the NW, there aren't many landing options if you're caught short of Waikerie.

Approaching the field I saw a large cloud of dust being blown out of the quarry south of the airfield. It was a good wind indicator, in case I hadn't noticed the amount of drift I had to lay off into the now-strong southerly wind.

I flew a circuit to land on runway 20. My approach onto the hangar-landing strip was pretty steep: there was a strong wind gradient, then the wind almost stopped when I was below the level of the hill. Soon enough, I was sitting on the ground: I'd flown maybe 180 km on a day when I didn't know I was going flying at all.

Anders landed a bit later: he'd done about 450 km, including 3 laps of a 100 km track.

Fun day. Thanks a bunch Morgy, it was fun!

**If you intend to fly weekends February March 2005 contact Graham Francis it would be nice to know who will be around the club and when.**

**Check out the WGC Web page under /rosters/ for flying up until Easter.**

[www.waikerieglidingclub.com.au/roster/](http://www.waikerieglidingclub.com.au/roster/)