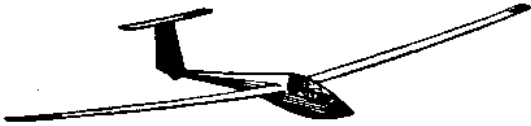


Out of the Blue

Waikerie Gliding Club newsletter

February 2006



Waikerie Gliding Club. inc.

Box 320 Waikerie, SA, 5330.

Waikerie Operations

Members Week

Another 'Members Week' is being proposed for the week Monday 27th February to Friday 3 March 2006. As a result of discussions that took place over the last flying weekend it looks like this will go ahead. There has been sufficient interest shown from several members who enjoyed the previous week in Dec 05.

It is also planned to hold a 4 day fun State Comps within this time frame, the dates suggested are Saturday 25th, Sunday 26th, Monday 27th, and Tuesday 28th February 2006. A junior coaching weekend will also take place on the 25th & 26th.

A Committee Meeting will be held on the evening of Friday 24th February, to which all members are invited. The Agenda will be structured so as to allow member input, perhaps into subjects such as fleet upgrade etc. Topics you consider which should be included should be forwarded to me.

HUDSON@senet.com.au

John Hudson

DIARY DATES

Annual General Meeting	Next AGM 20 th May 2006
Next Committee Meeting	24 th February 2006
Member's Flying Days	10 th & 11 th February 2006
Members X Country Week	27 th -3 rd March 2006

Fleet Upgrade

On Thursday 12 January 2006, Waikerie Gliding Club purchased an LS7 glider. This glider, registered VH-XJB, has 2064 hours and was purchased from the Kingaroy Soaring Club at Kingaroy in Queensland.

Arrangements were made to take delivery of the glider on Wednesday 25th January after Rod van der Brink offered to travel to Kingaroy and bring the glider back. Rod arrived back at Waikerie on Saturday 28th January 2006. (about 4500km round trip)

This machine has the same experience, conversion requirements and flying charges as the Discus. More detailed information about the LS7 is provided on the clubs Web site.

The glider was soon unloaded and rigged, to allow the members present to take photo's and admire the new ship. On Sunday 29th, the glider was Di'd and prepared for flight. I took the opportunity to have the first flight. Although only a short flight of around 20 minutes, I found the LS7 delightful to fly, with a good rate of roll and very stable in turns (very much Discus like). With all the air vents closed, the cockpit is very quiet.

The glider does have some aspects which pilots will need to become accustomed to, including

- A wheel brake operated by "heel brake" pedals incorporated into the rudder pedals.
- Airbrakes which may be locked fully open – for use when tied down.
- A Borgelt B100 Glide computer. Personal copies of the B100 Operating Manual will be available at the Club for a cost of \$10.00.
- The glider comes with a "Cobra" style trailer.

Our sincere thanks for your effort Rod.

On Saturday 14th January, the LS1 VH-GEB left Waikerie by road for its new home in Canberra.

John Hudson

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Performance Coaching Week 26th to 31st December 2005

Waikerie Gliding Club was again fortunate to host this year's SAGA coaching week which was held between Boxing Day and New Year's Eve. The week was organised and run by Bernard Eckey who is the State's performance coach.

More than 30 pilots from a number of South Australian clubs took part in flying and a series of lectures both before and after each day's flying. Again there was simultaneous winch and aerotowing which was extremely successful. Thanks to the Balaklava Gliding Club for the use of their winch.

The course is extremely useful for both inexperienced cross country pilots as well as those with more experience. Topics covered in the daily lectures included theory on thermals and thermal joining techniques, maintaining safe look-out and outlanding consideration. Thanks to David Conway and Graham Parker for there presentations on lookout and outlanding.

Pilots were split into novice and advanced groups and more experienced pilots were assigned to each group or pilot for lead and follow on the day. A different task was set for each group. Several pilots also took the opportunity to attempt badge flights.

Only two days were lost to average weather, but even on one of those days, those that did take launch were rewarded with improving late conditions. Friday the 30th was a great day with heights in excess of 10,000ft.

Several flight logs were analysed after the days flying. Flights were "reflown" using a projector and screen and pilots could immediately see how their climb rates compared to other pilots and where mistakes were made.

Performance week is not only a great opportunity to improve your flying, but is also a great social event where you can enjoy re-flying the day at the bar. I'm sure everyone enjoyed themselves and will be looking forward to next year's event.

Craig Vinall

Club Parachutes

Most Club parachutes are now out of time and thus unable to be repacked. It was suggested that WGC and WGC Social Club purchase new parachutes such that each Club glider, including one Twin Astir, have parachutes.

450K on a Stinker Day

New Years Eve, Saturday 31st December promised to be a stinker – forecast for 46 degrees plus strong N to NW winds with possible thunderstorms. The performance week group were exhausted after a weeks flying and having endured 43 degrees the day before, although heights of 15,000 plus were reported. Arriving early at the field I managed to prise the Discus away from David Lawley and set about getting ready. The performance briefing was held and because of the high winds and threat of storm activity it was decided the day would be cancelled for all but experienced pilots.

As this was a rare chance for me to do some of my own flying, I decided to go for it, hoping someone would come with. Danny arrived to prepare his new Pik20, but also decided that the day may fall over. So, thanks to Pete Siddall and David, we made a dash for the launch and HP and I were in the air at 12:30, with some promising cu ahead. At about 2,000 I thought I was in good lift, but it was hard to tell as we were climbing into at least a 30-knot northerly. Releasing at about 2,500, I was indeed in good lift under the downwind end of the cu. This took me to 8,000 at about 6-7 knots and drifting south. Pushing forward to the windward side of the cu, the lift improved to 9+ knots and topped out at cloud base at 12,500.

No one else looked like launching despite my reports of the conditions, so a decision was needed – what task would be set for these conditions? Where would Morgy & Brocky go? Obviously stay upwind and crosswind. With possibility of the storms developing from the west, I decided on Morgan, Renmark and return.

Morgan was reached in about 40 mins, tacking into wind and crosswind and picking the best cu. Then off to Renmark, staying well north and jumping the streets. This was a quick run with a quartering tail wind and working 8,500 to 11,000. Got a ripper over the end of Renmark runway at 10.3 knot on the averager.

There being no sign of over-development, I pushed on to Lindsay River across a blue patch but to a great looking cu arriving at 6,500 to find another 10 knotter back to 12,500.

Okay, next back to Waikerie, or what about Burra or the Gums? It looked really good out over the scrub, and I knew I'd have to push hard and keep north to get there. Once again, tacking into wind and jumping streets, working an 8,500 to 11,000 range and cruising at 80-85 knots it was a good run, although it still took two hours to do 156k into that wind. (cont'd over)

By now, some of the cu were starting to overdevelop and small micro-bursts occurring. I got wet a couple of times near The Gums, but these areas were easy to skirt, with always good lift on the other side. Around The Gums at 11,000 and see how quick I can get home. Well, about 20 minutes later and still at 7,000 feet, I passed Waikerie to the north across a blue hole and contacted the next cu at 6,000 over Akuna Station. This was a 'weak' 6 knotter, which I took to 9,000 as I drifted towards Kingston on the edge of a developing small storm. Everywhere to the south between Blanchetown and Alawoona seemed to have closed in with lightning and rain evident.

Time to go home, so around Kingston winery at 8,500 and back into the curtain of rain that had now developed. As usual, the rain gave way to lift on the other side, so it was brakes out to wash off a couple of thousand feet, crossing over the hangars at 1,500. The windsock and the raised dust confirmed a westerly shift, so onto 26 for touchdown and rollout to the hangar.

Apparently it got to 47 degrees on the ground and no one else flew! I've heard of wind chill factor – I wonder if there is a wind furnace factor? Anyhow, I was cool enough most of the day, although I could still have all vents open at 12,500.

Measured distance was 448.9km but it took exactly 5 hours from take off to touch down, obviously the wind was a factor. Great day though! Most thermals were 9 knots or better, were all wide and smooth and easily found on the upwind side of the cu. Heavy sink only occurred after leaving the thermal, with very little sink in the blue.

Pity I didn't have water or someone to fly with.

Bill Mudge.

General Items

1. Glider Hangarage

Members are asked to put gliders back into their proper location in the hangar after flying, ideally with the Twin Astir and Tug in front. For flying operations, the Tug and the Twin are almost always used, and this will avoid the need to move a number of single-seat aircraft to get the Twin, Tug etc out, particularly when crews are limited. Overnight and long term hangarage fees apply for non club owed aircraft

2. Cleaning Aircraft

It has long been practice that WGC aircraft are cleaned after daily flying operations are completed. In recent times this practice has declined to the extent that on occasions some aircraft, including the Tug, are

not cleaned at all. The insects which accumulate on the aircraft become difficult to remove once they dry out. It is to everyone advantage that the aircraft are kept clean and tidy – please do your bit to assist.

All parts of the aircraft should be cleaned, not just the parts which can be seen.

The Tug should also be cleaned at the end of the day's activities. Members are encouraged to assist the tug pilot in cleaning the tug.

If this cleaning activity is undertaken at the end of each days flying, the cleaning only requires a chamois, water and a little elbow grease. If left to the following day/weekend etc, the cleaning task is much more difficult.

3. Annual General Meeting 2005/2006

The tentative date for the 2005/2006 Annual General Meeting of WGC is **Saturday 20th May 2006 at 1400 Hrs.** The AGM will be held in the Clubrooms at Waikerie Aerodrome. Members are encouraged to put this date in your Diaries now.

It is also planned to have, as part of the AGM, a Reunion Day and Dinner. Past and present members of WGC will be invited to share in the day, which it is planned will include some flying. After the AGM and towards the end of the day we will have a guest speaker.

Come along and support the Club and meet some of our former members.

4. Irrigation Sprinklers

John Vinall (Craig's father) has again come to our rescue and conducted a major overhaul of the traveling sprinklers used to irrigate the glider pads. This was a major exercise where John manufactured some parts (which are no longer available), chased other parts and spent a great deal of time and effort turning out another first class job.

On behalf of the members, I extend our sincere appreciation to John.

5. Security

On almost every flying weekend, a part or parts of the Club's facilities are left unsecured or inappropriately left – building not locked, untidy, lights left on, hot water heaters left on, etc etc.

It is the responsibility of all members to ensure our facilities are left clean, tidy and secure before we leave the premises.

Getting Hooked On Gliding

Listening to several members swapping tales recently reminded me of an incident which happened in the 1950s. It brought home to me how gliding has changed in aircraft design, student training and approach to safety. At that time the Slingsby T35 was our two seat training aircraft. I cannot remember its vital statistics but it was definitely designed as non aerobatic and probably had a Vne of around 65 knots.

From my memory it would have been extremely difficult to make it fly that fast and no one would have wanted to try anyway. Shortly after going solo, students were expected to practice aerobatics in one of the single seaters, to gain confidence and hone handling skills. Students would be told how to execute the manoeuvre and then go off and try it. This often took place during winter months when we could consistently get 1,200 feet on the winch launch and average flight times of 5 or 6 minutes. Even so, this meant that aerobatics had to be commenced within seconds of pulling the release knob.

On this particular day, the pilot, a young lady who had been solo for some months but was not keen on aerobatics, decided to loop our first solo machine, the Grunau Baby 4. I was doing cable retrieve with our old buckboard and was waiting next to the winch which was parked in a spot near the present gate to the landfill site. Watching to see where the cable drogue fell, I was in a position to see it all. It was a normal launch except that the pilot released a little earlier than necessary. She quickly put the nose of the Grunau down to build up speed for the pull up entry into the loop. Now, in those days, that aircraft had a shoulder bridle release system. This consisted of two flat metal hooks, which fitted into the release mechanisms, one on each side of the cockpit at about elbow height. When the release knob was pulled, rotating cams in the releases moved inwards and allowed the hooks to pull away. The idea behind this system was that the bridle helped the sailplane to track better on the climb and the two release points halved the strain on the fuselage attachment points.

On this occasion the unthinkable happened. The port side hook did not pull free. Fortunately the winch driver had sensed that the pilot was releasing early and had closed the winch motor throttle and was closely watching the sailplane. He was immediately aware of the hook up and disengaged the winch drum so that the cable was free to unwind.

Up and over she went. We watched in horror as the rotating path of the sailplane loosely wrapped the cable around the port wing (with its timber ribs and spar and fabric covering). Just as it seemed that the cable must snag in the aileron and cut through the structure, the wing dropped sharply and the cable just slid off, pulling clear from the release at the same time. Until she landed, the young lady had been very pleased that she had performed her first loop and had been feeling a bit more relaxed about aerobatics. This changed when she sought explanation why the left wing had felt heavy and dropped suddenly. Soon afterwards the young lady gave up gliding. I guess it was understandable under the circumstances.

Graham Francis

2006 Calendar

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

Fri 24-Feb-06 Committee meeting, all welcome.

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

Sat 25-Feb-06 SA State comps Waikerie Commencing
Through to Tue 28-Feb-06 SA State comps Waikerie.

Mon 27-Feb-06 Members week, Continuing
Through to Fri 3-Mar-06

Sat 6-Mar-06 Members Flying
Sun 5-Mar-06 Members Flying.

Saturday 8-April-06 WORKING BEE

Saturday 20-May-06 at 1400 Hrs. The AGM will be held in the Clubrooms Waikerie.

Check the WGC web page for additional events and updates on club activities. Including jobs to be undertaken as part of the Working BEEEEEEEEEEEE.

Fleet upgrade

As part of our fleet upgrade plan the committee is looking at the sale of one Twin Astir, one single Astir and the Hornet.

Records

To record cross county kilometers fill in all the details in our clubs cross country log, which can be found in the briefing room.