

# Out of the Blue

Waikerie Gliding Club Newsletter

March 2004

## Team Waikerie off and Flying

By Craig Vinall

We have already had 2 very successful flying days for those pilots interested in preparing for next year's Club Class Nationals. They have been great fun and I'm certainly looking forward to the next flying day.

The flying days are all about improving flying performance and strategy, but would be equally enjoyable for pilots of all levels from beginners to experts who are interested in participating in a day of organised flying. Everyone is welcome.

Our first day was a real Waikerie boomer of a day. Saturday 14<sup>th</sup> of February and forecast 46° for Renmark. It is usually a few degrees warmer in Waikerie and this was certainly the case. Bill Mudge, duty instructor for the day, recorded 48.8° at the Pie Cart. As we were at 11,000 ft at the time, it didn't really matter to us. Sorry Bill.

Needless to say, the day produced Cu at 11,000 to 12,000 ft with good lift from Midday. We landed at 18.45 but could easily have stayed up longer.

Three pilots set out for the day. Peter Robinson in IUS Greg Jackson in EB and me in HP. We all carried some water and launched at about 13.00.

We set tasks of Waikerie-Wunkar-Kingston Winery-Waikerie twice and then Waikerie-Wunkar-Morgan-Waikerie. As we had been a tad conservative with the task setting, we did the Wunkar/Kingston Winery

100km triangle again for good measure. Peter set a very quick time of over 120Kph to set this year's fastest time for a 100Km FAI triangle for the last lap.



Highway to Wunkar

The day started with a briefing by Peter in which he simply stated two simple strategies.

The first was about thermal selection at various heights. Within the top third of the working height band, only take one turn in prospective lift. If the vario does not indicate thermal strength equal or better than the day's average, then keep going.

In the middle third, it is two turns, and in the bottom third, it is survival.

The other tip was to maintain a reasonable speed entering and exiting a thermal of about 60knts. In other words, do not pull up to close to stall speed in a thermal as it takes too long to re-accelerate back to cruising speed.

After the day's flying we were able to down load the log trace for Peter and Myself and re-fly the tasks on a computer. This is a great way to analyse your flying against a more experienced pilot. It certainly shows up those errors of judgement that cost time and slow your average speed.

A great barbeque was put on by Jean, Marie and John

## DIARY DATES

|                               |                             |
|-------------------------------|-----------------------------|
| <b>Next Committee Meeting</b> | Friday 23 April 04, 7.30 PM |
| <b>Member's Flying Day</b>    | Saturday 24 April 04        |
| <b>Team Waikerie Day</b>      | Sat 24 & Sun 25 April 04    |
| <b>Sports Class Nationals</b> | January 2005                |

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Huson after a great day of flying.

The next day promised a repeat of Saturday. However, I launched just in time to catch the last thermal of the day to about 8000ft. Just before I launched, the wind picked up from the south and you could see the sky becoming blue to the south. Unfortunately, the western side of the trough with its cold southerly winds had arrived.

Things got very quiet and smooth and I proceeded to slowly glide back to a landing at the airfield. Nonetheless, a great weekend.



A great end to a great day

The next flying day was on Saturday 13<sup>th</sup> of March. Not a boomer of a day but instead a very pleasant flying day with a forecast temperature of 27° with convection forecast to 5000ft.

In attendance was the leader Peter Robinson IUS, Greg Jackson HP, Grant Hudson WVC and me in EB. Peter Page was there for moral support and hopefully to help in any retrieves.

We again set a conservative task and decided to fly it twice. It was Waikerie-Maggae-Kingston Bridge-Waikerie. Just under 100Km triangle.

Peter's theory for the day was for the lower performance glider such as me in the LS1 to set off after the higher performance glider set off so as be able to "leach" and pick up the difference in performance by being able to quickly centre in thermals found by the leader. Nice theory if only I was able to keep up.

We did the first lap as a warm up every one finished around the same time with me bringing up the rear.

We then set a start line open time for the next lap and

set off under race conditions.

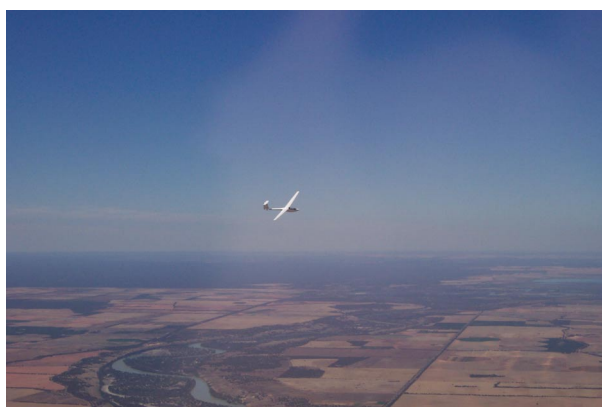
I set off first on the basis of being caught up by the faster guys and then hopefully following them. All good intentions, but when I was caught, I was down to 2000ft and never managed to find that great thermal that took me back to 4000ft. I watched from below as the other passed above.

As it turned out, the strongest lift was in the height band of 3000-5000ft. If I'd stayed high then I wouldn't have needed to turn so much (as per Anders-stay high, don't turn).

In the finish, after adjusting for handicaps, Peter finished with the fastest speed of 90 Kph, Grant with 79 Kph, Greg with 74 Kph and me with 71 Kph.

Again, the most instructive part of the day was re-flying the tasks on the computer with data from the loggers. It is clear how important it is to not turn in rubbish, to take only the strongest lift and to maintain a high set speed between lift.

We're all looking forward to improving our times.



Grant Hudson in the Pik over Waikerie

## The next flying days

The next Team Waikerie flying day is set for 24<sup>th</sup> April 2004.

The schedule for the rest of the year is as follows:

|                            |                           |
|----------------------------|---------------------------|
| 22 <sup>nd</sup> May       | 25 <sup>th</sup> June     |
| 16 <sup>th</sup> July      | 28 <sup>th</sup> August   |
| 18 <sup>th</sup> September | 23 <sup>rd</sup> October  |
| 27 <sup>th</sup> November  | 18 <sup>th</sup> December |

Be sure to put these dates in your diary.

## **164 km in a Dimona - or how to antagonise a friend!!**

**By John Blythe**

Thursday the 5<sup>th</sup> of November brought a fine sunny day, and whoops of delight from the pilots assembled at the weather briefing. After many days of poor thermals and low saves, it looked like my last day in Waikerie might be "the one"!

Being a sensitive sort of guy, I suggested that we all put in \$5 each and do a temp trace, which seemed such a good idea at the time. However, after returning from 6000 feet, my only joy was having Nishizato-san's daughter as scribe for the flight, as the data retrieved suddenly made a 36 degree 8000 foot day into a 36 degree 4000 foot one.

With a wise shake of his head, Higuchi-san said we needed 39 degrees to make it all work, but even he was wrong, as in the end the max temperature got to 39.6, but we weren't to know that just yet!

After a couple of circuits sitting in the right hand seat with Graham Vertigan while he refamiliarised himself with Nigel's Dimona, we started thinking about lunch, then perhaps a cross country sortie, as the temperature continued to rise unexpectedly.

Thinking back to my last dual cross country in the Duo Discus with Craig Vinall, I remembered how hilarious it was (in hindsight) as we each gave the other the command – "you have control" at the end of each very long glide, which naturally resulted in the next pilot handing over even lower. Fortunately, sanity managed to overwhelm our stupidity just before we had to outland on that occasion!!

Bearing that in mind, we mutually decided to hand over to the other near the top of each climb on this occasion, though sadly, the first thermal seemed to peter out at 3000 so I said, "Off we GO!", which took us to a likely thermal source. We inspected this for some time, but in the end we had to succumb to the Iron Thermal for the first and only time. Naturally, we feel that this does not detract from the remainder of the flight, as we had only gone a very short distance from the airfield.

As I remember it, the next few thermals were rather weak, but the 20 knot tail wind was a help, and soon we were over the Loxton silos and approaching a hard won 8000 feet. Reluctantly giving control back to Graham, I then watched in dismay as he rapidly plummeted earthwards, rudely frittering away my hard won height. At least I was able to glare balefully at him as he did so, which is one of the benefits of side by side seating.

Wanbi gradually hove into view, though it did appear to be rather closer in the vertical sense than I would have

preferred. It was about this time that Graham restored my faith in his immense abilities, or was it that that the GPS was starting to show that we would be able to punch back into the wind and soar gleefully back to Waikerie, in spite of Graham's travails and the messy thermals. Regardless, we gently potted back river-wards, and naturally started to find an excessive amount of lift the closer we got to Waikerie.

Next day after bussing down to Adelaide, Bron and I were strolling along the banks of the Torrens River, whiling away the afternoon before catching up with Craig and Lesley for a bottle of fine bottle of wine or five, when I suddenly thought how charitable it would be of me to ring Nigel and thank him for the use of his precious Dimona. Modesty forbid me to boast too long or loudly of our flight, but the exclamations that came back over the phone as I related the highlights are too lurid to print in such a fine rag as this newsletter.

So thanks, Nigel and Graham. I had a great time, and while the Dimona doesn't penetrate a headwind like a Nimbus, and doesn't quite thermal like an ASW20, it is a lot of fun to fly cross country with a good friend in the next seat, and a strong Iron Thermal waiting to be fired up in the front – makes one very bold in leaving thermals early!

### **New fax number**

In order to keep costs to a minimum, we have decided to consolidate our phone and fax number. The new fax number is now the same as our existing phone number. Please update your records.

### **New events calendar on our web site**

Check out the new page on our web page that shows upcoming events at the club. Make it a favourite page so that you can always stay in touch. The link to the site [www.waikerieglidingclub.com.au/calendar](http://www.waikerieglidingclub.com.au/calendar).

### **Some personal thoughts**

**By Sara (Duvnjak)**

I have been a member of Waikerie Gliding Club since 1978 when I began flying gliders and later the tug. I was active, in gliding, until I had my first child, Jean, who is soon to turn 19, achieving a Gold C with one Diamond, passenger rating and International Observer status. In the tug, I had the opportunity to tow at Austraglide in Benalla during the summer of 1994.

During the past 19 years I have had intermittent contact with the club, club members and visitors even though I live only 12 km east of the airfield! It had been harder and harder, each year, to visit the club and not be able to fly - my best way of 'coping' was to not go out to the airfield at all.

A lot has changed in gliding since I first flew - yet, strangely enough, some things are very much the same. This season I have been out to the airfield almost on a daily basis and renewed many acquaintances. I have been inspired to fly again and, my health permitting, this will happen next season. Individual pilots haven't changed - most of us have just got greyer and, some fortunate ones, more experienced, perhaps even more enthusiastic about the sport. The weather changes daily and is as predictable as ever. Camaraderie combined with mutual support and assistance amongst pilots and their crew hasn't changed at all. What has changed, very sadly for me, is the number of people participating in the sport.

Visiting the club house without the crowd I used to be one of is very difficult, for me and I, amongst others, worry about the future of our club and sport. There are 'ghosts' where there used to be 3 deep thirsty pilots jostling for attention from the 5 people serving behind the bar. The club house kitchen is now unused except during competitions or on the odd occasion.

I am particularly impressed by the excellent web site for Waikerie International Soaring Centre - a very user friendly site full of detailed information. Reading it gave me information I hadn't previously known, although I pride myself on being 'current' with club information. Perhaps a page about the club structure could be added as many members, myself included, are unsure about the WGC, WISC etc concept. This may be best covered in a 'history' page (I'd be happy to help put it together, if you need a volunteer).

Recently I had the opportunity to spend some time with an ex club member, Damien O'Reilly, who had brought his ASW 19 from Perth for our workshop to repair. Damien works in Australia and New Zealand and, during his last visit there, took a week's annual leave to fly the ridges and turn 50 years old. Damien was successful in gaining his Diamond height, a pursuit of over 30 years. I listened keenly to his descriptions of the vibrancy and popularity of gliding in New Zealand, with people of all ages (youth included) flying and learning to fly. The courses are well booked and, apparently, fully subscribed.

Every effort is apparently being made to ensure that the club

continues and fresh efforts are being made to rejuvenate interest in the sport of gliding through a youth program. Recognition and encouragement is due to be given to current members and staff who are obviously doing the best they know how to ensure that the club continues and makes the most of what fantastic assets (both natural and material) we have.

I can assure members that most of us are quite ignorant of just what amazing resources Waikerie Gliding Club with regards to aircraft, airfield, club house and weather. Spend an evening or two listening to our international visitors (or even any visitor to the airfield) and you will get a glimpse of what I'm talking about in terms of gliders available to hire, ease of achieving FAI badges, relative freedom of airspace to mention a few.

Let us all spend some time thinking of what WE can do to assist the current management committee return the club to a vigorous and viable entity. There is always something you can do - think of at your non flying skills and resources and think laterally to see if they can assist the club. Bring in friends and family to the club to introduce them to the sport - bring back old club members.

If anyone wants to comment directly to me about this letter please contact me on [racs@riverland.net.au](mailto:racs@riverland.net.au) or 0428 839 029.

Kind regards

**For sale.**

ASW19b VH-GWL - 1/2 share for sale. Mark Schultz. 0427793946

Diamant 17 – VH-GUV. Nigel Baker 0418 841 631  
[nigelbaker30@hotmail.com](mailto:nigelbaker30@hotmail.com)

201 Lebelle – VH-GBV. Ron Brock 8541 2809, fax 8541 4434

## Flying Roster

Flying during winter will be on alternate weekends and will depend on flight crew availability. Flying will be on Saturday and Sunday where possible. The most up to date roster can be found at [www.waikerieglidingclub.com.au/roster/](http://www.waikerieglidingclub.com.au/roster/). Each day will require a duty instructor for operations to proceed. Other days will be scheduled when possible.

| Day | Date     | Instructor | Phone     | Tuggie       | Phone     |
|-----|----------|------------|-----------|--------------|-----------|
| Sat | March 20 | Bill Mudge | 8541 3570 | Pete Siddall |           |
| Sun | March 21 |            |           |              |           |
| Sat | March 27 |            |           |              |           |
| Sun | March 28 |            |           |              |           |
| Sat | April 3  |            |           | Rob Pollniz  | 8338 0970 |
| Sun | April 4  |            |           |              |           |
| Sat | April 10 | Bill Mudge | 8541 3570 |              |           |
| Sun | April 11 |            |           |              |           |