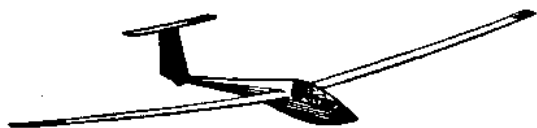


Out of the Blue

Waikerie Gliding Club newsletter

October 2005



Waikerie Gliding Club. inc.

Box 320 Waikerie, SA, 5330.

Waikerie Operations

Club Tractor & Car

Following a recommendation from John Vinall, a 200 litre drum of **Premium Unleaded Petrol** has been placed in the igloo hangar. To extend the serviceability of the engines in the club car and tractor, this fuel has been treated with a lead replacement additive.

A pump is located with this drum of fuel. When the need arises to refuel either of these vehicles, please ensure the pump is clean (no dust / dirt etc). The pump should be removed from the drum following refueling (when you refuel one, check the other vehicle also).

Some instructions have been located on the drum.

John Hudson

Sport Aircraft Club of SA

On the weekend of 27th & 28th August 2005, members of the **Sport Aircraft Club of SA** visited Waikerie, with around 20 aircraft arriving before lunch on Saturday. After lunch there were several flights by the visiting aircraft which included some formation flying. The visiting fleet included several Jabiru's, RV variants, a Lancair 360, Sonic, Minicab and an unusual 4 seat, twin engined Aero 145.

Gliding activities continued through Saturday although gliding conditions were not ideal with a northerly breeze under a high cirrus cloud cover. David Lawley had a flight with son Ray during Saturday afternoon.

Saturday evening commenced with a few drinks at the bar and a 3 course meal prepared by Marie and Jean (it was great to see several WGC members joining in the evening) followed by a musical interlude.

After breakfast on Sunday, with a forecast of deteriorating weather conditions, some visitors headed for home early, while the remainder visited Waikerie places of interest, including the machinery collection, the Chocolate Factory and the river Murray Queen. Following lunch back at WGC, the remainder of the group departed.

Gliding conditions on Sunday were an improvement on Saturday. Ray and David Lawley were the only pilots to fly, with Ray taking a climb in the Twin Astir to 4000 Ft and David to 5000 Ft in the Hornet.

All in all a very successful weekend where pilots with different areas of aviation interest were able to mix, talk aeroplanes and flying and relax.

To those who made this happen, those who helped and those who got involved, a big thank you – you did WGC proud.

John Hudson
President

DIARY DATES

Annual General Meeting	Next AGM May 2006
Next Committee Meeting	15 th October 2005
Member's Flying Days	22 nd & 23 rd October 2005
Working Bee Morning	15 th & 16 th October 2005

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Members Exploits

The club was looking for a tuggy to fill the roster and this has got to be one of the best excuses I have heard.

I'd LOVE to be able to help, Nige, but sadly I am forced to fly at Takikawa at the moment! Shame, but someone has to do it!

Arrived Wednesday, had a night out last night with Ikeda-san at the Obone Festival. followed by a lengthy session at a "Snack Bar" with a seemingly continuous flow of Scotch and nibbles to eat. I was expected to lead of the Karaoke, but quickly endeavored to retire, as all the Japanese seem to have magnificent singing voices - particularly Ikeda-san.

Just a couple of flights late this afternoon, along with a short glider flight with young Shimizu-san, who recently got his instructor rating.

I could have done with a few of Waikerie thermals for my flight, but shortly after descending to the airfield, a wave system established itself briefly to the west, but nobody was able to connect with it.

I'd better go, as a Sapporo draft seems to have my name on it! Cheers **John Blyth**. jblyth@cheerful.com

This one from a guy who is definitely going places

Hey Everyone!

Thought I'd bounce a quick email to the list and let everyone know what mischief I've been up to!

I knocked off an Instrument Rating in Port Macquarie, NSW at the end of June and jumped straight into flying a Cessna 206 here doing Parachute drops.

It's been going reasonably ok, but the hours are highly variable and the past month I've been getting less than I was towing gliders. I did however manage to get myself a reputation as a jump pilot and have been offered work flying Cessna 208's out of Toogoolawah.

The 208 is basically a really big turbine version of the 206 - able to take 15 people rather than 6, and climbing to 14,000' in under 10 minutes, rather than 10,000' in just over 20mins. If all goes to plan and nothing stops me between now and then, I should be moving to Toogoolawah at the end of September.

Hope everything is well back in Waikerie! Hope to catch up with everyone soon (but not sure when that'll be...!) **Ben Lukes**

Likewise I'd love to tow Sunday (I really miss the Pawnee!! :() but unfortunately I have to do a night ferry flight from Port Macquarie to Warnervale, spend the entire day taking parachutists up to 10,000' and then do another night ferry flight back from Warnervale to Port Macquarie. It'll be terrible to log another seven or so hours flying. Found out CASA was happy for me to do the flight IFR at night, but not VFR - was 2nm, 200' and 0.1hrs short of meeting the requirements for NVFR. *sigh* About as much fun as missing a Silver C by two minutes!! Did a quick nav to keep them happy tonight though. **Ben Lukes**

Thanks Ben keep in touch with your latest news

One more classic from a Brit unreal

Hello John,

I have been following, sporadically, the news's from WKI and see that you are considering a limited full-time season. I am still at Nympsfield and thoroughly enjoying it again, but I turn into a pumpkin on Sept 24th (for tax reasons largely) and will return to Darwin in early October. I now begin to think about what lies ahead. The Omarama mob have recruited one local and a fresh-from-college instructor for this season. (though it did give me some fantastic flying [*last season*] thanks to local owners). So I thought that I'd remind you that I am about in case that may be useful. I have had some eventful flying recently, I have the use of a 16.6 metre Ventus here and have been terrifying myself doing lead and follow flights in the cotswolds(ridge) and in the Welsh mountains. Several flights of @ five hours, all below 1500' !! Even the 'thermal' days are seldom above 4000'. I flew 'hors concours' in the Standard Class Nationals last weekend. Gaggles in excess of thirty gliders en route, all still struggling to outclimb each other whilst racing under a lid of about 3000'. On one day no-one got home, another day only one got home. Some of the days cancelled at WKI during last January would have been better than the best seen here. It is fabulously beautiful though, very varied in all ways and very demanding not only through changing weather but also because of airspace restrictions....not just restricted but complicated to boot. Anyway, I hope all your work is bearing fruit. **Gavin Wrigley**.



DION GOES SOLO - YAH HOO

G'day All.

I am a very proud Father. On Sunday Dion went solo at last. As is customary he had to shout the bar that night and of course as he is not 18 it fell to Dad. Did I mind. Of course not.

Monday I had 2 sons flying solo in the air at once and it was a buzz for me to stand on the ground and watch. A real change from training them I can tell you. All went well and the shot of Dion walking back from the aircraft was taken Monday after he did a very smooth landing in a 15 knot 90deg cross wind. I can forgive him for pulling up short given the conditions and the way he handled it.

Driving home Monday night about 10k from Sedan my car spat an Air Con belt. No big deal but it took off the Power Steering and Alternator/Fan belts as it went.

Luckily I had my tool boxes in the back and set about getting myself out of trouble with only my torch for light and within 15mins along came Aiden In his Patrol with Dion and friend. This was a blessing as Aiden drove back to find a missing belt which luckily he did and then Apprentice Diesel Mechanic Aiden helped Dad out and the biggest blessing was having him when I needed the engine cranked over while I guided one of the belts. What changes life can give us as it goes on. Today I am still smiling. It really doesn't get any better than that. So attached shots of Waikerie's latest Solo member (who definitely needs a hair cut) taken by Dad as he prepared to launch and Dad ran wing (years ago it used to be the other way round). Cheers.

Nigel Baker

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.

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.

RIVERLAND HIGH SCHOOLS SPORTS EXPO

On Thursday 29th September we provided Air Experience Flights for students from High Schools in the Riverland. This year; one boy and seven girls tried their hand at gliding. Our Club has become part of the annual Riverland event and thanks to Shirley Mudge Ground Crew, Peter Siddall Tow Pilot and David Conway Instructor, we have again been able to promote our sport and introduce the next generation to the wonders of flight.

OCTOBER LONG WEEKEND

Following on from the High Schools Sports Expo a number of members took the opportunity to begin the long weekend on the Friday. This meant that we operated for five consecutive days which resulted in a real friendly holiday atmosphere. Aircraft were D.I.ed and made ready early each day, some ballasted with water for the anticipated cross country dash although great distances were not reported, those that ventured away were pleased with their flights and the several outlandings were regarded as good experience by the pilots concerned.

In the evenings Nigel Baker practiced his cooking skills and everybody survived to fly again the following day. Thanks Nigel.

Two "firsts" added to the weekends accomplishments. The first occurred when Dion Baker went solo on Sunday morning, much to the delight of Nigel, his father, who missed Dion's impeccable takeoff and landing, but it was captured on film, so Nigel can at least look at the photos. Well done Dion.

The other "first" was accomplished by Bill Verco a visiting pilot, who achieved a leg of his Silver C with his 100km flight to Loxton. He actually achieved another "first" by outlanding on the way home. Congratulations to you Bill.

During the five days there were 77 launches and lots of laughter and happy faces. Thanks to all who helped make it enjoyable. Lets do it all again next October.

Graham Francis

David Pietsch will be at the Club on Saturday and has offered to talk to us again especially for those who missed him previously. As more of our members discover the wave conditions locally his presentation is of great interest.

John Hudson has offered to open the Club Kitchen Sunset Cafe again so we expect the talk will be just prior to, or immediately after the meal.(Depending on how late the thermals stay active).

Members and visiting pilots are welcome to both the presentation and meal. Make a day of it, working bee in the morning, flying in the afternoon and good company in the evening.

Graham Francis

2005 Calendar

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

Thurs 17-Oct Information Forum, Airspace

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

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 Coaching Weekend (SAGA)
Sun 26-Feb-06 Coaching Weekend (SAGA)

Airspace Changes

Changes will be introduced to Australian airspace with effect from 24 November 2005. These changes affect all pilots who fly from non-towered aerodromes (ie Waikerie and Balaklava airfields).

An "Information Forum" has been arranged to review the changes and provide an opportunity for questions. There is only one forum planned for South Australia - this will be held at the Stamford Plaza, 150 North Terrace, Adelaide between 1900 Hrs and 2030 Hrs, on **Thursday 17 October 2005**. Those who can attend are encouraged to.

John Hudson

Flight Crew Meeting

**Saturday 15 October, 0900 Hrs sharp.
Clubrooms, Waikerie.**

Odd Jobs Working Bee

Proposed activities during morning

**Sat/Sun 15th & 16th October,
Clubrooms, Waikerie.**