

# Out of the Blue

Waikerie Gliding Club Newsletter

October 2009

## Notices

### Full Time Operations

Coaching Week – 27.12.10 – 3.01.10

**This event is for all glider pilots irrespective of your skill level. If you are thinking of coming please check with Bernard as there is a limit to the numbers we can cater for. – Glider pilots and glider numbers need to be registered with Bernard Eckey email [eckey@internode.on.net](mailto:eckey@internode.on.net)**

Internode Australian National Multi-Class Gliding Competition 4<sup>th</sup> ~15<sup>th</sup> January 2010

The Club will host the 2010 Internode Australian National Multi-Class Gliding Championships at Waikerie from 4<sup>th</sup> – 15<sup>th</sup> January 2010.

## Operations

### 1. Calling all Crew

Please place your names on the roster to cover all flying weekends and full time operations. We need volunteers to help with airfield maintenance and running the Nationals.

## Everything Aeronautical

24<sup>th</sup> – 25 **October 2009**

Everyone with an interest in "things aeronautical" - from kites, model aircraft and rockets, balloons, hang-gliders and sailplanes, to sport aircraft, homebuilts, antiques, vintage, warbirds, gyrocopters and parachutists - everyone is welcome to come to Waikerie.

**Everything Aeronautical 2008** has been run. There's a write up and some photos on our web page

Come for the day - Saturday 24th October 09 - or the weekend. Accommodation and campsites available, but book soon!

- meet and talk to people with similar interests: suppliers
- see a wide variety of "things that fly"
- see the AS-W20 tri-jet glider
- try your hand at a "maggot race". Fly a predefined course carrying a datalogger, then watch the replay with everyone else's.
- practise your aviation knowledge in the Aviation Quiz after dinner on Saturday evening.
- pilots, builders, owners, maintainers, restorers,

Plenty of aircraft parking and tie-down space. Light snacks and refreshments available during the day. Dinner on Saturday evening for those who wish to stay (bookings essential) with Aviation Quiz.

Any enquiries, please phone John Hudson 08 8272 5929, or email [HUDSON@senet.com.au](mailto:HUDSON@senet.com.au)

## DIARY DATES

<b>Annual General Meeting</b>	Sat 15 <sup>th</sup> May (4pm) 2010
<b>Next Committee Meeting</b>	Friday 30 <sup>th</sup> Oct 2009
	Sat 17 <sup>st</sup> Sun 18 <sup>nd</sup> Oct
<b>Member's Flying Days</b>	Sat 24 <sup>th</sup> Sun 25 <sup>th</sup> Oct
	Sat 31 <sup>st</sup> Sun 1 <sup>st</sup> Nov
<b>Public Hol's L/Weekends</b>	Check WGC web page

Bill Mudge's 40<sup>th</sup>

- Congratulations to Bill, who recently celebrated the 40<sup>th</sup> anniversary working at "The Shed" in Waikerie. The shed has operated under various guises – currently it's owned by NIPPY's.

Well done Bill.

### **New Member - Bradley McKay**

It is great to welcome a local resident as new member to the club's ranks – Bradley McKay, a 15 year old student from Waikerie. Bradley joined the Club in June.

He had previously experienced gliding through the Riverland School Sports program, where he had a flight with Bill Mudge. He has now had several flights, also with Bill Mudge, already experiencing a wide variety of conditions – ranging from low cloud to flying around on-top of broken cloud to an extended thermal flight on Saturday 25<sup>th</sup> July. Bradley's ambition is for a career in aviation – and he's off to a "flying start". We look forward to watching Bradley's progress to solo and beyond.



*Bradley McKay and Bill Mudge in the Club's AS K21*

### **Weather Watch**

growth of the grasses. A weather highlight however has been the wind that resulted in a significant dust storm which arrived at Waikerie as a "wall" of dust. The accompanying strong

winds blew over several significant trees around the aerodrome and again blew the Pie-cart onto its side. The weather has been worth watching, unfortunately not because of rain. While there has been some rain, it's nowhere near enough to restore soil moisture or encourage good, strong.

The Pie-cart suffered a small amount of damage on this occasion, which, thanks to Mark Morgan and Ron Brock, was repaired during the July Working Bee. Also thanks to John Vinall, who repaired the failed Pie-cart jack.

The "rain" certainly hasn't reduced the need for members to follow the Club rule for driving around the airfield – if you can walk – do so. Avoid driving off the unmade roads and tracks.

### **Working Bees**

A couple of Working Bees have been held recently to allow preparations for the Multi-class Championships in January 2010 to be made. A huge thank you to those who have participated, certainly a significant amount of work has been completed.

Another Working Bee is required – hopefully this will be the last one necessary before the good soaring conditions return.



*Pete Paine mowing the lawns.*

### **AS K21 Trailer Build**

Construction of the trailer for the Club's AS K21 is progressing well. The basic frame has now been assembled and fully welded.

### (AS K21 Trailer Build)

The construction task is being undertaken in John Ridge's workshop, near Forreston in the Adelaide Hills, thanks to the generosity of John and Julie who have tolerated the inconvenience and our intrusion during the project.



Nigel Baker welding out the frame in John's workshop.



Nigel Baker, John Ridge and the "smart chook".

### Heard On the Airfield

1. Imagine Craig in the ASG29 VH-VNL overhead the airfield at about 4000 Ft and the engine starts. His mother, Mrs Betty Vinall, who was visiting at the Pie-Card was heard to say, "Is he outlanding". (it was great to see Mr and Mrs Vinall on the airfield again during the weekend).
2. **If it gets any colder it'll snow**". But it didn't.

### Seen On The Airfield Recently

- **Bronte Woods**, a past RTO Airworthiness visited Waikerie on Saturday 25<sup>th</sup> July.
- **John Squires**, a past member, visited Waikerie by helicopter on Saturday 25<sup>th</sup> July 09.
- **John Mills**, a past member of the BVGC visited Waikerie on Saturday 25<sup>th</sup> July. John will be remembered by those who flew the Regatta circuit during the 70's, 80's and early 90's, when he flew a KA6.

### Heard of Recently

- Mark Beile, who was interviewed on the ABC on Monday 3<sup>rd</sup> August. Mark was recently awarded the *Sir Richard Williams* Trophy as the RAAF's Fighter Pilot of the Year. During the interview, Mark explained how he commenced his flying career in South Australia, and flying around gliding Club's at Waikerie and Gawler with his Father (Steve) before joining the RAAF, where he has flown the "fast" jets, including the Hawk and the Hornet fighter. Sounds a similar history as David Pietsch.

### **SAGA Annual General Meeting.**

The SAGA AGM was held at Waikerie on Saturday 15 August 2009. The day incorporated a number of meetings - SAGA Ops Panel Meeting of Club CFI's and Level 3 Instructors and chaired by the RTO-Ops, Paul Mason, the SAGA AGM, the first meeting of the new SAGA Committee and a Development discussion, led by Maurice Little from the GFA.

Following dinner, the award of trophies was made. It was encouraging to see a large number of people attend the day.

### **Big Bonfire.**

Saturday 5<sup>th</sup> September proved to be an enjoyable days flying – the AS K21 was “test-flown” following it's Form2, Craig flew his '29, including a quick 100Km task, David Lawley flew the Boomerang, I had a good solo flight in the '21 and Pete Paine had *another* long flight in the Discus. Greg Jackson flew the Tug.

After dinner, the large rubbish pile was “lit-up” – certainly a big fire for a while. Soon after it was lit, the local Police arrived – following-up on a report of a large fire. Their visit was short and cordial – all was well arranged and under control. The small group settled back to enjoy a few port's and muscat, provided by Greg Jackson, in the warmth of the fire. John Hudson



### **WGC Cross Country Week**

Plans are being developed for a WGC cross country coaching course in December. This course is aimed at “new” cross country pilots, with the aim to further their individual cross-country skills.

The plan is for an informal *coaching week* to coincide with practice by Club members for the multi-class competition. The requirements to participate are - solo pilot, ideally flying single seaters with a C Certificate.

It is planned to discuss aspects of cross-country flying before undertaking a task on a lead and follow basis.

### **Clean-Up**

A great job was recently completed by Ron Brock and Mark Morgan – who have removed all the dead trees in the area to the north of the Clubroom/Caravan Park area and slashed the grass. The effort has significantly improved the appearance of the total area.

The Council have also graded the roads/tracks around the airfield and the runway 02/20 gravel flight-strip. This includes a new access track to the runway 20 take-off points, which now does not go through the trailer park area.

Members are reminded not to drive “all-over” the airfield, but to limit vehicle movement to the already established roads and tracks to minimise erosion and dust and the spread of “Caltrop”.

A big thank you to Ron and Mark for a great effort.

*John Hudson*

## Logbook Stories

I recently had the opportunity to review entries in Greg Jackson's Gliding Logbook. What "stories" this carefully recorded record of Greg's gliding contains – he has recorded, in a concise fashion, details of almost every flight he has had.

Seeing this prompts me to suggest each of us review our Logbooks and prepare some short stories about particular flights, periods or events, of which we are reminded.

I bet there are many great memories and let's send them in to be published in the newsletter.

## Flight number 3 Bacchus Marsh

I always wanted to fly, right from when I was very young, looking up at the sky full of cumulus and wondering how I could get up there. The publicity and very basic TV coverage from the Waikerie world comps showed me the way.

One of my very first flights was with Terry Cubley in a K13. It was the day the Concord was to fly into the recently opened Tullamarine airport. From 2500 ft over Bacchus Marsh we could see the sleek lined aircraft to the North then we heard the noise of the Concorde's engines resonate through the fuselage and finally being able to feel the vibration of the fragile fabric covered glider. It was also on this same day we were experimenting to see how slow the K13 could fly and just managing to keep it straight and level; as a new abnitiio I thought I was doing pretty well when the instructor in the back suggested we do a turn to the right and without any discussion I had my first introduction to spin training. I will never forget it, another great day at the gliding field.

Jet

**OUT OF THE BLUE'**  
**SEND YOU'RE NEWS ARTICLES, ITEMS OF INTEREST OR ANY SUGGESTIONS FOR FUTURE TOPICS TO: [gjack@tpg.com.au](mailto:gjack@tpg.com.au)**



## Sponsorship

Sponsorship deals available.

Internode Australian Nationals Multi Class Championships 4<sup>th</sup> to 15<sup>th</sup> January 2010 Internode a very well known internet service provider have offered to donate 4 major prizes to be presented by Simon Hackett at the end of the competition to each of the 4 class winners plus they have offered give a ways and other generous assistance to the organizing committee. This absolutely fabulous offer from Simon and the Internode company is most welcome. Their generosity will greatly help us to keep costs down, provide fast access the internet throughout the comp and allow us to send all participants away with a memento of the event.

We are actively seeking additional sponsorship to assist us in not only promoting this event for South Australia but also presenting a fun filled and memorable event for all the pilots, crew, and support personal. We expect this event to generate visitors from every state and capital territory in Australia and greatly increase tourism to the area. We have several international pilots coming to compete against our best Australian pilots.

If you would like to join the list of sponsors please contact Greg Jackson. We are looking for offers in kind, gifts, daily prizes, medals, trophies, promotional material, free offers and in particular assistance with catering, drinks and food. Your offers will allow us to promote your involvement and provide you with valuable exposure which will be gained from being involved with such a large gliding event.

**Greg Jackson**  
**16 Redgum Drive Belair SA 5052**  
**08 8384 0615 (wk)**  
**0414 516 989 (m)**  
**08 8370 0523 (hm)**  
**[gjack@tpg.com.au](mailto:gjack@tpg.com.au)**

# CANOPY CARE

A sailplane canopy is a very integral part of the sailplane structure which provides excellent visibility to the crew if it is well maintained and clean. It is also a very expensive part of the sailplane. A dirty canopy will interfere with the ability of the crew to see other airspace users and will add to fatigue. For these two reasons alone, pilot's must understand and practice **canopy care**.

Canopies are made of plastic – specifically Perspex, expertly moulded to fit the particular sailplane and be almost optically perfect (minimal distortion when looking through the Perspex). Perspex is a relatively soft plastic, easily scratched. Any scratch is difficult (if not impossible) to remove and maintain the optics.

- NEVER**
- a) Touch a canopy, other than by the handles provided – or finger prints will be left - which collect dust.
  - b) Leave a sailplane unattended with the canopy open (ever) – it may be blown shut and damaged.
  - c) Use dirty water or chamois to (attempt to) clean a canopy.
  - d) Force a canopy or its lock/s closed or open – check for seat belts, water bottle hoses, clothing etc jamming the canopy or lock/s
- DO**
- a) Support an open canopy in windy conditions.
  - b) Clean the canopy with a **CLEAN** chamois, always using clean water.
  - c) Wipe the “storm-window” rails with a clean chamois.
  - d) Remind other Club members and Visitors not to touch the canopy.
  - e) Be mindful of seatbelts, clothing (Caps in particular), personal equipment etc fouling the canopy, preventing it being closed or locked.

## Canopy Covers

Canopy covers are provided mainly to keep the cockpit cool in hot conditions. Covers should only be placed over a clean (ie dust free) canopy (or the canopy cover acts like sand paper).

If a canopy cover is accidentally dropped onto the ground, attention must be focussed on ensuring the cover is clean and free of stones, sticks etc which may scratch the canopy.

## Cleaning Agents

Clean water is the most appropriate cleaning agent, used with a chamois or soft cloth. The water should be regularly changed – dirty water acts as an abrasive. If a canopy is particularly dusty, use liberal amounts of water to “wash” away the dust.

Various “polishes” and plastic cleaners may also be used, including Mr Sheen, Plexus and Repo car polish. Canopies should be cleaned at the end of a day's flying before any “bugs” etc harden and stick firmly.

When cleaning a canopy, always work, in long continuous strokes from front to back - never across the canopy. This creates the best finish to look through.

## Clothing / Personal Equipment

Items of clothing (buttons, zippers, closures etc), personal equipment (rings, watches, water bottle hoses, GPS / Logger leads etc and seat belts may prevent the canopy from being closed. Don't force the canopy or the locks closed – check for an obstruction and remove it.

## Ground Handling

When moving a sailplane around on the ground, ensure the canopy is locked closed. This will prevent the canopy bouncing around.

## Damage

If any damage is caused to a canopy, advise the Instructor. It is important that any damage be addressed promptly to prevent further damage (cracks propagating etc).

With the appropriate attention and care, a canopy will last for many years, offering an uninterrupted view from the cockpit.

John Hudson.

Cross Country Training Course  
9<sup>th</sup> -13<sup>th</sup> December 2009  
Waikerie Gliding Club

Peter Robinson & Craig Vinall will conduct a training course in all aspects  
of

Cross Country Flying – Guest Speakers and Coaches

Looking to improve your cross country skills or perhaps looking to do your first cross country flight. Come and join us this December 09 to take that next step.

The course will focus on the basics of safe and efficient cross country flying; thermal centering techniques, how to maintain good climb averages, finding lift, speed to fly, final glide calculations and task selection and planning.

All pilots will require a silver C certificate and be in current flying practice. There will be a mixture of tuition in the twin and lead and follow exercises depending on experience. Each day will include a planning session and briefing before the afternoon flying and then a review of the day's flying at the bar.

So if you are looking to improve your average speeds or gain some confidence to be out of gliding distance from the airfield for the first time, come and join us for a few day's of flying and fun.

For those pilots with cross country skills come and join us and share your knowledge around.

Accommodation and meals will be available at the Waikerie club house.

We are going to use this as a build up to what we expect to be a long hot summer with hopefully plenty of flying. Time to get into training and get a jump start.

For further information and registration  
Contact Craig Vinall [craig.vinall@bigpond.com](mailto:craig.vinall@bigpond.com)  
Peter Robinson [nimbus2@internode.on.net](mailto:nimbus2@internode.on.net)