

Out of the Blue

Waikerie Gliding Club Newsletter

September 2004

Adelaide University Gliding Club

Winch Trial

The Adelaide University Gliding Club is currently looking for a new home. Unfortunately, the lease on their flying field has not been renewed and the current owners wish to return the land fully to farming.

In the interim, and subject to the decisions of the AUGC Committee, we are encouraging the club to set up at Waikerie, at least on a temporary basis. Hopefully this could become a permanent arrangement, for our mutual benefit.

This is considered to be an exciting development for Waikerie as it will bring an influx of activity to the club and will provide a low cost option for flight training and provide great cross country opportunities to members of AUGC.

The AUGC use a winch for launching. Subject to approval by the Loxton Waikerie District Council, a winch launching trial is being planned, hopefully for the weekend 25-26 September. Members are very welcome to come and observe and participate in the trial.

Working Bee

It is planned to hold a working bee at the Club on Saturday 18 September (and Sunday 19 September if

necessary). There are two main jobs to be undertaken during the working bee, some changes to the glider pad irrigation and cleanout/up the Igloo hangar.

As many members as possible are encouraged to attend in order to assist with the work. Please let John Hudson know if you are able to attend so we can cater for numbers (John's contacts are Hm 8272-5929 Wk 8224-7784 email John.Hudson@santos.com) Please bring a shovel with you for work on the pad irrigation.

Look forward to seeing you there.

Going Solo

By Peter Paine

The idea to fly gliders had laid latent in my mind until I moved back to the Riverland a couple of years ago. I was busy with work but drove past the gliding club on many occasions and thought about the joy flight I took some 20 years prior. At high school I was a keen aeromodeller, thanks to our school teacher mentor Malcolm Pring. The fascination with flight has remained. For some reason, unbeknown to me, my son decided to go to university and study applied science (aeronautics) and learn to fly. About the same time a former aeromodeller friend I ran in to said, "have you joined the gliding club yet?" That was enough and the next day I was on the phone to Dianne Morgan and began flying with Mark Morgan as

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DIARY DATES	
Working Bee	Sat 18 th Sept 04
Next Committee Meeting	Friday 25 th Sept 7.00PM
Team Waikerie Days	Sat 26 th & 27 th Sept 04
Sports Class Nationals	11-21 January 2005

PLEASE NOTE **NEW BANK ACCOUNT DETAIL**

Under the new club operation, we have reduced the number of bank accounts. From now on, could all EFT payments be made to the following account:

Bank BankSA
BSB 105-048
Account No. 203183340

Phone (08) 8541 2644

Fax (08) 8541 2644

E-mail wgc@riverland.net.au

Web www.waikerieglidingclub.com.au

Fee Restructuring

The change in commercial operations including the winding up of WISC means all flying is now to be done under a club umbrella. That is, everybody who uses the Waikerie Gliding Club facilities (tug, aircraft, etc) will be a member of the Waikerie Gliding Club, either on an annual or daily basis. This means that instead of the member and visitor rates previously charged, there will only be one charge rate - a member's rate. The bona fide membership scheme will cease.

The opportunity has been taken to adjust the fees to reflect the reduced overheads and to simplify the fee structure. The fees can be reduced further if aircraft utilization is increased.

In order to encourage more flying it was decided to retain the previous off peak rates to promote winter flying as well as providing cheaper year round aero-tows to those members who hire club aircraft. This may seem unfair on the members who are private owners but the club needs to be profitable if the facilities are to be maintained and improved.

The new aircraft hire fees are outlined in the following table and become effective from the 1st September 2004. The peak season fees will apply from 01 December through to 30 March. Aircraft can be booked on a sole use basis if desired at the daily prices indicated. At this point in time the LS6b (XJA) has returned to Japan and the availability of the LS4 (ZBC) is still to be confirmed.

Aircraft Hire	Peak Season \$ per hour	Off Peak \$ per hour	Daily Sole Use	Experience Level
Solo Sailplanes				
Astir CS (WUN)	\$30	\$20	\$150	5 Solo Flights
Astir 77 (KYS)	\$30	\$20	\$150	5 Solo Flights
LS 1f (GEB)	\$33	\$20	\$165	20 hours
Hornet (GMU)	\$33	\$20	\$165	20 hours
Discus (GHP)	\$36	\$20	\$180	60 hours
Discus 2bT (SHD) Engine Time Charged at \$4/minute Additional	\$42	\$30	\$220 plus engine use	100 hours
Twin Sailplanes				
Twin Astir (IKO, IKU)	\$39	\$20	\$195	Trainer
Duo Discus (DDH)	\$45	\$30	\$225	200 hours

Student members will continue to receive a 50% discount on aircraft hire fees however instructor time during the peak season will be charged at \$30 per hour. The maximum charge times of 4 hours for the peak season and 2 hours for the off peak season will continue to apply.

Aero-tow charges are as follows

Club or Cross hired Aircraft launches	\$3-50 per minute
Private Aircraft launches	\$6-00 per minute
Ferry Flights and aero-tow retrieve (all aircraft)	\$3-50 per minute

This represents a reduction of \$2 per minute for club aircraft and an increase of only \$0.50 per minute for private aircraft when compared to the 2003/4 year. This has been done to encourage more use of club aircraft. Hopefully, people will take that extra tow on those marginal looking days. Many a good days flying has been missed because people didn't want to pay \$30 for a launch on a day that looked like producing only circuits.

The club car will continue to be hired at the rate of \$0.80 per kilometer for road retrieves and general use. Similarly hangerage will be available on an annual basis at \$350 per annum or \$20 per day as space permits.

The accommodation fees have also been reviewed in light of the changing club circumstances and are detailed in the following table.

Room Type	Max # people	Members	Non Members	Person/Room	Single Person Exclusive Use
Off Peak 01April – 30November					
Dormitory	4	\$0.00	\$8.00	person	No
Family Unit	4	\$40.00	\$40.00	room	\$60.00
Twin Share	2	\$7.50	\$10.00	person	\$20.00
Double Room	2	\$25.00	\$25.00	room	\$35.00
On-Site Caravan		\$25.00	\$25.00	room	\$36.00
Peak 01December – 30March					
Dormitory	4	\$10.00	\$15.00	person	No
Family Unit	4	\$60.00	\$60.00	room	\$90.00
Twin Share	2	\$10.00	\$15.00	person	\$30.00
Double Room	2	\$35.00	\$35.00	room	\$50.00
On-Site Caravan		\$35.00	\$35.00	room	\$36.00
\$10 per person per week					
Linen Charge					
Caravan Site	Member			Annual	\$320.00
				Night	\$5.00
	Visitors			Night	\$7.00
Tent Sites	Member			powered	\$5.00
				unpowered	\$4.00
	Visitors			powered	\$6.00
				unpowered	\$5.00
Facilities Only	Member			night	\$5.00
	Visitor			night	\$5.00

Similarly, the membership fees have been reviewed. These fees have been increased to come into line with most other sporting clubs in Australia. In the past the annual membership fees have been kept low to encourage members to contribute time and labour in order to qualify for the bone-fide membership category and the lower aircraft hire rates associated with it. As very few members took advantage of this it was decided to remove this membership category. The membership categories and their fees are detailed below.

Category	Description	Australian Resident	International	Voting Rights
FA	Member - Permanent	\$250	\$500	Yes
FA	Member – Temporary (per day)	\$20	\$40	No
FL	Life Member	-	-	Yes
FS,FH	Student Member (<22yo)	\$125	Not Applicable	Yes
C	Associate (non flying) spouse of a Member	\$40	Not Applicable	Yes
T	Tow Pilot Only	\$50	Not Applicable	No
SS	Social Member	\$60	Not Applicable	No

The changes that have been made means that our rates are better or comparable to those currently published for the other large clubs in Australia such as those at Narromine, Benella, Tocumwal and Gawler. The rates will remain that way provided members continue to use the facilities and encourage others to fly at Waikerie. If aircraft utilization decreases then either the asset base will need to be reduced or the fees will need to increase in order for the Waikerie Gliding Club to remain viable.

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Instructor on 24th August 2003. It has been a slow process as I have only been able to fly every two or three weeks and at my age on the wrong side of fifty!! After 48 flights and about 20 hours in the air over the past 9 months, on 15th May at 1311 hours I achieved something I had wondered about for years gazing up at the sky as every aircraft passed overhead. I piloted an aircraft.

The week prior began with me thinking that I wanted to go solo. In the previous few weeks I had flown with Nigel Baker, who did some nasty things to the Twin Astir and made me fix them and land safely. Also Mark, who had the nose of the Twin Astir pointing towards and spinning around a cow in the paddock, and made me fix that and then kindly inquired if I felt comfortable. Steve Steer, who claimed he went to sleep in the back seat. So I thought it was time to remove these villains and fly by myself. After checking the roster I found that Mark Morgan had put his name down to instruct and Lloyd Baum to fly the tug. O.K. if the weather is good we should be away.

I arrived at the airfield about 9.30 to help open up, remove sprinklers etc. and discussed my thoughts with Mark. Lloyd arrived and we prepared the aircraft as some clouds developed to the west and the breeze picked up from the NW. We had a couple of passenger flights in the afternoon, so the morning was mine. We launched into a slight cross wind and had two flights scratching around in light conditions. Mark said I was ready to go solo but I suggested that I should do a launch failure. Off we go on runway 26 and Lloyd starts wagging wings at 300 feet, #@*! Release, turn right into wind, fly back over the hangar, land downwind. A bit fast but it worked out. After retrieving the glider from down the field we were ready. Ron Brock had spotted the cumulus cloud building and arrived with his LeBelle and camera talking about wave, lenticulars and ridges. Yeah right!!! He launched at 1300 hours into a street that ran down to Morgan and we didn't see him again until about 3 1/2 hours and one cascade light later. After checking my body weight and adding some lead to IKO I was ready. Away we go, wings level, keep it straight, let the tug lift off and climb, stay below the slipstream, keep the mirrors below the tailplane, relax and have look around once you have height. Feeling sharp but relaxed, not bad so far. Watch the vario,

pointing at 10, give it a tap, not stuck, 1600 feet, check right, check left, pull the yellow knob (save your money says Mark), gentle right hand turn, re-trim, tug is clear. I am free and it feels great. To cut a long story short I had a 79 minute flight and reached 4800 ft flying under the cumulus. My landing was not a real pretty one (according to Mark I landed three times), but it was safe and I was "over the moon".

I would like to thank the following people: Carolyn, my partner. Malcolm Pring, my aeromodelling mentor. Mark Morgan, Michael McLaughlin, Steve Steer, Bill Mudge, Mike Valentine, Nigel Baker, John Hudson, the instructors who have given their time and be brave enough to fly with me. All the tuggies I have terrorised. Thanks to all the people involved at the Waikerie Gliding Club. I enjoy your company and have lots to learn and look forward to a long association with you all. Now, how many flights do I need to get in to the single seater??

(Editors note: As many will know, Peter has been solo for several months and has now soloed in a single seater. Apparently the smile is still on his face!)

Great weekend at Waikerie – 21st & 22nd August

We have just had a great weekend at Waikerie – good weather, good gliding and some great company.

The Club, led by Marie Hudson and the Social Committee, hosted the South Australian Chapter of the Sport Aircraft Association. Several aircraft, from as far away as Port Lincoln started arriving around lunchtime on Saturday.

Saturday afternoon was spent settling in, taking a flight in a glider or flying in the various visiting aircraft. A 3 course dinner on Saturday evening over a few ales was a pleasant way to end the day.

The weather on Saturday, while a little windy, provided some good flying conditions. After an early breakfast on Sunday morning, the visitors departed by bus to the Banrock Wine and Wetland Centre. At Waikerie, the aircraft were prepared for flying.

A few flights in the Twin Astir saw Aiden Baker back solo, Mark Morgan test flew the Astir CS and Discus,

Peter Robinson got away in his Nimbus for a few hours cross country as did Ron Brock in his Libelle.

Peter Paine was converted his first single seat glider and got away for a couple of hours flying in good conditions.

The visitors returned for a BBQ lunch at Waikerie before departing to their various destinations. All in all, a very full, enjoyable and successful weekend at Waikerie.

John Hudson.

Engine Repairs for WGC

On Tuesday 18th May the engine was put back into the tug - the Pawnee VH-WGC. It had been damaged during the competitions in January in a strong crosswind. It is good to see that back online again. It was test flown by John Hudson the duty tuggie who was very impressed with it's performance. This means that our other tug is once again up for sale.

Of interest to some local people will be the fact that Bob Pratt came up from Adelaide with his friend Ivor Paech to do the work. Bob was the first tug pilot in this Pawnee in 1968/69 and he was also the Chief Tug Pilot for the competitions held here Dec 1971-Jan 1972, the year before the World Gliding Competition.

Pair Flying Partner Needed

I had so much fun helping with the organizing and running of the Club class nationals last January, I thought I might like to extend myself and fly in the follow up competition in January 2005. Go team Waikerie. Because we do not have tribes of Indians this Chief can only fly on every second day - WHO WOULD LIKE TO SHARE A GLIDER and fly in the next Club class nationals at Waikerie. Share costs crewing and fun, even better if you have a glider to fly, otherwise we can try for one of the Waikerie club gliders.

Contact

Greg Jackson gjack@tpg.com.au
08 8384 9615 or 0414 516 989



Allen Hudson, Bob Pratt and Ivor Paech having just finished securing the engine to the mountings of the Pawnee VH-WGC at the Waikerie Gliding Club

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/. Each day will require a duty instructor for operations to proceed. Other days will be scheduled when possible.

Flying weekends are as follows: 18 & 19 Sept, 25 & 26 Sept, 2 & 3 Oct, 23 & 24 Oct, 6 & 7 Nov.