

# Out of the Blue

## Notices

### Annual General Meeting **8<sup>nd</sup> May 2009**

The WGC AGM has been scheduled for Saturday May 8<sup>th</sup> 2010. To be held in the Clubrooms at Waikerie commencing 1400 Hrs. This is a significant event in the Clubs annual programme – please put the date in your Diary.

### Working Bees

Working Bees have been scheduled for Saturday 22<sup>nd</sup> May and Saturday 17<sup>th</sup> June. The working bees allow a large number of tasks to be completed and a sharing of the work-load.

### From the Committee

#### AS K21 Trailer

The AS K21 trailer building continues, with the process of installing the external covering using 3M Very High Bond tape (VHB). The covering was first installed on the rear door as a trial exercise, before the roof was clad.

### Glider Trailer Parking

In order to prevent the inadvertent damage to glider trailers caused by them being blown around in the wind, a tie-down cable is to be installed. Concrete anchors will be installed to which a steel cable will be secured. Glider trailers will then be able to be secured to the cable with a shackle.

### Club Weather Station

The Club has purchased and installed a “Davis” weather station. The sensing unit is installed on a pole near the Avgas Refuelling facility and connects wirelessly back to a display unit mounted in the Briefing Room. The Display unit is also connected to the Club’s website and can be accessed remotely using the link <http://www.weatherlink.com/user/waikeriegliding/>

### New Member

It is with pleasure we welcome to the Waikerie Gliding Club **Matt Morgan**. Matt lives in Waikerie – and yes is a relative of Mark. Introduce yourself to Matt and make him feel welcome.

### Magnus Hogfalt

Many members will remember Magnus Hogfalt, who was at Waikerie in the past flying the Club’s tug during the commercial operating period. Magnus has returned – after 6 years - for a short stay (he is planning to emigrate).

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## DIARY DATES

<b>Annual General Meeting</b>	Sat 8 <sup>nd</sup> May (4pm) 2010
<b>Next Committee Meeting</b>	Friday 9 <sup>th</sup> April 2010 Friday 2 <sup>nd</sup> July 2010
<b>Member’s Flying Days</b>	Sat 13 <sup>st</sup> Sun 14 <sup>nd</sup> March Sat 27 <sup>th</sup> Sun 28 <sup>th</sup> March
<b>Public Hol’s L/Weekends</b>	Check WGC web page

## Fulltime Operating Period

The Clubs fulltime operating period in late December 2009/January 2010 was another great success. During this period, it was great to see a number of our Japanese members, most of who arrived immediately after Christmas.

Some great weather provided the opportunity for some good flying. 2010 marked the 32<sup>nd</sup> year that Mr Okai had visited Waikerie and the 30<sup>th</sup> year that Mr Nakayama had visited. This is a significant milestone and has resulted in many pleasant memories for Mr Okai and Mr Nakayama.

**On behalf of Club members I express our sincere appreciation of the donation of \$500.00 by our Japanese members – Mr Okai, Mr Nakayama, Mr Teranishi, Mr Nakamura, Mr Iyasak, Mr Kita and Mr Takahashi.**

John Hudson

## Coaching Week

Coaching Week from December 27<sup>th</sup> to January 3 was again well attended. Bernard Eckey and a number of “local” Coaches were supported again by special guest Coach - Ingo Renner.

Our thanks to the Adelaide Soaring Club who made available one of the Club’s Tugs for Coaching Week and the Multi-class Competition.

A great celebration to welcome in the New Year was held. A band, arranged by David Lawley, entertained the gathering during the evening.

Most pilots achieved their pre-planned goals during Coaching Week, with many greatly surpassing them. Again there were no serious incidents during this period.

### 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)**



## Internode Multi-class Competition, 4 – 15 January, 2010.

After around 12 months of planning, the 2010 *Internode* National Multi-class championships have been held. The event, which immediately followed on from Coaching Week and the Club’s annual fulltime operating period capped off a busy and successful period of operation for the Club.

In my view, the Comps Organisation and the day-to-day organising and conduct of the competition were excellent. This was demonstrated by the smooth and efficient way issues were addressed and dealt with, and the relative ease with which the Practice Day and the initial days of the Competition proper were conducted. This outcome was the result of the significant efforts of a few people, who worked tirelessly throughout the period to make it happen.

Many comments and notes have been received about the “friendly” competition.

## Workload

The competition was always going to provide a large workload. Perhaps we did not fully appreciate this until the competition proper commenced, when the efforts of some other (non-members) became apparent. Despite the risk of missing some, I have listed below those who I believe contributed significantly.

## Tugs

It became evident early that the availability of Tugs was always going to be an issue. With only 3 recognised tugs in SA, it was necessary to ferry tugs to Waikerie. For any future competition in SA, I believe it is necessary to nominate the competition dates after tugs are organised and secured.

I plan to develop a list of glider tugs across Australia. The list will include the Tug Owner contacts, aircraft type, conditions etc etc with the view of this Register being posted on the GFA website.

## Safety

At the initial Briefing for Competition Pilots, safety was identified as a major focus. Despite the briefing and warning that safety would be addressed head-on, some pilots completely ignored the warning. Some of the issues included

- Flarm – some pilots flying with Flarm switched off or had non-functioning Flarm.
- Low Energy Circuits – pilots finishing up low and slow.
- Pilot competency / Flying Standards – the competency or flying standards demonstrated by some pilots left a lot to be desired. Currency may have been an issue. Of concern however is the fact that the poor competency and standards are obviously accepted by the Pilot's home club.
- Oxygen / Hypoxia. The weather conditions provided some days where high altitudes were achieved (14,000 Ft +). There were many pilot's who flew without supplemental oxygen.
- LLF (50ft above highest point in the area). It seems many pilot's are unable to estimate (with any degree of accuracy) 50 Ft above the highest objects in an area. Despite warnings, the practice continued.

There were a large number of **Human Factor** events identified during the competition,

- Wheel down on task (many radio comments).
- Thermal entering practices (radio comments).
- Covers still on tailplane, with pilot in the cockpit at launch time.

- Rear canopy not locked on 2-seat glider, with the solo pilot ready to hook on.
- Slow speeds in the circuit.
- Undisciplined circuits
- Taxiing after landing.
- Landing towards other gliders, cars, people and relying on the wheel brake.
- Pilots too low on aerotow (radio comments from Tug pilots).
- LLFs, well below the 50Ft above highest obstacle in the area (in many instances this was the ground).

## Scrutineering

Random weighing of sailplanes was undertaken. Voluntary weighing was offered, and a large number of Pilots used the opportunity to weigh. The majority of these voluntary weighs were over-weight, by up to 30 Kg.

There were a number of pilots significantly over-weight (ie > 110 Kg). While this (excess) weight did not contravene Ref weight or max AUW, it did contravene 110 Kg pilot weight for the seat loading. The pilots concerned were advised of the over-weight situation. Of concern is the apparent acceptance of this situation by the home Clubs,

## Weather Conditions

The weather provided a wide range of conditions – ranging from the very average, necessitating AAT tasking to the very best, allowing Speed Tasking. Perhaps the weather “highlight” were conditions, on successive days, which enabled long tasks to be set in conditions which enabled climbs to well over 10,000 Ft and some impressive speeds – Bruce Taylor establishing a new speed record of 171 Km/Hr one day only to see it broken the next day at 177 Km/Hr by Lars Zehnder.

### **Catering**

The catering arrangements worked well, thanks to the efforts of Jean, Marie, Lesley, and Shirley. The engagement of “kitchen staff” made the task significantly easier. The hire of the Cool-room also allowed for the purchase of foodstuffs in bulk quantities (and thus cheaper). The involvement of the local Butcher and Fruit and Veg Wholesaler proved very successful through reduced price produce and ordered items delivered together with great quality.

### **Sponsors**

The Club obtained some great sponsorships for the Competition, for which our sincere thanks has been expressed.

Simon Hackett and “*Internode*” were the main sponsor, providing prizes, a cash donation to the Clubs refuelling facility and Polo Shirts and Hats. Banrock Station wines provided wine used for Daily Prizes and vouchers for refreshments. Other support included Stark Aviation who kept up the supply of avgas, Coopers (prizes, Beer), The Waikerie Club (Meal Vouchers) and the Waikerie Hotel-Motel (Golfing Vouchers).

Great support was also received from Waikerie Meat and Poultry, Reidy’s Fruit and Vegetables and Waikerie Council.

Scores and daily winners can be viewed on our web site for the competition

The Club was offered the “Club Class” competition in 2011 and 2012. After consideration, the offer was reluctantly declined in favour of providing a full period for our Japanese members in 2011 and a period of more relaxed Club flying (perhaps with a State Comms

### **Great Efforts** (in no order of priority)

- John Ridge      - Peter Paine  
    - Jess Stauss (BGC)
- Nigel Baker      - Greg Jackson  
    - Mandy Temple
- Peter Robinson - Peter Siddal  
    - Colin Stauss (BGC)
- Allen Hudson    - Cath Conway  
    - Patrick Dunn
- Grant Hudson    - David Jones  
    - Alana Jones
- Bill Mudge      - Craig Vinall  
    - Heath L’Estrange
- Andrew Wright - Jean Hudson  
    - Tim Shirley
- Marie Hudson    - Heather Baker  
    - Haidyn Dunn
- Lesley            - Ann Woolf  
    - David Wilson
- Shirley Mudge - Terry Morgan  
    - Richard Geytenbeek (ASC)
- Moss Potter     - Dion Baker.  
    - Zygi (Geelong GC)
- John Stobie (ASC)
- Mike Cleaver
- Juho (Brad Edwards Tug)
- Rob Moore (ASC)
- Steve Little (ASC)

**John Hudson**

### **Breakages**

There has been a number of unreported “breakages” in recent weeks – a drawer in the Members Kitchen. a curtain rod support in

### **Aircraft Wheels, Tyres & Tubes**

In recent weeks, there have been a number of incidents involving flat tyres on aircraft – not due to punctures (Caltrop) but because the tyres are not correctly inflated. Under inflation results in either of three outcomes,

- 1) The tube is “pinched” between stones etc and tyre rim, damaging the tubes.
- 2) The wheel rim is damaged when it strikes a stone etc.
- 3) The tyre “spins” on the rim at touch-down, tearing the valve stem out of the tube.

The “**Daily Inspection**” must include a check of the inflation of all tyres to ensure they are adequately inflated - near enough isn't good enough.

### **Security**

Members are again reminded on the need to ensure all the Club's facilities are secured and locked before members depart at the end of the weekend. There has been several occasions where doors and windows have been left unlocked, hot water heaters left on, food etc left in the fridges

A gas stove has been installed in the Member's Kitchen – the gas bottles must be turned OFF when the stove is not to be used for a period to prevent the loss of gas.

### **Caltrop**

Significant summer rain during December and January has resulted in an explosion in the germination of Caltrop in most areas on the airfield. Club members – in particular Greg Jackson, Peter Paine, John Ridge and Craig Vinall have spent a considerable effort spraying and digging this weed.

Members can greatly assist with the spread of the weed by only driving on the established roads/tracks. Caltrop has the potential to puncture tyres – and unless we can control its spread, will become a severe problem in the future.

**Tug Pilots** – When assessing the suitability of prospective new tug pilots the committee considers a demonstrated commitment to the Club to be an important factor to be considered.

**Bulk Refuelling Facility** – Construction of the tank has been completed and has been delivered to Waikerie. The installation and environmental controls will need to be constructed. A suitable dispensing recording system needs to be considered subject to funding. We are now awaiting Shell's action to remove the old tank and pump.

### **Multi-Class Polo Shirts and Hats –**

The very smart looking Nationals shirts and hats are available from the office and offered for sale at \$25 for the polo shirt and \$10 for a hat.

### **Continuing our series on previous members profiles - Lawrence English**

Joined the Waikerie Gliding Club in 1954, at the age of 23 years. Laurie learnt to fly in the Slingsby T31, in which he also went solo.

His experience in Club gliders includes:

T31, Grunau Baby IV  
Olympia ES57  
Kingfisher Kite 2  
Pelican  
BG12 A KA6  
Blanik L13 Libelle  
ES49 IS28 B  
Boomerang

Laurie described his most treasured memory of gliding with the Waikerie Gliding Club being the "fellowship" of other Club members. Laurie achieved the A, B, C Badges in August 1954, his Silver C (#21) in February 1955 and Gold C badge (#115) in February 1956, with 1 Diamond, which he achieved in November 1966.