Out of the Blue

Waikerie Gliding Club Newsletter September 2003

OBITUARY – John Goodwin

It is with regret that we have to report that John Goodwin passed away on August 23. He was 76 years of age.

John had a long history in the aviation industry. In 1942 he became a trainee aircraft engineer for ANA (Australian National Airways) at Parafield. He obtained his pilot's licence after 1945, and at that stage, had many hours in Tiger Moths.

In the late 50's he left ANA to work for the RAA. In 1963 John returned to Parafield as an aircraft engineer for Rossair. In 1972, he left Rossair and started his own mobile aircraft maintenance workshop. For a short period from 1973 he became the service manager for the Royal Aero Club, and and built it into a great success.

In 1976, John re-started his mobile workshop with his wife Mary, and after leaving the city in 1978, established Winair on the Waikerie Airfield.

John, Mary and Peter built a very successful business and they had service contracts for over 75 aircraft from all over S.A. Not only was the service good but also so was the hospitality.

John and Mary sold Winair in 1988 and continued to live in Waikerie They took great pride in their garden and were able to travel extensively.

In 1999, they move to Golden Grove to be close to their family.

John passed away at home. He will be remembered for his excellent service while at Winair and the great work over many years that Mary and he did for the Waikerie Gliding Club.

Shirley Mudge

DIARY DATES

Next Committee Meeting	Friday 26 Sept. 03, 7.30 PM
Member's Flying Day	Saturday 27 Sept. 03
Basic X/C lecture	10 Sep at Adelaide Uni
Meeting for Nat. Comps	11 Oct at Waikerie GC
Cross Country Course	Early December 03
Sports Class Nationals	11-23 January 2004

From the Workshop

By Craig Ward

Pilots spend a lot of time cleaning their gliders before each day's gliding. Most of you know how a dirty glider loses aerodynamic performance. What many pilots don't know is how gelcoat stains, with insects, grass and mud being the main offenders.

This staining starts occurring from the time they stick themselves to the glider, and continues until they are removed. Sometimes these staining agents are only

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removed once a year by me. I have to machine buff them off, thinning the gelcoat and bringing closer the time when a refinish is due.

Sometimes the stain remains, leaving a dark mark on the gelcoat. The main areas on which this staining occurs is behind the main wheel, behind the tail wheel or skid, the bottom of the rudder and under the wing tips. Also the leading edge of the wing, stabilizer, and fin are susceptible to insect splatter.

So how can you help stop this? A good chamois-off at the end of flying would prevent 99% of gelcoat staining. When staining agents are left on gliders overnight, until the next week, for a month, or until next summer, they can do a lot of damage.

So before you head for the bar or home at the end of the day, think about what is happening to that expensive yet dirty aircraft in the hanger.

Safe Flying,

Lochiel safety seminar

Rodney's excellent adventure!

By Rodney van den Brink

Loading the Tomahawk at Parafield and kicking the tires, I had everything in place just in time for Bernard Eckey's arrival. We departed, after receiving our squawk code on one of the most meteorologically sensational weekends (July 19th), for Lochiel.

The wind was 070/08; not so fair on the ridge. But this did not deter members of Balaklava rigging their ASK21.

About 40min's later we arrived in the circuit. A quick precautionary lookout at 30ft confirmed the north south ruts where the Lochiel pie cart bogged itself 10 years ago at the cross strip. We arrived about 1hr before the safety seminar.

Kevin Olerhead, Chief Technical Officer - Operations for GFA covered the agenda, reviewing recent accidents & incidents. He covered issues such as lookout, personal responsibility for safety, outlanding accidents, local area accidents & winch launching incidents.

There were no fatal accidents in 2002, following on from a fatality free 2001.

Four accidents/incidents relate to canopies opening or being lost in flight. Usually, when a canopy opens during a flight, it seems to be for one of the following reasons: (i) the canopy latching system has failed; (ii) the pilot (or passenger) has accidentally unlatched it during the flight; (iii) the pilot didn't latch it, or didn't latch it correctly prior to the launch.

It is not hard to imagine an event such as this being the start of a serious accident and perhaps some otherwise unexplained past accidents had their beginnings in this way.

A mid-air collision (with a survival statistic for this nature of accident being around 20%) and several reported near misses are again a reminder that we must be ever aware of this danger and NEVER relax on our lookout procedure .

Another trend of concern is the number of "outlanding accidents" near the airfield.

Since the GFA was established in 1977, there has been on average 60,000hrs soared annually with 30 - 40 accidents/incidents reported every year.

After the meeting, Bernard & I elected to accept the gracious hospitality and invitation for a BBQ, some Beer, a Bonfire, Bed & Breakfast; you don't have to be an apiarist to know that these are '5 Good Bees'...

Lochiel is a most refreshing and satisfying experience and I personally look forward to my next visit. Maybe Mother Nature will favour the ridge with 270/20kts.

After a coffee at about 8am on Sunday I strolled up 03 on another perfect morning to usher the 200 or so sheep east beyond the 15/33 cross strip. We departed for a bit of a Club Crawl; Balaclava where members were getting stuck into rigging the ASK21 only to find that the DI book had happily made its way in the back of someone's car to Adelaide!! And worse. Their other twin's harnesses was being lovingly laundered, but there was no qualified member available on the field to sign-out the appropriate paper work to swap the harness from one ASK21 to the other ASK21. Bugger!

A quick snack and one more coffee while I basked in the morning sunshine and read yesterdays paper. I planned the 1hr flight for Waikerie and we departed. 5nm inbound on 126.7 we received the standard warm welcome from our friendly airborne aviators.

No sooner after I had applied the park brake and Bernard was climbing into November Hotel Bravo for a flight. I was also lucky enough to get a seat to check my gliding currency; Cheers Captain Baker.

Fire walling the throttle and reluctantly steering the Tomahawk to track 243 degrees we found our way back to Parafield.

See you all at the next Members Flying day.

Reunion at Waikerie

By Bill Mudge

Bill Mudge, Aub Liebig, Terry Kuchel, Peter Rohrlach Malcolm Jinks, David Schenke, David Jones.

In early July this year, one of our early instructors returned to Waikerie for a rare visit.

Older members may well remember Peter (Percy) Rohrlach.

Peter began gliding at Waikerie whilst still a student at Waikerie High School and was one of several groups of schoolboys introduced to flying by Moss Potter, then the schools math's and science teacher.

When I began gliding in 1966, Peter, then only 18, was one of my main instructors. It seems all the schoolboys had become very experienced pilots and most were instructing by the time they left school.

Peter often recalled the week that he got his 500k flight in the Boomerang. A period of hot weather with high cumulus saw them taking turns in days off school, one to drive the winch and one to fly. There were 500k flights flown almost every day and Peter claims that he descended below 10,000 ft. only 2 or 3 times in his journey to Balranald and return.

I also remember a day when he landed from a flight amongst cu-nims with ice still covering the leading edge. We could actually peel it off with the shape of the D-nose remaining.

Once, after a long day's instructing, I remember him dozing off in the Kookaburra. He said later that he remembers thinking that I would spin if I kept flying near the stall and pulling up in the thermal. Sure enough, he woke up with a start, with me holding the stick hard back wondering why the nose wouldn't come up! That began a long session of spin training.

Peter and David Jones flew in many contests including National championships, sharing the Boomerang with quite some success. I was fortunate to be their crew on may occasions, which was a great way of learning about cross country and competition flying as well as beer drinking!

Peter began work with the local Council and rose to become a surveyor and works manager. It was in this role, and because the Mayor at the time (Rex Coats) was also the president of the Gliding Club, that Peter was seconded along with council equipment in the preparation of the airfield for the World Comps in 1974. He spent the best part of a full year in getting the field ready.

In 1975 a career change took Peter to Darwin, working for CASA as an airfields inspector, and apart from a small stint in Adelaide, has remained there since.

It was great to catch up with him and some of our cronies at his sister and brother-in-laws place at Woolpunda and recall some great times.

Operation Matters

By John Hudson

University Students from Japan.

Flying training at Waikerie has been busy since 16th and 17th August, when the first group of visiting university students arrived from Japan. The first group were accompanied by Mr Eguchi, who with Bill Mudge

and Geoff Horward, initially completed checks for the issue of his Australian Instructor Rating.

Together with Staff members Mark Morgan and Mike McLauchlan, the activity has been very hectic, interrupted only by rest days and the weather. On some days, 35 flights were conducted.

Many of our student visitors were pleased to achieve their first solo flight during their stay at Waikerie.

Unfortunately, the weather intervened on a couple of occasions to interrupt flying activity. On Saturday 23 August, the day at Waikerie dawned to a widespread electrical storm which was followed by persistent rain for most of the day, resulting in the hangar not being opened.

The "Magician"

Les Grinelat accompanied Mike McLaughlin, who returned to Waikerie at the beginning of August. He initially busied himself on the tractor, mowing the airfield pads (neat, straight lines, thanks for your efforts Les), and made a name for himself with the Japanese visitors cooking meals.

In past lives, Les had performed as a "magician", and took the opportunity to exercise his talents.
I still can't work out where the silk handkerchief came from Les, or where the cigarette butt went either.

National FAI Comps

Preparations for the National FAI Club Class Comps are progressing.

Interest in the competition has been shown from across Australia, including pilots from Western Australia.

Another "organising meeting" will be held at Waikerie on 11 October, to report on progress and identify the "on-the-ground" assistance required during the staging of the event. I urge members to attend the meeting or provide information about where and when you are able to assist.

Information about the competition is progressively being loaded to a website set up for the event. This can be seen at http://waikerieglidingclub.com.au/clubclass/ Out thanks to Peter Siddal for his efforts.

Club Newsletter
Congratulations to Craig Vinall who now prepares the Newsletter. Several members and friends of the Club have expressed very positive views on the new look "Out-of-the-Blue".

It is intended to provide members with news and information about activities in and around the Club, the better flying days (and flights) and other items of interest.

Great effort by Craig and those contributing articles.

John Hudson

Morning fog over the river

Ridgelift and Slope Soaring

By Bernard Eckey

(The continuation of Bernard's article for the newsletter on ridgelift and slope soaring. Ed.)

Conditions affecting ridge soaring

So far so good. We already know that the strength of the wind and the gradient of the ridge have a major bearing on the degree of upward deflection of the air. Strong wind and a steep ridge will deflect more air upwards resulting in better lift. But there are numerous other complicating factors, which do not make ridge soaring a straight forward gliding activity.

So far we have only looked at a perfectly shaped ridge with the wind blowing onto it perpendicularly. However, in the real world we have uneven mountains with changing gradients and varying peak heights and on top of that we are usually confronted with a wind blowing from a less than ideal direction. As might be expected, changes in the topography also have a bearing on the local airflow which not only influences the characteristics of the ridge lift, but also its precise location as well as its strength and/or its vertical extent.

Although there are only very few sure things in gliding we can be absolutely certain that:

a) Moving air always travels along the path of the least resistance, and
b) Air moves fastest where it can flow relatively unimpeded.

Implementing this knowledge takes us a huge step closer to predicting the presence of updrafts and indeed the likely position of them. Reputable meteorologists such as C. E. Wallington have closely examined ridge lift more than 40 years ago and theoretically determined the location for the strongest updrafts in relation to the mountain ridge. The findings are based on a semi circular shaped ridge but as such mountains are almost never found (perhaps with the exception of Ayers Rock) a careful attempt was made to transfer the results into a more realistic cross section of a ridge as per figure 2 below.

Please note that figure 2 shows a lift/sink distribution partly adopted from the Wallington findings and partly based on 2 decades of practical experience. For this reason it has absolutely no scientific relevance and should only be regarded as an attempt to show a typical lift/sink distribution around an average mountain ridge by taking the typical sink rate of a gliders into account. Note that the position of the lift upwind of the ridge mirrors the sink downwind of it and is most severe just behind the crest.

Figure 2 also highlights the fact that lift and sink are strongest very close to the ridge but diminish steadily with increasing altitude and/or horizontal distance. This explains why we always experience a steady reduction in the climb rate with increasing altitude and why we eventually reach a point where the rate of lift approaches zero. This does not mean that the air around us has stopped rising but it means that we have reached a level where the air is ascending at a speed equal to the sink rate of our glider. Climbing any higher requires a miracle.

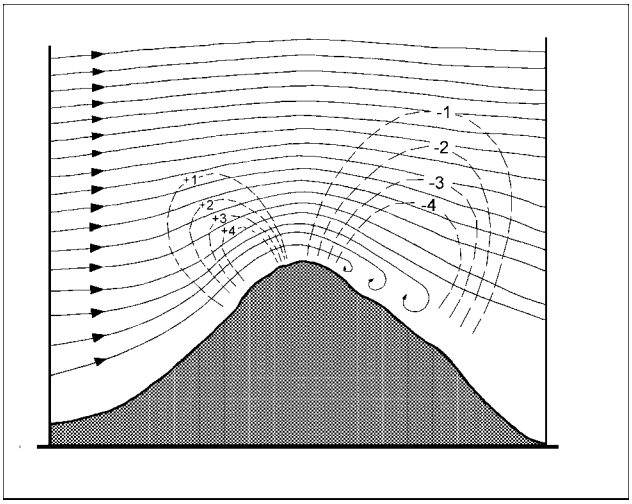

Figure 2 Lift / Sink distribution

Experienced pilots will know that the shape of a ridge also has a major bearing on updrafts. Although even a strong wind is unlikely to produce useful lift on a very shallow mountain a steep escarpment doesn't necessarily guarantee us strong lift either. As figure 3b highlights, severe turbulence can spoil the all important laminar airflow sufficiently to prevent the generation of reliable and usable lift. To put it differently, a nice laminar flow around a moderately high hill (Figure 3a) can often produce stronger and more reliable updrafts than a rather turbulent airflow around a big and rather steep escarpment.

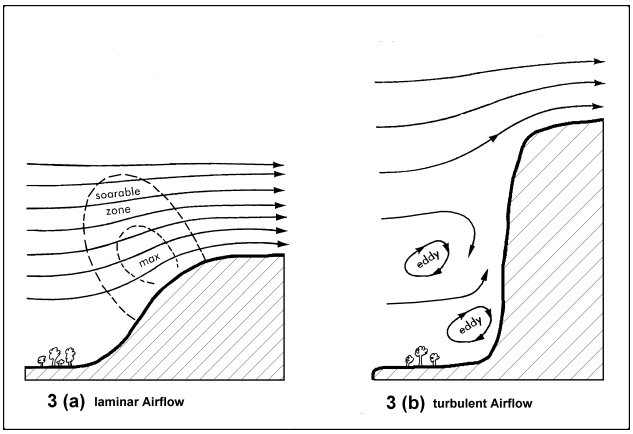

Figure 3 turbulent and laminar airflow

Thanks to Mother Nature's limitless creativity, our mountain ranges are far from uniform and generally feature changing

gradients and different peak heights. The usual bends, gaps, protrusions and saddles tend to divert the wind or even funnel it into a particular spot. Therefore it shouldn't come as a surprise that we find areas of particularly strong updrafts next to stretches of weak or non-existent lift. Even areas of sink need to be crossed from time to time but as long as such ups and downs are resulting in a net gain of altitude these changing vertical airspeeds are of little consequence.

When the wind is blowing against the ridge at an oblique angle, protrusions in the face of the ridge are of particular interest to glider pilots as they favour a mini venturi effect with a significantly faster local air-flow. The phenomenon is often referred to by ridge soaring glider pilots as "a funnel" simply because the air is funnelled into pockets of particularly strong updrafts. (Please refer to figure 4 below)

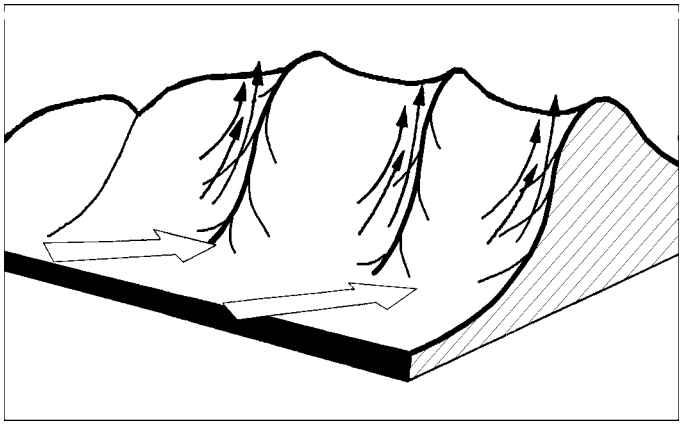

Figure 4 Funnel effect

For sale

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

LS4a – VH-IIY. Rudi Gaissimaier. 8524 4595
rudiandanna@camtech.net.au

Diamant 17 – VH-GUV. Nigel Baker 0418 841 631
nigelbaker30@hotmail.com

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

Zander SR820 Flight Computer Vario, Speed director, Final Glide Computer with separate Pots for Wind and McCreedy input.
Peter Robinson robinsonp@onesteel.com
0886404809 wk or 0886453794 hm

Articles for the Newsletter

We are getting a great response to our request for articles. Keep up the good work. I look forward to having some news from our overseas members about how their summer season is going.

Please send any material to **Craig@madderns.com.au**.

Flying Schedule

Flying during winter will be on alternate weekends and will depend on flight crew availability. Flying will be on Saturday and Sunday. Other weekends may be organised, so it pays to check the roster or contact the office. Each day will require a duty instructor for operations to proceed. Other days will be scheduled when possible. Always call the office to confirm that operations will proceed.

Flying weekends:

13 & 14 September

20 September

27 (Members flying day) & 28 September

11 & 12 October