Wellington Gliding Club Inc
www.soar.co.nz

eChandelle

March 2018

This newletter is long overdue, but we have been busy with a pretty amazing summer season. Unfortunately, we have probably missed many highlights and names. We will try and catch up with these up in future issues. Named or otherwise, we want to thank everyone for a great time and particularly our Summer Crew. Eds Warren & Brian

Membership

New members (flying):
Harvey Frizzell, Sam Higgins, Mark Wilson(2), Andrew McCrorie, Kevin Brown, Robert Hartley, Ben Brown
(Juniors) James Mitchell, Rowan Higgins, Alex Hartley,

Resignations: John Andreae, Emile Van der Merewe
At present have 70 Flying members, which includes 16 Junior and 9 short-term members.

Achievements

Congratulations to:

- Anja Runge for Ka 6 conversion (11 March 2018)
- Anja Runge also for K-13 conversion (10 March 2018)
- James Goldsworthy for going solo (4 March 2018)
- Ryan Goldsworthy for also going solo (4 March 2018)
- Kieren Cassidy for going solo (24 February 2018)
- Richard Penman for winning the Club Class trophy at the Central Districts Gliding competition at Waipukurau (18 to 24 February 2018)
- Tony van Dyk for winning the Standard Class trophy at the Central Districts Gliding competition at Waipukurau (18 to 24 February 2018)
- Anja Runge for going solo (11 February 2018)
- Mike Lennard for Club Libelle conversion (21 January 2018)
- Maria Cramp for Club Libelle conversion (24 December 2017)
- Dan Corneanu for going solo (3 December 2017)

Girl Guide Ranger Week

On 10 & 11 Jan we had the great pleasure of hosting 24 Girl Guide Rangers and Leaders, who were attending the Flight 2018 Jamboree in Masterton. They had numerous glider fights and toured our airfield and hanger with colleagues from the Wairarapa Aero Club at the historic Hood aerodrome.

Task Week

This week was combined with the annual Vintage Kiwi Rally and an Impromptu Youth Camp. Maria Cramp made her first out landing in anger with Jose in the back seat, whilst Mike and Daryl both flew their first tasks. Keith Essex visited us again with his version of tasks set somewhat higher than the rest.

Youth members, Anja Runge, Kieran Cassidy, and James Mitchell had the DG 1000s in constant action from practically first light under the tutelage of our summer crew – Bruce Cooper, Georg Schulte, Jose Blanco, and Ross Sutherland. Richard Penman and Lars Hestehave provided winch support. We flew practically every day, ending most days with a BBQ and a dip in the Waiohine River.

There was a seamless mix of young and not so young pilots, classic and modern gliders, pilots with the highest levels of soaring experience and those just beginning the journey. This made one appreciate just what a special sport that we all share.

Tips for 50km Silver C badge flights – landing options

Speaking of tasks, Martyn Cook and Grae Harrison recently flew the Dimona to the 50km arc north of Masterton to check out suitable landing options for 50km badge flights. Below is a list of the strips and a map from the attached .kmz file, which opens in Google Earth Pro.

Google Earth is a great planning tool for XC flights, and is useful for planning different routes. Bear in mind that most farm airstrips in the Wairarapa are on sloping ground, and best left for use by ag pilots who can land uphill with a tail wind. However, the listed strips are quite flat and with reasonable room for a circuit. For perspective, the landing area for Runway 03 at Papawai is 350 metres long from the boundary fence to the launch point.

Experienced pilots in the Club have differing views on the best route and destination. The first thing to consider is where you plan to land. The second is whether there will be enough good lift along the way to get you to your destination with ease and grace. The third thing is what to do (and where you might land) if the conditions are not as good as you had expected. For the Silver distance badge you don't need to declare the goal in advance, so it would be possible to follow the good lift north then pick the closest landing point. The awkwardness of the road retrieve is much less important than landing safely.

In the list below, Alfredton is the best airstrip because it is 1km long and 50m wide with excellent approaches from the East and West. It also has a good tar-sealed road retrieve. There are some good airstrips along the way, which would be suitable for landing gliders. Hopefully, you will pick a day when the conditions are good enough to not need an unintentional landing, but you will still need to be prepared.

Landing conditions in the 50 km zone are "challenging" for a beginner cross-country pilot. Caution is needed to avoid getting low in an area where there are no suitable landing areas. On the other hand, there are days where the whole flight could be done at 4,000 feet - you just have to be there on the day. Meanwhile, practice flights into the area - perhaps tasks to intermediate points - would be worth making. However, if your task planning is well advanced you may wish to tour the landing areas by motor-glider, and view the landing sites close-up from the air. Let Martyn know. Remember to make every landing a precision one at exactly the right airspeed for the conditions.

Martyn is developing an updated turnpoint database, and you can ask him for beta version. However, he hopes to finalise the database on 1 July 2018. Where possible the revised turnpoints will be landable areas, suffixed "AS" for a well-formed and reasonably flat airstrip or "F" for multiple landable fields longer than 350 metres.

FAI Rules for the 50km Silver badge flight are quite specific. These rules state that at the 50 km mark, you must be higher than 500m below your release point. This is called the 1% Rule. For example, you cannot simply take a 2000 ft (600m) winch launch and fly 50 km to qualify for the FAI Silver Badge. The best tactic is to do a "virtual finish" by crossing the 50-km point higher than about 1000 feet, which you will probably do anyway by being above circuit height. But clear proof is needed. This means that you must carry a certified logger on your flight. Note that Top Hat on a cell phone is NOT a certified logger. An LX Nano is available for loan if needed. The S80 and Cambridge GPS devices are also certified loggers.

Another option is to fly further. If you were to winch to 2000 ft (610m), you would need to fly 61 km from Papawai to stay within the 1% requirement. As it happens there are some nice 300m-long fields about 4 km SW of Hamua, just 61 km from Papawai. This option doesn't require a logger. In addition, Alfredton Strip is 150m amsl and Papawai is 50m. Since Alferdtion is about 52km from Papawai, a 600m winch launch would just work and comply with the 1% rule. However, you may still need a logger to show the height of your winch launch.

1. Waiwaka Fields - 2.0 km south of Eketahuna - 2 fields alongside the main road, 480 m long
2. Eketahuna Airstrip - 2.5 km east of Eketahuna township, 380m long, slight slope up to south
3. Alfredton Airstrip - 1.8 km south of the Alfredton intersection, 800 m long, big and easy to see
4. Ngapuka Airstrip - 2.8 km south of Castle Hill, 370m long farm strip, 1500 ft elevation
5. Manawa Airstrip - 5.7 km north of Tinui, 350 m long NW airstrip, hard surface & easy to see
6. Langdale Fields - 3.8 km south of Tinui - fields at north end of Whareama valley

New Cable Truck

In late October our Suzuki truck started its working life at WGC retrieving cables. The little truck represents an investment of $12K. Because we needed the "right vehicle for the job", and since the Club didn't have the available funds, a member very kindly advanced the money - on the condition that it is well cared for and not treated like a junk car!

Please comply with Usage Requirements (listed on a card in the truck) when using the truck.

Additionally, a set of harrows, funded partly by Tony Bayliss and Martyn Cook can be towed behing the truck. They are used for spreading the waste from the behinds of our frontine grass mowing crew. Your turn to experience this rewarding task will be coming your way soon.

WGC makes the national media…

Summer Crew instructor Jose Blanco featured in the Stuff website in January, becoming a brief media star and publicising our sport:

https://www.stuff.co.nz/national/100845655/amazing-footage-as-glider-skims-the-ridges-of-the-tararuas

Training Centre Building

A Christmas present from the Council in the form of our Building Consent for the Training Centre arrived on Christmas Eve. This process took 6 months and the plans were peer reviewed by three engineers. C & F Industries started the initial framing in mid-January, but since then not a lot has happened. C&F have contracted the flooring and bricklaying to Kwick Kerb (H & K Contracting Ltd) and this is where we are finding things not to Kwick at all.

We were assured work would recommence the week commencing Monday 11 March with the bricky to start Friday 16 March. Our local spies have indicated that when work is done it is just in short bursts. Both C&F and Kwick Kerb will be held to account if work does not start in earnest very shortly. The cladding has been manufactured along with the roof so we are expecting things to happen “kwickly” once the floor is laid.

Anthony Tribe (Ministry of Plumbing) and his team are providing all the plumbing services at no cost to the Club. He has also been able to supply piping, toilets, taps and other fittings free of charge from his various supplier contacts. We are indeed indebted to Anthony for this as it will save the club at least $12,000. Once the building is handed over to us Paul Williams will construct the partioning to form the Committee Room and Office and the simulator can be moved over to its new home next to the committee room.

We are still short by $50,000 to complete the building and if you are able to donate $1,000 to the club towards building our future we would be extremely grateful. Thank you to the 40 odd club members that have already donated $1,000 each and others who have donated up to $10,000 each. It is a remarkable achievement to raise $175,000 in cash in such a short period.

Camp Ground

Running in parallel with construction of the training centre is the layout and planning of the campground. Because the campground is permitted by the council, we must adhere certain standards and responsibilities as set out by Camping Grounds Act of 1985. Eventually, campground facilities will include water, power, and sewage connection to the septic tank for the tiny houses.

The Greytown Soaring Centre (GSC) Committee approved that small cabins (Lumberland and Plumtree, no ensuite, 16m^2) may be situated in the campground area. These cabins are about $30k. All accommodation that will be slept in requires a building consent (see map below showing sites). Only road legal caravans and caravans with an electrical WoF will be allowed in the campground after 30 September 2018. If you wish to store a caravan or tiny house onsite, you must gain approval from the GSC Executive. Apart from a manager, who will oversee gliding, camping, security, permament living in campground dwellings is not permitted. The exception is summer crew and members' short term stays, which is mainly summer months.

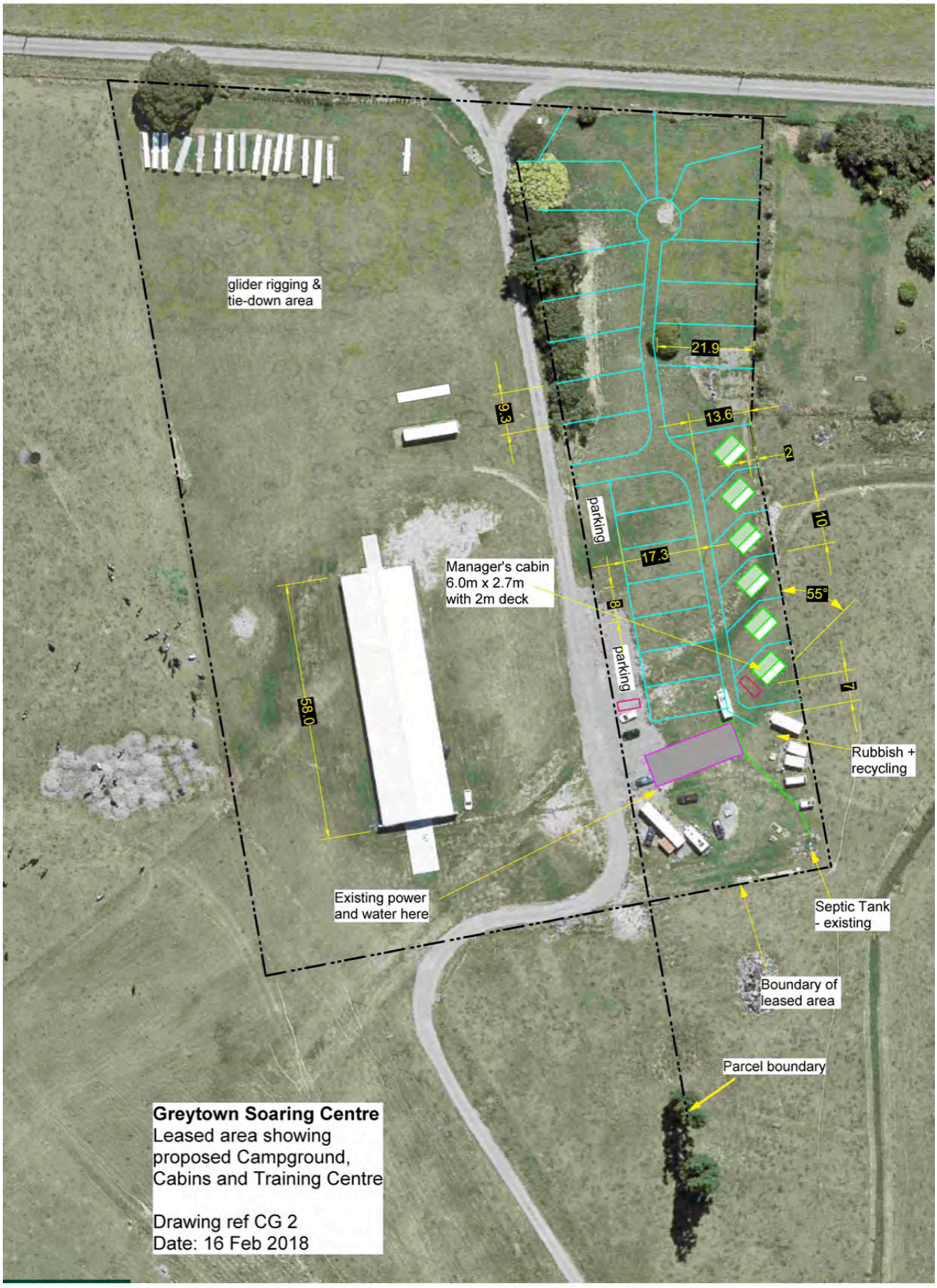
Greytown Soaring Centre Inc (GSC)

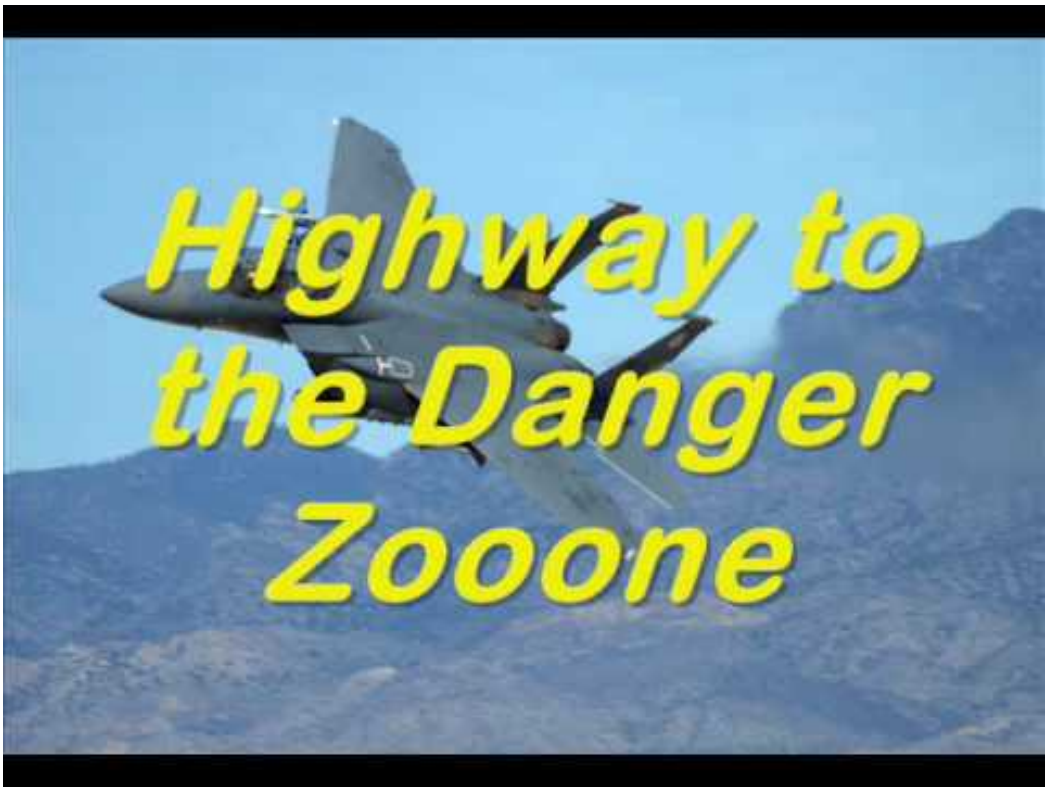
This incorporated body was created to act as an umbrella organisation to negotiate with the South Wairarapa District Council to establish a formal tenure for gliding clubs at Papawai Airfield. Its membership includes both the Wellington Gliding Club and Gliding Wairarapa, together with individual members from both clubs. Its committee and officers are similarly drawn from both clubs' memberships. The Greytown Soaring Centre will issue permits to both clubs to operate from Papawai and set the terms for safe operations. Should other gliding clubs wish to fly from Papawai then the Greytown Soaring Centre will facilitate this.

Apart from holding the overall lease from the District Council, it is not intended that the Greytown Soaring Centre will hold assets itself, apart from the Training Centre, which will be a communal gathering and training facility for all member Clubs operating from Papawai. The Greytown Soaring Centre will levy the Clubs operating from Papawai to meet expenses.

GSC Committee Members

Grae Harrison – President
Tom Davies – Treasuer/Secretary
Martyn Cook, Brian Sharpe, David Hirst, Warren Dickinson, Stewart Barton


glider rigging &
tie-down area
21.9
9.3
13.6
2
parking
10
17.3
Manager's cabin
6.0m x 2.7m
with 2m deck
55°
8
parking
58.0
7
Rubbish +
recycling
Existing power
and water here
Septic Tank
- existing
Boundary of
leased area
Parcel boundary
Greytown Soaring Centre
Leased area showing
proposed Campground,
Cabins and Training Centre
Drawing ref CG 2
Date: 16 Feb 2018



https://www.youtube.com/watch?v=siwpn14IE7E

Issue 4: Ugly, Ugly Landings

We have had a series of untidy arrivals over the past few months. There are three key skills to landing a glider safely that are not in the basic syllabus.

1) Don't Push Your Luck. Tailwinds and cross winds spring up suddenly. Wind gradients happen. Fences are hard to see. Wet grass is slippery. Wheel brakes fail. Tyres go flat. Club members drive cars out in front of you. Crosswinds stop you turning. Ground loops happen to the best of us. Turn in early if you are low. If you must land near obstacles, Aim to stop well short / pass to the side of obstacles. Once you have confirmed you have achieved that, then reduce the brake and let the glider gently roll the last bit. Pilots who come rolling up to the back of the grid at high speed and jam the wheel brake on at the last minute are not going to be popular - even if your luck holds up.

2) Always Be Precise. If it's getting a bit untidy and requires a bit of last minute correction or elevated effort to achieve exactly what you intended it is a sure indication you are at the limits of your skills/ abilities. Check the windsock. Get the speeds right. Don't accept shallow approaches with small amounts of airbrake. Use a reference point and achieve it. If you practice poor performance you become expert at it. The tail should touch slightly before the main - that way the glider won't skip back in the air.

3) It's Not Over Yet. Once the glider is **down**, open the air brakes fully and keep the tail wheel / skid on the ground as long as possible by keeping the stick back. Why?

- It stops you smashing the nose wheel / scraping the underside if you hit a bump or hole. This is critical if you think you might like to fly the K6 or DG100 or perhaps own a shiny new single. None of them have a nose wheel or skid.

- It help keeps the glider tracking straight and reduces the risk of a ground loop – more so than running on a nose wheel and either are preferable to running only on the main!
- The wings produce more drag so you stop slightly sooner –on firm surfaces anyway!
- If you are braking hard the tail will lift as the glider slows and the elevator becomes ineffective. You **will** lose directional control in crosswinds or if you touch a wingtip. Leave hard braking (anything that lifts the tail) for emergencies or dubious paddocks where the risk of going sideways is preferable to going forwards.

Keep the wings level. Enough said.

Don't co-ordinate. It's depressing how many pilots are incapable of stopping themselves banking the glider when they choose to turn off the runway.

Understand about how the centre of mass causes the glider to swing into or out of the turn.

. Issue 5: Tail Wheel Tale

A rarity but it does happen. We managed to launch a glider with its tail wheel dolly still on. Read it again.

Whichever way you look at it this particular cockup is a team effort. Whoever moved the glider to the launch point didn't remember remove the tail wheel. The PIC didn't notice when he got in. The person who hooked the cable on didn't notice. The person who checked all clear above and behind didn't notice. The person who ran the wing didn't notice. The Launch point controller didn't notice. The dozen or so people waiting at the launch point didn't notice. Fortunately the gods of blind luck were paying slightly more attention and there were two things that went well:

The glider wasn't at its aft balance limit so remained controllable

The PIC was very experienced, realized the problem and knew exactly how to deal with it.

The result was no damage but much embarrassment. Contributing factors were a long, hot busy day with a need to move launch points. That created a bit of pressure at the launch point to try and get the students etc. through. It makes you think what else gets missed on days like these. The BGA magazine used to publish a quick description of the various cockups the club members manage. Some I remember are

Airbrakes not locked. Rear canopy not secured on solo flight. Launching with glider on late approach. Car driving across field in front of landing glider. Not realizing cables are being towed out and driving across the field. Reversing a tow car out at the launch point with small children around. Launching gliders with somebody stood in front of the tail / wing. Driving off in a retrieve car without releasing the glider first. Driving off in a tow car with the rope tangled around a club members legs. Launching a glider with its tailplane not secured. Launching a glider without the main pin. The list of possibilities is endless.

The BGA use a pre- boarding check list:

Airframe – Damage? Tyre flat? Wet wings? Was it DI'ed? Canopy Clean?

Ballast – How much do we need and have we got it ready? Parachutes and cushions?

Controls – check correct sense and adequate movement - much easier outside the aeroplane

Dolly – See above

Eventualities: - Wind and weather considerations. Low Sun? Airfield layout. What's the lesson plan? Where is the closest lift? What's the circuit direction? What's the plan for a launch failure?

It is amazing how often we get to the 'E' of CBSIFTCBE and discover we don't know what we are doing 30 seconds before we expected to launch. Hopefully using the ABCDE approach before we get into the glider will avoid those launch delays in hot sun and make us look like pros.

Issue 6: The Culvert Troll

Remember the one about the Three Goats Gruff and the Troll under the bridge? Seems our Troll likes to eat gliders best. Cars and people are also on the menu.

In the first case the person on wing takes a tumble and glider nearly runs into back of tow-car. No damage was done and the goat made it safely into the meadow

In the second case the tow bar collapses while towing a glider down a gentle slope while part-loaded with water. Only the tow bar was damaged and the goat made it safely into the meadow

In the third case the glider jumps out of tow bar after wing wheel hits rough ground and snags. The glider swung round, the tail collided with the rear of the car and the rear fuselage suffered substantial structural damage. The troll messily devoured the goat and eagerly awaited the next one.

Ok. It is not *quite* how the original tale went. However we need to remember the Troll is a bit dim and can be outwitted by the smart goat using simple tricks. Bruce talks about N.U.T.A - There is a PowerPoint at

https://www.caa.govt.nz/safety_info/seminars/Flt.../Threat_Error_Mngmnt.pp

Notice: perceive the threat Understand: how does it affect me? Think Ahead: plan & *take* required actions

- STOP before crossing and have a think. Get out of the car and have a look for the troll's traps. There are many. His favourite is to sneak the wing walker wheel onto the other wing when you not paying attention but moving fence posts, hiding trip wires in the grass and digging new holes have also been tried.
- Glider tow-out kit is only intended for use on flat, smooth ground at low speeds and no braking! Some designs do better in some areas than others but be really, really careful.
- Understand the limits of your tow-out kit. Rough ground can bounce the bar into a jack-knife. Wing wheels come loose and damage ailerons. Go real slow. No. Slower
- Safety in numbers. Go across as a group and help each other.
- Put wing walker wheels on the DOWN WIND wing
- Get help in windy weather
- Put wing walker wheels on the DOWN SLOPE wing – hmm –maybe a bit of a hint there.
- Take the trailer down - Rigging / derigging on the field is *always* an option.
- Wellington Club gliders without tow out gear are to use the original footbridge and a rope – longer the better. A person on the wing and a second person in front of the glider to act as a brake. Wind the car window down and turn off the stereo / passengers!