



# Wellington Wairarapa Gliding Club

eChandelle

January 2021

## From the President

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Welcome to the second edition of our rejuvenated eChandelle !

Josh Wiegman and his team of reporters are doing a great job of sharing the news and views of our community beyond just our daily flying operations - highlighting the 'Club' in Gliding Club as it were. Which goes to making a day at Papawai something much more than a day at an airfield.

Indeed it might help explain how we've managed to do 322 flights during January, only 4 short of last year's numbers. And this has been done without our usual summercrew which reflects an outstanding effort by our Instructors , winch drivers, LPC's, engineers, ground crew, willing weekday workers... in fact by everyone who has lent a helping hand be it on the field or off.

From our Management Team - Thank you all.

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## Achievements

- **First Solo** - Fabian Sivrorarath, Jessica O'Neill
- **To Soaring** - Amy Smith

- **Silver Duration (5hr)** - Mark Shillingworth, Mike Lennard
- **First Paddock Landings** - Bruno Tagliapietra, Allan Johnson, Amy Smith

Congratulations to all those achieving this month!

And a warm welcome to Luc Patel and Tom Smith who have joined our club this month, say hi if you see them 'round!



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## CFI Corner

Greetings All.

When I was instructing at another club, there were two members who were originally from the Eastern Bloc and they both had a 'unique' style of landing: point the nose of the glider at the aiming point, hurtle to the ground at 70kts+, then flare at the last minute (or whenever they heard a gasp of terror from the instructor, whichever came first) and barrel along the field in ground-effect until coming to a stop after using up half the runway. It seems that many of our students have secretly made a trip to this same Eastern Bloc country for some flight training - how else to explain their tendency for last-minute flares and faster approaches?

Leaving aside the 'point the nose at the aiming point' fallacy (if you're doing it correctly, the nose of the glider will be pointing a lot higher), let's look at the flare. Think of it as a winch launch rotation-to-climb in reverse. Just as we discourage you from rapidly rotating into the climb, a rapid flare is also discouraged because:

- you have to get it right very quickly
- it puts a G-load on the glider which can make the wings stall if you're too slow
- you've got no margin for error.

Stopping the glider's vertical descent (the glider's path is the vector addition of vertical and horizontal components) requires applying a force - either a large force applied quickly, or a lesser force applied over a longer time. We prefer the latter. Start the flare gently when you're just over the aiming point (or just before if you're feeling adventurous) then slowly and progressively raise the nose of the glider so that by the time the glider is flying level, your head is at about normal head-height. (Make adjustments if you're excessively tall or short.) If you've got into the habit of last-second flares, try a few practice landings on 03/21 where you make your flare a lot slower - use up more of the runway if you have to - until you see how easy it is to control. You'll also find that you hear fewer near-ground gasps of terror from your instructors and can then find other inventive airborne ways of getting them to inhale quickly.

Now for the stick-waving part. Don't start your circuits below 900'AGL. Don't

thermal on the downwind or base legs (or wherever anyone else might be flying a circuit). Don't think that low approaches are sexy. You might think you're OK but good airmanship is what also looks like good airmanship to others.

The End

Cheers,

David

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### *To Solo Pilots*

At the beginning of January five of our to solo pilots had the opportunity to attend the to solo week with three dedicated instructors. Students from different stages of their flying journey were able to accomplish the many different goals they set at the beginning of the week. One of the main successes was Fabian Sivorarath's first solo flight. So congratulations Fabian! Two of the students had the amazing opportunity to go on two hour wave flights, seeing new scenery and gaining some experience. Throughout the week there were a total of 103 launches, with 53 of these being to solo students. To get some well needed relief from the sun, everyone was lucky to have "The Wellington Wairarapa Simon Casey's Briefing Van" (with people still trying to make the name stick). The week has proven to be very successful with another one scheduled early March. Participants were Katrina Merrifield, Fabian Sivorarath, Kevin Brown, Jessica O'Neill and Patel Schenk.



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### *To Soaring Pilots*

No big news for our To Soaring pilots this month. We'll make sure to keep you updated next month if something pops up. At any stage, feel free to contact us at any stage with any exciting achievements or adventures you have done. Note this can include things outside of Papawai, a club is bigger than just a location!

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### *To Cross Country & Task Pilots*

A fair few practice out landings have been completed this month, so

congratulations to all of those that completed this part of the XCP syllabus!

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## **Comms & Marketing Team**

As Wings over Wairarapa is close approaching, the club is having to think about what we're doing to promote ourselves. A teardrop flag was discussed and is currently being made, this will include the new logo.

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## **Finance & Admin Team**

As advised earlier, various charges were increased from last 1 July and others from 1 January. These increases were necessary to ensure our cash flows remain positive in the situation where we have to maintain the airfield and look forward to renewal of our fleet. You'll shortly get bills for January flying and it's been a cracker of a month even without the assistance of overseas instructors as in other years. The second instalment of flying subscriptions will also be included on January bills. We bill the flying subscription in two chunks to ease the financial pain. Given January's level of activity I anticipate paying off seven months early another chunk of the loan which financed the winch purchase. The next instalment won't then be due until September next year. Yes, things are not looking too bad.

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## **Resource Team**

The terrace (Runway 29 Terrace) now has an end marking, however the grass growth is disappointing. Stones are starting to reappear on the runway, which means that it is recommended that pilots intending to land here walk the runway beforehand. Please note that the runway is quite narrow, around 60 meters.

The container roof is now up, if it works out then the adjacent container will be considered for roofing as well. Thank you for all involved to get this up and

running!

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## Service Delivery Team

Mentioned earlier in the finance section, the January bills are remarkably close to last year's, this is good news considering the lack of a summer crew. We thank all instructors, winch drivers and ground controllers who have enabled the club to achieve this level of utilisation in the absence of the summer crew.

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## Kuranui College Program

The Kuranui College program will be running on Thursdays again this coming term, as soon students are selected for the program.

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## Club Statistics



\* statistics based on last months club activity.

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## Upcoming Events

[Waitangi Day](#)

*NZ - 6th Feb 2021*

[Vintage Kiwi Rally](#)

*Te Kuiti - 6th - 13th Feb 2021*

[Central Districts Regionals](#)

*Waipukurau - 20th - 27th Feb 2021*