



Wellington Wairarapa Gliding Club

eChandelle

June 2021

From the editors:

Welcome back to June's copy of the eChandelle!

The last two months have been exciting, with a few achievements and new members. On top of this, there's been a huge amount of work done by both everyone (including the youth) to get the airfield and it's facilities nice and fresh before winter fully kicks in. Thank you to all of you who have contributed to the smoothing of 29 Terrace, the cleaning of the caravans and the many other working bees that have been organised.

We'd love to hear your story! So no matter how big, or small, we are happy to put it in the newsletter if you think it's worth sharing. Please contact us, by emailing gliding.newsletter@gmail.com or by calling 021 336 203.

Thank you for reading our latest copy,

The Editorial Team



- **GNB Conversion** - Dan Corneanu
- **LPC Clearance** - Alistair Crossling
- **Cable Car** - Reegan Tock

Not much these last two months, but congratulations to all three of you! Remember that as winter is coming up, it may be worth it to get rated for the cable car, get cleared for the winch or LPC or if you aren't part of a roster yet, do that!

Special welcome to our new members: Martien Lubberlink, Tom Cotterell, Reegan Tock and Bailey Parker! Give them a wave when you see them around!



Hi all,

Much as I would like to note the great flying achievements by all and sundry and to congratulate you all on a (mostly) incident-free couple of months, the topic I have to keep harping on about is paperwork.

Sorry.

As CFI, I have to keep track of where you're all at with your training paperwork, and to make sure I have copies of your various medicals and BFRs. For the former, Brian and I have a sort-of-system in place whereby, once you Achieve Great Things by completing a section of your syllabus, we take a copy of the completed section for our records. We'll also take copies of any exam answers that you complete. The BFRs and medicals are mostly down to you. You have to make sure that you keep these updated as required by law (note that, even if you're still pre-XCP, once you go solo you need a BFR every two years) and send me a copy. I don't need the original. I don't need all copies. I just need a

record of what you've done so that, if asked by the Kind People at CAA, I can produce evidence of your medical and flying status. You also need to keep copies of these - they're your documents after all - so that you can call on them if required.

Right-o. Enough said. Happy flying.

Cheers,

David



Important news!

Not a lot of news for the pilots as such, but Brain has asked that all members please take a look at the following (PLEASE READ CAREFULLY!):

Your Winch Drivers recently met to ensure we are all winching from the same songsheet and delivering the best possible launches for all our pilots. Some points to note for all pilots and ground crew:

Winch speeds through the top quarter of the launch

You should be seeing a slightly earlier slow down near the top of the launch to give you a bit more time on the cable which in a good headwind should result in an additional height gain. You should also be noting a brisk power cut when you are almost over the winch signifying the launch is over and if the glider has not already back released you need to lower the nose to normal gliding attitude and manually release quickly.

Radio communications

Radio comms during winch launches continue to be a problem and one that could have serious consequences if Slow Down, More Power or Offset calls are missed or garbled. This applies also to vehicle drivers making radio calls or LPCs who may forget to release the transmit button on the podium mic.

The rules for pilots are:

- Hold downwind calls until the launch is complete
- Change to 133.55 when off the launch and beyond 3 NM of Papawai
- Change to 119.5 within 5 NM of Masterton

The rules for ground crew are:

- Hold all radio calls from vehicles while a launch is in progress
- LPC's to ensure no chatter from the launchpoint is being inadvertently transmitted

Crosswind Offsets

Winch drivers take a very dim view of pilots who do not properly bank and turn their glider when asked to go - eg Hangar side. The result of not properly turning the glider is for the glider to continue straight up the cable, drifting sideways with the crosswind, with a marked yaw. That in turn leads to cables

& parachutes that can drop over fences, trees, rivers, maize fields ,
bulls ... and a subsequent delay in resuming launching.

*Drivers have thus been instructed to cut the power immediately a glider that
has been asked to offset is seen to be drifting to the downwind side of the
runway significantly beyond the runway centre line.*

Finally

We will be pleased to address any questions on the above – Letters (or emails)
to the Editor please.



Comms & Marketing Team

Website is a work in progress, looking really good already! If you haven't been
to the club recently, you wouldn't have noticed the awesome new signage that
has been put up at the gate, looking neat!

Resource Team

After very hard work by Martyn's team, 29 Terrace is now officially open! It has got the new top soil on it which has been rolled, most stones have disappeared and the runway is in very good shape. According to Grae its "...probably the smoothest part of the airfield."

New plantings are also under way, good project for the winter, contact Brian or Martyn if you want to be involved with some of the working bees!

Service Delivery Team

As most of you already know, the GNZ AGM is this weekend, Brian and Simon will be there accompanied by Martyn and a few other club members. If you managed to find a spot in the conference, congratulations! If not, not to worry, we'll be hosting our AGM on the 11th of September, right here at home.

Please make sure you've read the winch driver's notice above, they are quite important! Trial flights have now been suspended, instead, One Day courses will be for sale. These courses have been getting a lot of positive feedback and give the club just that little bit of extra revenue.

Finance Team

Some exciting news for Kuranui students is coming soon... not saying exactly what it is but it starts with an "s" and ends with a "p", you guessed it! Scholarships are going to be available for Kuranui students, Brian will have more information soon(ish).

Club Statistics

20

Flying Days

270

Flights

164h

Flying Time

116

Members

* statistics based on last two months of club activity.

Thank you for reading this month's newsletter, as we (the editorial team) are always trying to give you the best reading experience possible, we have started to save for a new camera. This will allow us to take better pictures, and the camera can be used for multiple other club events (eg. lectures). If you wish to make a donation to help us

get there faster, please email:

gliding.newsletter@gmail.com