



## WWGC Newsletter - July 2022

### From the President - Simon Casey

Welcome to newsletter #2. This is quite a busy newsletter and has some important material you need to know. Also included is our feature article from [Bruno Tagliapietra](#) on FAI badges.

Read on!

### Flying from Hood

Well what a drenching we have had. Our airfield is suitable for ducks but not gliders! But we saw this coming and our operations will continue from Hood Airfield and Masterton until the end of August. We had our first flight from Hood last Sunday 17 July thanks to Upper Valley for lending us their Piper Cub tow plane over this period.

If you need an aerotow rating or upper air exercises in your training, then make sure you join in. Note that we only have the one DG and one instructor so we can only handle 3 students and up to 3 flights each if we start early enough. Book early so you don't miss out.



Upper Valley's Super Cub doing a superb job at towing our heavy DG1000 at Hood.



The crew on the lookout





Reegan supervising operations!

Hood management have provided us with their operational requirements. This has been copied at the end of this newsletter. Please read this if you have not flown at Hood before.

### **NZMCA Visit**

We had 14 campervans and one house bus visit us over the weekend from 8 July to 10 July as we were not flying that weekend. Despite the shocking weather, they had a great time and really enjoyed our facilities. However due to the wet soggy ground, the house bus got bogged down and had to be reduced by tractor.

It was a trial to see if we can share our venue with others but unless we improve our grounds to be all weather, winter is not a good time to have a lot of vehicles on the field. And in summer, we need the facilities ourselves.



## Achievements

I did miss some achievements from the last newsletter. They are:

Name	Achievement
Bruno Tagiapietra	Diamond Height
William Keedwell	Silver Badge
Ben Wilson	Silver Badge



A big congratulations to all these pilots. Hopefully we will get some aerotow ratings in the achievements for next month.

## **Changes to Camping and Trailer Fees**

The committee has approved the following changes to our camping and trailer fees. Most of the camping fees have not been changed and we have added a few new options. These will help fund improvements such as liming the surface of the trailer park to make it all weather and to make improvements to the old Gliding Wairarapa club house to make it more suitable for staying over.

The annual fees due to be invoiced will apply from 1 July 2022. All other fee changes will apply from 1 August 2022. Please let me know if you have any questions or issues related to the changes detailed below.

### **Annual Trailer Park**

This is to be increased from \$150pa to \$200pa.

### **Overnight Stay Club Caravan (shared) or GWC Bunk Room**

To be increased from \$10pp to \$15pp for members and from \$15pp to \$20pp for non members.

### **Caravan Plot Semi Permanent**

This has changed from \$450 from December to March to \$300 for any 3 month period.

### **Overnight Stay Club Caravan (exclusive) or GWC Twin Room**

This is a new charge for the exclusive use of a club caravan or the GWC Twin Room. \$20pp for a member and \$25pp for a non member. Previously club caravan stays were non exclusive and this allows you to sleep on your own.

### **Accommodation 3 month pass**

This is a new product and entitles the owner to unlimited overnight casual stays in the club caravan or GWC bunkroom over any 3 month calendar period. \$250.

### **Accommodation 12 month pass**

This is a new product and entitles the owner to unlimited overnight casual stays in the club caravan or GWC bunkroom over any 12 month calendar period. \$450.

### **Tent Accommodation 12 month pass**

This is a new product and entitles the owner to unlimited overnight casual stays in their own tent, or vehicle over any 12 month calendar period. \$200.

## **From Your Committee**

I have added this in as a regular subject if we have had a committee meeting prior to the next newsletter. It lets you know of any important issues or decisions made.

### **Club Cleaning**

With very few volunteering to clean our club house, the committee has approved a scheme where members have their flying account credited if they clean the club house. This is being managed by Sam Wright (Oscar's mum) and backed up by Katrina Merrifield. So far they have both done a great job and we can feel pride in our club house.

### **Insurance**

Both our club rooms and hangars have been under insured for replacement value. We have agreed to increase this to market rates which unfortunately has put a much higher cost on our premiums.

### **Camping and Trailer Fees**

This has been described above.

### **Glider Tow Out Gear for DG1000s**

This was proposed by me to not only make towing out our glider quicker but to improve the gliding experience of members by not having to walk the wing either in wet grass in winter or hot sweaty summers. This was rejected by the committee due to concerns of damage to the gliders.

### **Summer Crew**

Brian Sharpe has organised 3 instructors from the UK who have flown with us before to crew for us in summer from late October to March. They are Andy Parish, Ron Breezer and Lars Hestehave. This will allow 7 day operations throughout this period and we will be running a number of multi day courses. This will be an exciting time for us.

### **From the CFI**

David Hirst has prepared our winter lecture series:

Date	Subject
July 24	Preparing for badge flights - Bruno
July 31	Soaring in weak conditions. Making a glider thermal efficiently. Tony Van Dyk, Kevin Clark and Tony Passmore
August 14	Radio practical session. Ben Wilson and Marty Moncriffeff
August 28	Getting into Wave. Grate Harrison, Stewart Barton
September 11	Preparing a glider for a contest. Mark Wilson
October 2	Learning from mistakes

We aim to start each talk around 9:30 and go for an hour or so. If we're flying from Hood, we'll go there afterwards and delay the start of flying until 12 (which should allow enough



time for a site briefing and to rig gliders). If we happen to be flying at Papawai, then flying can start after the workshop if the gliders are all DI-ed beforehand.

## **From the Resource Manager**

Martyn has a number of things you need to know.

**Food and Mice:** A mouse was seen yesterday basking in the warmth at the bottom of the parachute cupboard. Winter is the time when mice are attracted to sheltered places, but they tend to follow food. To prevent damage to aircraft and other valuable items (like parachutes) please do not leave food wrappers, crumbs or food remains in any glider, glider trailer, or hangar. The "hangar" includes the hangar rubbish bin and the cable car (which sits inside the hangar). Please - always take all your food-related items completely out of the hangar.

**Soft ground:** There has been a lot of rain recently with more to come. It's very easy for soft grassy ground to be cut up by vehicles. Where possible stay on the gravel track, and park in the designated parking area. Do not drive over any dirt patches - repairs have been made to some deep ruts but the ground won't be firm to drive on until the ground dries out and the grass gets established. Please don't drive through low-lying damp grassy areas - it just makes the situation worse and you may get stuck.

**Security:** If you unlock a combination padlock then do not leave it unlocked. A passer-by could look at it and thereby discover the combination, and that renders the padlock ineffective for the future until the combination is changed. Instead, please close the padlock again and tumble the combination.

**Battery Chargers:** There is a small fire risk of overheating and fire with a battery charger left on, because batteries can develop faults and overheat while being charged. This has already happened once in our hangar - fortunately it was discovered before it caught fire. Please disconnect battery chargers as soon as charging is done. Private owners should either take their batteries home to charge, or charge them on a table in the clubhouse where they are more easily monitored. We must take all sensible precautions to avoid a hangar fire.

**Flood damage:** Our runways did sustain some minor damage during the recent flood, so the winter worker's group will shortly be activated to tackle some repairs. There is a lot of foliage draped over some of the boundary fences, and a significant washout near 29 launch point which will require a fencing repair.

**Dunny update:** The new dunny on 29 has survived serious assault by wind and water recently. Whew! However, the Council has declined to permit a duplicate dunny to be installed at 03 launch point, or anywhere else underneath the irrigator path. We are therefore considering locating the second field dunny at one of the two holding points just to the west of the runway intersection.

## Special Feature Article - Bruno Tagliapietra

### What are the FAI IGC Badges

FAI stands for Fédération Aéronautique Internationale, International Aeronautical Federation. It is an international body governing all the air sports.

IGC, International Gliding Committee, is the branch of FAI responsible for all international aspects of air sports involving sailplanes.

The so called “badges” are internationally valid recognitions of certain predefined soaring performances accomplished by a pilot flying solo in a glider, under the observation of a certified Official Observer.

Here is a summarisation of the various achievements:

Silver Badge	Gold Badge	Diamonds	Distance Diplomas
			
<ul style="list-style-type: none"><li><input type="checkbox"/> 50 km distance</li><li><input type="checkbox"/> 5 hours duration</li><li><input type="checkbox"/> 1000 m height gain</li></ul>	<ul style="list-style-type: none"><li><input type="checkbox"/> 300 km distance</li><li><input type="checkbox"/> 5 hour duration</li><li><input type="checkbox"/> 3000 m height gain</li></ul>	<ul style="list-style-type: none"><li>• 500 km free distance</li><li>• 300 km goal distance</li><li>• 5000 m height gain</li></ul>	<ul style="list-style-type: none"><li>• 750 km</li><li>• 1000 km</li><li>• 1250 km</li><li>• 1500 km</li><li>• 1750 km</li><li>• 2000 km</li><li>• ...</li></ul>

Each achievement can be done in the same flight or in separate flights. To get Silver and Gold you have to achieve all the silver and gold things respectively. Diamonds are in theory added one at a time.

Each distance diploma is awarded separately for 750 km distance, 1000 km distance and so on.

To this day, [only six people in the whole world](#) have been awarded the 2000 km distance diploma. If you have been to a GNZ AGM recently you might have met one of them in person.

Just by looking at the table above, it is easy to see that the rules to get the badges are articulated: why does the 5 hours duration appear in two badges as a requirement? What is the difference between a “free distance” and a “goal distance” (Diamond badge)?

I will attempt to clarify and simplify, with a few examples, the requirements for most of these “soaring performances” in **a dedicated workshop on the 24th July**.



## Why the Badges

### For your next Goal

Badges are a handy way to set your next goal in gliding. For example, your goal for the next season could be to get your next badge. Or to fly one of the requirements of your next badge.

### For international recognition

FAI badges are internationally recognized such that if you go to another country and tell them you have your Gold Badge, they know exactly what you are talking about and can instantly get a sense of level of experience in soaring.

When you will go on a gliding holiday, badges will come handy for sure.

### Because you like shiny objects

They are nice and shiny and you can pin them to your hat. Be careful though, I lost one doing that. Luckily, you get two badges of each kind, a smaller one and a bigger one.

### Because you like certificates to hang on the wall

Each badge comes with a nice certificate you can hang on the wall and show to your mates when they come visit you. So many people have no idea what gliding is about, and most of the people who asked about my badge certificates thought you just need to “build up hours” to get them. It’s quite satisfying to explain that no, in order to get the diamond height, you need to breathe oxygen from a cannula and climb for thousands of metres, just without any engine.

## How to get the Badges

### Official Observer

The first thing you need to get a “badge flight” is... a glider? No, you can sort one out later. The first “thing” you need to get a badge flight is an OO, an Official Observer. Without an OO, your badge flight can’t be observed, meaning you won’t be able to apply for it to be officially recognised. This doesn’t mean the OO must necessarily be there in person: this means you **should talk to an OO some days before you attempt any badge flight**. Flick an email to [official-observers@wwgc.co.nz](mailto:official-observers@wwgc.co.nz) stating your intentions. If you don’t get an answer in a day, I would suggest picking up the phone and ringing one of the OO’s listed [here](#) (to the bottom). If you declare your intentions well in advance to an OO, they should be able to help you navigate the [Sporting Code Section 3](#) (the rules), and the [Annex C](#) (the manual).

### IGC Flight Recorder

The second thing you need to get a Badge flight (except for the 5 hours duration) is one or more IGC Flight Recorders. **Your phone is not an IGC Flight Recorder**, even if it records .igc files. An IGC Flight Recorder is one of the devices listed [here](#). If you own an IGC Flight Recorder, you should have a [calibration document](#) for it, which displays its S/N. The OO’s at our club keep a mapping of which IGC Flight Recorder is installed in which glider. Currently, only GZB, GXA and GOO are mapped. If you haven’t done so, **please send a scan of your calibration document and a photo of your glider’s instrument panel showing the IGC**

**Flight Recorder** to [official-observers@wwgc.co.nz](mailto:official-observers@wwgc.co.nz): this will make it easier for your OO to validate your next badge flight.

### Declaration

For most of the distance soaring performances (never for the Silver) you need a declaration. The declaration is not a piece of paper, it is not an email, it is not something you say, it is not something you write down. **The declaration is an electronic record stored in your IGC Flight Recorder before you take off.** The record should contain: **your name, your glider's registration, and the list of waypoints you are planning to fly through** during your soaring performance. For the waypoints, what matters are [WGS84](#) latitude and longitude, not the friendly name we give our turnpoints: any point on the map is valid, as long as it is added to your declaration as a WGS84 latitude and longitude pair of coordinates.

### XC-Grade Planning

A badge flight will most likely be a cross country flight, so it goes without saying that you must plan it the same way you would plan any other XC flight: water in - water out, food, retrieve crew, wheel brake in good order, oxygen according to the height limits in [AC3-07](#) etc... An exhaustive list is out of the scope of this document.

### After the flight

If your FR (Flight Recorder) is physically installed in your glider, then you can just download the .igc recording of the flight yourself and email it to the OO: igc files contain the S/N of the recorder, so as long as the OO has previously seen that recorded installed in your glider, you'll be good. In case of a portable FR (e.g. a Nano), the OO needs to be more involved with ensuring the recorder was actually in your glider all the time.

The OO will then verify your flight. If everything is fine, then you and your OO should fill an [OPS 4 form](#), attach the .igc file and a scan of your FR's calibration document, pay the fees, and send those to the addresses listed on the form. Our GNZ Awards Officer requires a paper copy as well.

### Coaching

Some of our OO's + our XC Pilot / Task Pilot coaches sometimes plan / organise some "badge camps" during weekends when weather seems particularly promising. So you are not on your own at all on this: ask around, some people are quite happy to share their experiences, successes and failures.



## Hood Operational Requirements

For those new to flying at Hood please familiarise yourself with their requirements which the duty instructor and Ops Boss are responsible for:

- Please report any occurrences and hazards to MDC
- Ensure all attendees are briefed on the operational environment of the aerodrome.
- Please only essential vehicles and personnel go airside
- Liaise with other operators and the aerodrome as needed
- Be able to provide a list of all airside personnel if requested ( we would only request this in for example a relevant occurrence) .  
Security access codes must only be made available to properly briefed participants. Any participant going airside to be formally briefed and a record of these briefings be kept
- Manage any other persons (ie ask them to leave) attempting to view your operations from airside that are not part of your club and the flying activities
- Any lessons or suggestions to be provided by email to the aerodrome operator for tabling at the Hood Aerodrome Safety Group.
- Smoking and the lighting of fires is not permitted on airside.
- The Hood Aerodrome airside SOP applies
- All aircraft, gliders, vehicles and trailers accessing airside are required to have third party liability and property insurance.
- MDC reserves the right to cancel this agreement for circumstances outside of its control
- The AWIB switch for gliding to be activated and turned off by the gliding club. Thanks to Michael O'Donnell for offering to do this.
- For clarity Michael is operating in all respects for your operation and not the Aerodrome for gliding. Please contact me or Guy if you have any queries.