



WWGC Newsletter - January 2023

From the President - Simon Casey

January has been a real mixed bag with the weather. Continual rain for the first 2 weeks of January followed by 2 weeks of great flying weather. And at the time of writing, back to the rain! Although it has been frustrating, the northern gliding clubs have had a real hammering with the Auckland Soaring Championships being cancelled. The South Island has clearly been the place to be for reliable soaring conditions.

Having said that, we have been particularly fortunate to have had great weather for our intensive flying courses which have been well attended and kept the summer crew very busy.

Achievements

We have had a great month for achievements. We will include all successful outlandings as an achievement worth celebrating. Outlandings are a part of glider flying and the decision to land must be made at a good height to give not only a choice of suitable fields but also to be able to plan the circuit and landing. If you have an outlanding, please provide the trace if you can and take some photos so we can share with others via the newsletter.

Tony Van Dyke has come second in the Racing Class of the Multi Class Nationals just completed at Omarama.

Kieran Cassidy came 4th in the club class of the JoeyGlide in Australia and won the Junior Trans Tasman Trophy and Southern Cross Trophy. A summary of his flight is below.

Alistair Grocott completed a 90 minute flight on 31 Dec 2022.

Paul Williams has a number of achievements as follows:

- Silver height gain
- 50Km flight
- An outlanding between Mt Bruce and Eketahuna. A summary of his flight below.

Taylor Barry - 5 hour flight.

Congratulations!!

Kieran Cassidy & Joey Glide

Below is a precis of his achievements which he has written up in full for YGNZ.

When I stepped out of the ATR in Tamworth and looked at the sky, I knew that the next week of flying was going to be awesome. Cumulus clouds to 10,000ft!!

My first flight in the Libelle GSH would be a local one over the Kaputar ranges. I had a look at the mines and nearly hit about 15 paragliders that popped out of cloud! What I thought was a calm first flight turned out to be over 300Km at a little over 80Kph without even trying.

The following practice day was a 3.5 hour assigned area task (AAT). The first 100km was at an average height of 8K with thermals averaging 6 knots. The middle 100Km was paddock hopping at not much above 2K and the last 130Km back at a more comfortable 8K but with 8 knot thermals! Doing straight final glides over a 7km flooded lake was one of the scarier things I have done in a glider.

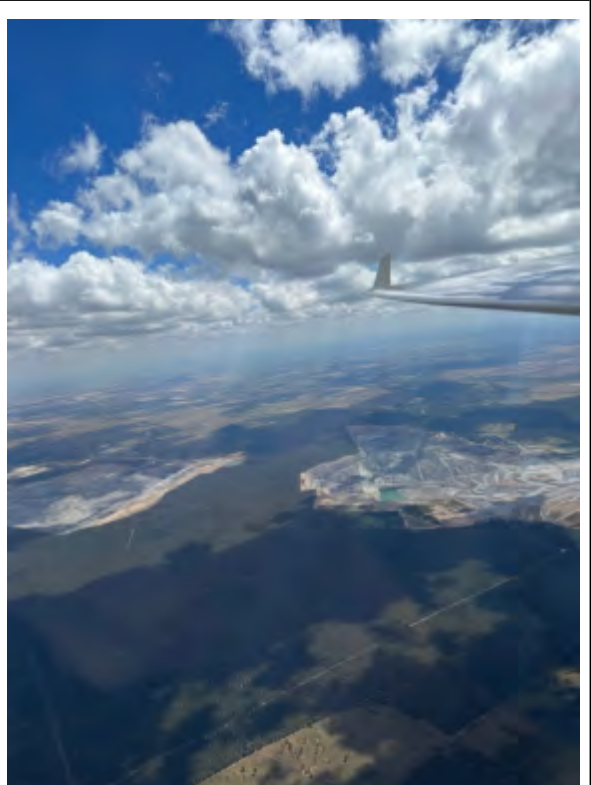
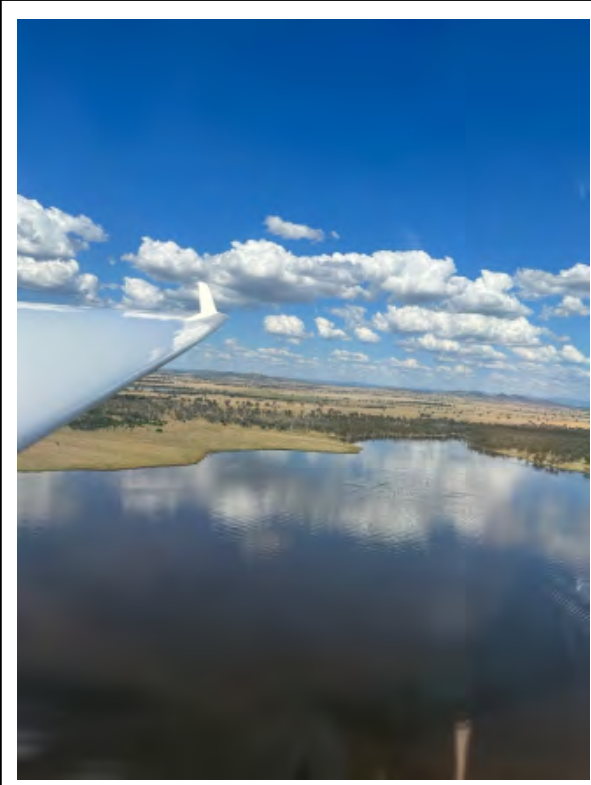
The second day was cancelled due to severe thunderstorms. Apparently there was lightning striking parts of the runway!

For the next 6 days we had absolutely awesome weather. The first competition day I lost my vario. This was due to many spiders setting up camp in the pneumatics. However the vario started working again during the flight. My personal best was 102kph over 300Km.

While the actual flying side of JoeyGlide was awesome, the best part of the whole experience by far were the people. Each night we had the mandatory sharing of stories about our stuff ups that day and showing our traces. I even managed to hold the record for the lowest save for a couple of days! At the end of each night was the ping pong championships which was more competitive than the racing itself. Each morning we would have a mini lecture on topics ranging from AAT tactics to how to fly sheer wave which was presented by many world class pilots that were present.

The competition dinner was a great night. I came fourth overall but secured the Junior Trans-Tasman Trophy with my name going next on the list of NZ winners. My win has resulted in Kiwis winning this trophy for all the previous four times it has been competed for. I also won the Southern Cross Trophy for the highest placed competitor at their first junior nationals.

I would not have been able to get to compete at JoeyGlide if it wasn't for the amazing support that I received back here in New Zealand. Thank you to all the people that came forward and helped me to get there. Most importantly, I would like to thank GNZ, the Umbrella Trust, YGNZ and everyone in the WWGC who came to my overpriced BBQ for the amazing financial backing that made the contest affordable. I will be forever grateful.





Paul Williams Mt Bruce Landout

I got 2000ft off the winch and headed toward Carterton after flying around in circles for a while. It was time I flew in a straight line to achieve my 50 km distance goal. I picked up sufficient height to get me to the foothills of the Tararuas.

I started losing height and headed back toward Mt Dick struggling to find the lift source. I ended up below Mt Dick lookout and thought my objective for the day was all over. However I perservered and found a small thermal which got me back above the lookout again. I headed north looking for the main source of the lift which was creating the clouds which I had struggled to find. Finally I found the lift source and up I went to 5300 ft, cloud base. From there I travelled north again with ease maintaining altitude until the western edge of Mt

Bruce where the skies opened up to the "big blue". With plenty of height I pursued my turn around goal, even though there was very little movement in the air.

I achieved my distance and turned back to the foothills of Mt Kaiparoro. I cruised the tops of the hills but the thermals seemed very narrow and the hilltops got closer. I was heading into tiger country, no landouts. I turned back towards Eketahuna where I had spotted possible landing paddocks earlier. My training kicked in. "Just do the normal circuit. Get your speed right. Use the fence as your aiming point. Half brake. Aim for the fence. Put the brakes away to hop over the fence, and back on full brakes again to land smoothly with plenty of paddock to spare."

At the end of the day all my training paid off and it was a textbook landing which I thoroughly enjoyed. I relished the challenge of landing somewhere new.

The farmer Mark Eagle said I was the first to land in that paddock, they have always used the airstrip next to it. I laughed and told him the paddock had been better!



Aerobatic Flights

Andy Parish is rated to instruct aerobatics in gliders. While we have him here I thought that could be of real interest to some of our members. But wait!! Nothing is as simple as it seems. Of course it is the red tape.. Andy would have to be cleared to instruct in aerobatics in NZ. His UK rating is not automatically recognised and we would have to find someone prepared to endorse him.. Further, we may need to install a better G meter in one of the DG1000's even though the S100s already installed do record and log G forces.

So is it worth it? It all comes down to the level of interest. If you are interested in being shown or instructed on how to do a loop and other manoeuvres in a glider, then please let me know. Reply email to this newsletter if you are interested. If there is strong interest, then I will pursue it further.

Gates Locked at Night

As a result of one of the field vehicles being stolen and badly damaged, the gates to the club airfield are being locked every night. Brian is normally in charge of this whilst on the airfield. But for the times he is not around, someone must be nominated to lock the gates at night. The gate is operated by a combination lock. This can be shared between members only. If you don't know the combination code, contact Brian.

Michael O'Donnell

Michael continues to make good progress and his spirits are high. He is still undergoing intensive therapy to regain more and more use of his legs - especially his right leg. He is free to come and go from the hospital. Michael expects to be released from hospital in early March. We all look forward to seeing him back home.

Intensive Training Week

We had a very successful training week from Mon 23 Jan to Fri 27 Jan for 6 participants with 5 days continual flying! That resulted in a total of 88 twin flights of 33 hours and 9 single flights of 20 hours. The highlight of the week was a midweek evening dinner of a Russian theme put on by Aleksander Spesivtsev and Alisa Adams. Some images below.





Birthday Launches

For January, the free birthday winch launches go to:

- Dan Corneau
- Ian Johnson
- Alain Marcuse
- Philip Scarborough
- Ben Wilson
- Luc Patel
- Amy Smith
- Sam Taylor
- Alex Wos
- Alexandra Spesivtsev

For February

- Daniel McCarthy
- Bruno Tagliapietra
- Tony Van Dyk
- Jim Walmsley
- Gray Castletown
- Patel Schenk



Club GoPro Camera

We now have a club owned GoPro camera which can be fitted to either of the DG1000 gliders. It will normally be charged overnight and should be mounted in one of the gliders prior to taking out to the launch point. It is mounted using a suction cup on to a suction plate located on the side of the instructors panel on the right hand side. It is a simple one button push to record and another button push to stop.

Note that both instructor and student need to consent to having the flight recorded before it can be used. At the end of the day, please down load the flight or flights and clear the memory as it will not record once the memory stick is full. See image.



Emergency Contacts


All new & recent members that have been added to GOPs have an emergency contact name and phone number included. But almost all older members do not. It is important that we have emergency contacts in case of any emergency where you might not be able to make contact yourself.

Please open up your own GOPs record and check if you have an emergency contact entry. If not, can you please update as soon as practical. An example of the contact details is shown below.

Wellington Wairarapa

Gliding Club Operations

HOME BACK

ID	3986
MEMBER NUM	<input type="text" value="0"/>
FIRSTNAME	* <input type="text" value="Simon"/>
SURNAME	* <input type="text" value="Casey"/>
DISPLAY NAME	* <input type="text" value="Simon Casey"/>
DATE OF BIRTH	<input type="text" value="24/07/1956"/> 
POSTAL ADDRESS	<input type="text" value="822 Chester Rd"/>
	<input type="text" value="West Taratahi"/>
	<input type="text" value="Carterton"/>
	<input type="text"/>
CITY	<input type="text"/>
COUNTRY	<input type="text"/>
POSTCODE	<input type="text"/>
EMERGENCY CONTACT INFO	<input type="text" value="Nicky Casey"/>
	<input type="text" value="021 387 003"/>
	<input type="text" value="nix.casey@gmail.com"/>
	<input type="text"/>
CITY	<input type="text"/>
COUNTRY	<input type="text"/>
POSTCODE	<input type="text"/>



Note that a phone number is required but an email is optional. I do have a list of those who need to do this so please update it before I need to contact you.