



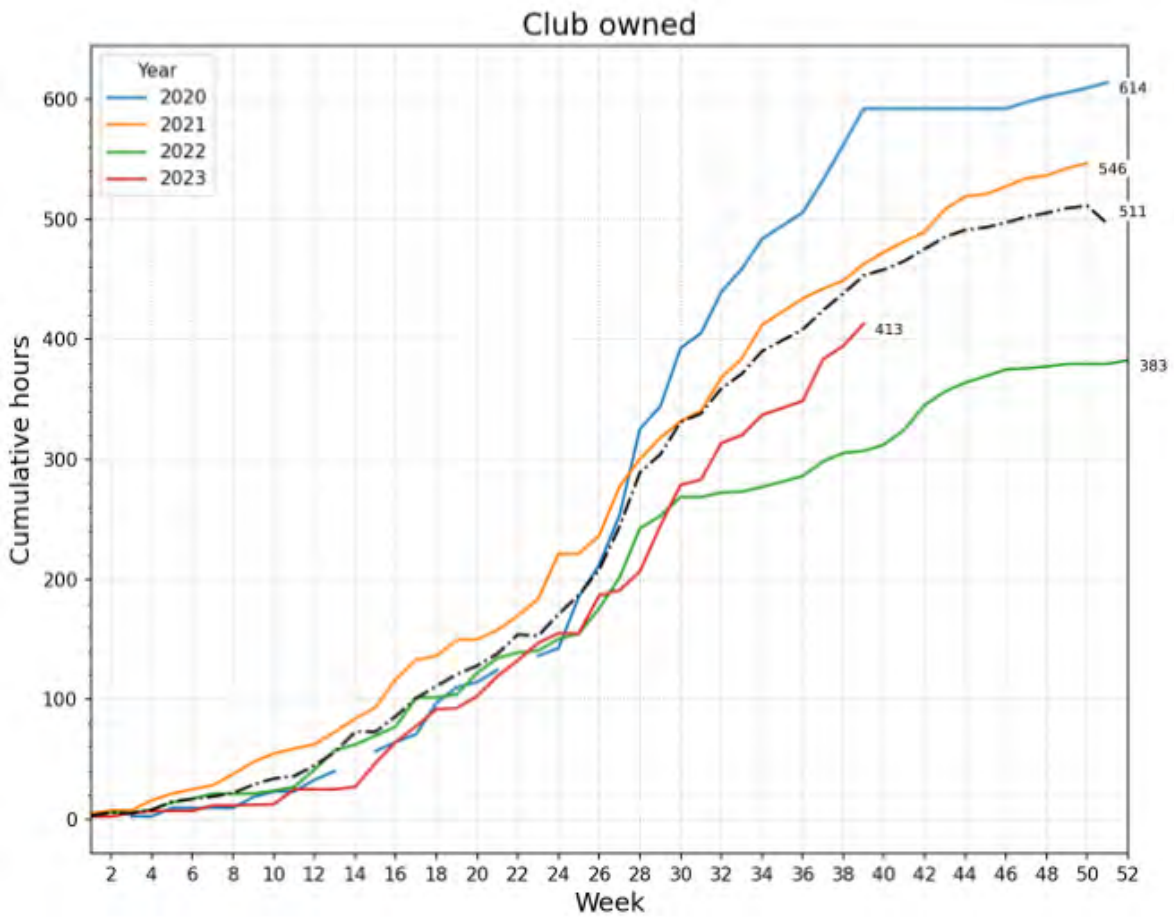
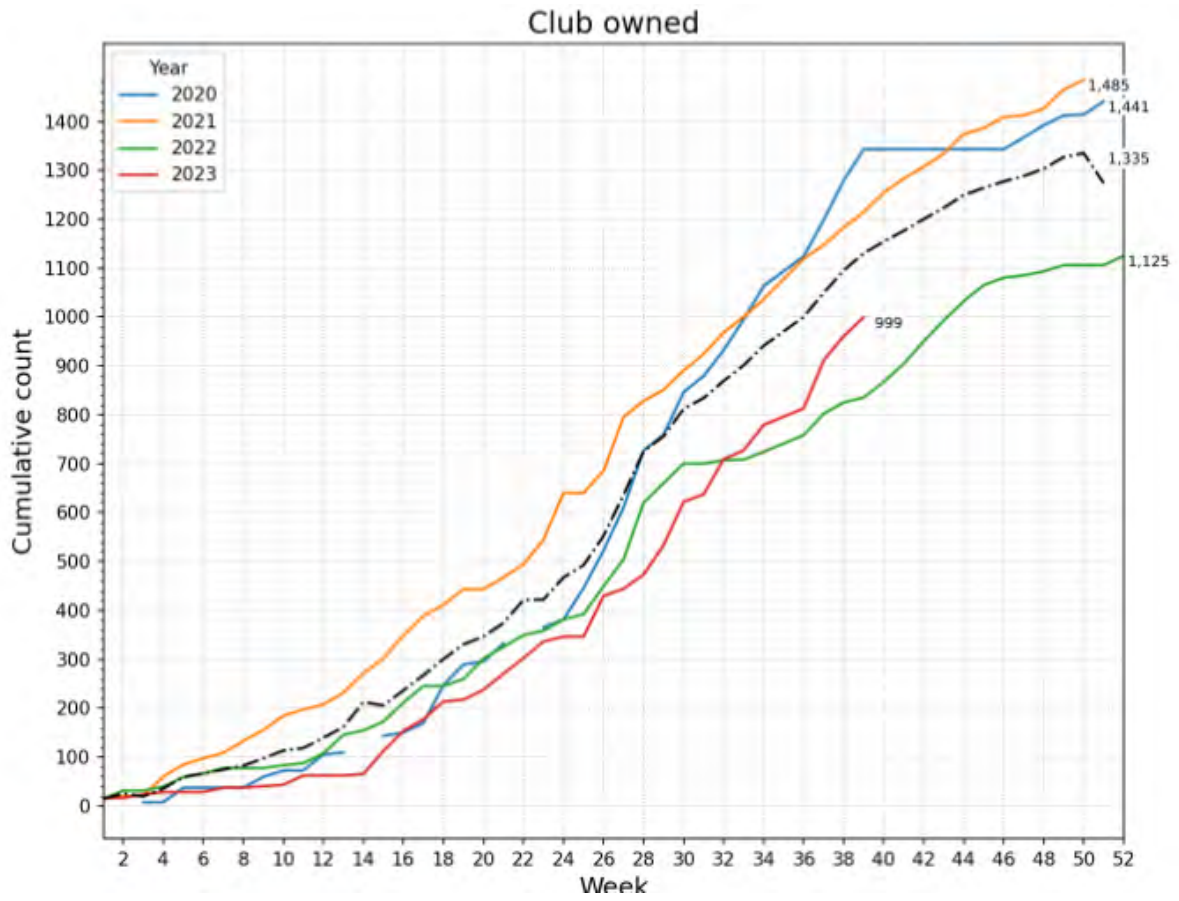
WWGC Newsletter February & March 2023

From the President - Simon Casey

We missed a newsletter for February so this one covers both February and March. Despite days of bad weather, our utilisation is now better than last year to date. This is mostly due to the contribution from the summer crew. We were able to host a number of midweek courses and they were able to assist in weekend instructing as well.

Andy, Ian, Lars, Ron and Richard have all now headed home after a BBQ we hosted for them on Sunday 25 March. See photos below. But the good news is that they will be back! We really look forward to their return.

The latest year to date utilisation figures are shown below courtesy of Martien.



As you can see the number of flights and flying hours are both higher year to date (red) than the same period last year (green). For private flights, we had less flights but higher hours.

Achievements

We had the following achievements over February and March:

- Marty Moncrief XCP
- Kieran Cassidy C Cat Instructor
- Victor Lenting - re solo after a break from gliding
- Darryl Hayes - re solo after a break from gliding
- Kevin Brown - Solo
- Cheye Moran - Solo

Congratulations!!

Michael O'Donnell

Great news! Michael has returned home. He is able to get around but with difficulty. We are looking forward to him visiting the club sometime soon but as he cannot yet drive, any visits will be limited.

Vintage Kiwi Rally Stratford March 2023. Kevin Clark

This was the tenth VK rally I've taken my glider OS to. The rallies are casual social-recreational -no- pressure flying affairs, and a great way to see NZ and develop one's flying skills by flying in new places. The 'vintage' of the 'veteran' gliders is of no consequence. Most of the gliders are 'glass. We have previously flown in Taranaki, Taupo(x2) Taumaranui (x2) Te Kuiti, Springfield (Canterbury) Masterton and Papawai.

Unfortunately the weather wasn't the greatest, although we did better than some of the recent cancelled competitions. We flew three days out of six, and the conditions were weak. OS excelled itself by staying up amidst the fall outs, and I had a chance to explore the area... one day with the company of Phil Lees from Piako in a Standard Libelle.

After day one, Rae Kerr from Piako went down with a bad case of covid, as well as a visiting Pom pilot, who gave it to three other people. Four others in the shared accommodation had to get out and find other accommodation. What a kerfuffle. Rae's glider was decontaminated before another pilot took it over. It was a smaller than usual turnout this year, only eight gliders. We usually get 12 – 15.

Some members were involved in flood recovery work with their offspring in various places. The Taranaki Gliding club has a huge hangar filled with three club gliders and about six or more privately owned gliders, plus a towplane. The hangar, Janus and towplane are all marked as funded by the Community Trust. Money no object.

The towplane was a Eurofox. \$20 per 1000', so my 2000' tows were \$40 each. How cheap is

that? Interesting watching a Janus two-up being towed by a microlight. The Mother of all ground rolls.

With the dodgy weather there was plenty of catching up and yarning in the clubhouse. We came from six different clubs. Tall tales, club woes, eye-rolls over some aspects of the new training regimes, etc as with any bunch of glider guiders. (Most of the VK pilots are or were instructors). We had our usual dinner at the flash sporting complex restaurant...quite an eye-opener compared with the down-at-heel scruffy main street. Oil money?

The weather precluded us from getting to the mountain, although Phil and I tried. I took these shots at a rally in 2012 when I managed to fly right round Mt Taranaki. It was a spectacular flight





Summer Crew BBQ

We had about 25 turn up to the BBQ for the summer crew with Nicky Casey preparing the salads and Marty Moncrieff on the BBQ. It was a fun night and as mentioned above, they are all keen to return.





Senior Instructors Course

We hosted a senior instructors course at our club rooms recently. This was for instructors of instructors to go through the new training programme approved by CAA. It was lead by Martyn Cook who was a significant contributor to the new syllabus. Instructors came from the central region and included our summer crew. More courses are planned for senior instructors from other regions.



The Return of Mu

Some of you will note that our beloved diesel 4WD tow out vehicle has been missing in action. Our super clever & devoted engineer Alistar Grocott has been spending substantial time on it after the engine seized. Here is Alistar's account of resurrecting Mu from the dead! Thanks for all the effort Alistar but we know that your brownie points with Katrina are fast running out. Your next project is her Ford Capri!



During the Central Districts last year MU was at full use as to be expected. Then around day 2 or 3 it suffered a "flat battery". Did some investigation and with a jump start it was back to life again. Did a charge rate check and oh dear, no output from alternator. OK, bit of a horrid job to do but it's MU, it has to live on!

Drive belts off, other bits out the way to get the alternator off. Some of this is done by feel as you can not see what you are doing so was looking around the engine bay while working by feel and noticed a very unhealthy coolant hose. Oh bugger or words to that effect were said. I stopped what I was doing and checked the radiator, 12 litres of water later it was full, that is the dry fill capacity of the cooling system so not good. Cranked the engine over to check if water would stay in the cooling system...it did not....Oh bugger were definitely not the words that were said. Well it's off to the scrap yard then.

A few weeks later I was talking to Mark Wilson¹ about the sad end to MU, he said "I have an engine at home for one of those". Well MU may live again! So MU was on a trailer to my

place for some TLC and a new engine. If anyone has worked on these vehicles then you would be aware they are not that user friendly. So I devised a plan forward with it, pulling the head off and seeing what it is like inside as it is way easier than pulling a complete engine out.

Well it was not a good looking result, The engine had been seized which was the reason for it stopping in the first place. It happened to have an alternator fault as well. So a trip to Mark's to collect an engine, it was a gold mine for the MU! Mark had a fully rebuilt engine sitting there, as well as an alternator and power steering box!! Bonus as anyone who had driven MU may have noticed a container of power steering fluid in the back as it liked to go through quite a bit of it.

So turns out the engine is a 2.8 litre whereas the old one was a 3.1litre, not that much of a biggie as they bolt in. The issue is the 3.1 along with the transmission are computer controlled, the 2.8 is not. The issue was not so much the engine but the transmission. Lots of time spent finding out what was needed to make it work. Turns out it is one sensor that is operated off the throttle cable. This was an issue as the original cable would not work with the new engine.

Was lucky that I got the throttle cable for the new engine from Mark. So what to do, I needed to make this work somehow. Bit of head scratching and looking at making custom bits to get this to work. Thought i would start by removing the original cable. Went to remove it from the throttle pedal and noticed a plug in the fire wall beside the original cable, Removed said plug and found it was a factory hole for a throttle cable!! In 30 mumble years of working on vehicles I have never seen that! So out came the pedal and a second cable bracket was added. Problem solved! MU now has two throttle cables, which may be a world first!

Right, got things working and MU is driveable. A quick test drive around the front yard, which may or may not have included a bit of road out the front. Cool, everything is doing what it should....famous last words...

Next morning there is a pool of water under MU....Checked the radiator and it was missing the same volume of water. Oh well, there is a Isuzu Wizard parts vehicle at the club with a radiator that is holding water. Whipped out the leaking radiator, fitted the one from the Wizard, filled with water and another trip around the front yard. Everything was looking great! Drained water, filled with coolant and another quick trip around the front yard...Bugger was definitely not the word used. Said radiator was leaking...and the water pump!New radiator and water pump this time and all was bright and chirpy!!

On the trailer back to the airfield for a decent trip, Did around 10 km around the airstrip and was very happy with things, kept all the coolant on the inside, no power steering leak and no alternator light on dash! MU had its parking spot back again!!

First good bit of use for it was during the last intensive training week, it was fantastic to have MU back! until Wednesday....when the alternator light came on.....Mark did say he wasn't sure what the alternator was like when he gave it to me. So, back to square one...shortly. The original alternator will be rebuilt ASAP and fitted along with an overheat cut out to prevent losing another engine and MU for good.

If you are wondering why all this effort for MU I don't blame you. The biggie is that it is the only other vehicle the club has that is capable of towing the winch, short of using the tractor, if the current Wizard tow vehicle is out of action. We would be relying on club members to use their private vehicles if that ever happened. The winch is on the maximum weight limit for most utes and will not be good for them.

So when MU is up and running once again, can all club members keep in mind there has been well over 40 hours of my time and a major donation by Mark in the way of all the broken bits to get MU up and running again. Through a workshop this would be around 8-10000 dollars worth of work, probably more. **Please be nice to her...**

RNav Approaches and Papawai

Many of you will have heard the radio calls from Massey University School Aviation when using the RNav approach into Masterton. The RNav approach is used during IFR conditions when of course we would not be flying. But as Massey is a training organisation, they will simulate IFR even when it is a great VFR day - and on weekends. There can be conflict between them and us as the RNav currently incorporates a wide area that encompasses our airfield.

Fortunately their instructor and Flight Safety Officer Cullum Campbell Morrison has initiated contact with our CFI David Hirst and they have produced an article in their Safe Attitude magazine on sharing the skies around gliders. You can find the article [here](#).

Martyn Cook has initiated a proposal with Airways and CAA to relocate the RNav approach so that it is not in conflict. This is supported by Massey Aviation. But until this occurs, we need to be aware of each other's movements.

Birthday Launches

For March, the free birthday winch launches go to:

- Tony Bayliss
- Daryl Hayes
- David Hirst
- William Keedwell
- Anthony Tribe
- Mark Wilson2
- Harry Birchler
- Rod Ruddick

For April

- Alisa Berrios Adams
- Kevin Clark
- Martin Forest
- Allan Johnson
- Tony Passmore
- Mark Shillingford
- Skye Carlton

New Members

This will be a regular feature for each newsletter if we get new members within the period.

Starting December 2022 we welcomed the following new members:

- Cheye Moran
- Peter Walmsley
- Caroline Walmsley (youth)
- Kane Warriner-Simpson (associate)

For January we welcome

- Paul Cleeg
- Sol Patel (youth)



Until the next newsletter, always keep a good lookout!