



WWGC Newsletter November 2023

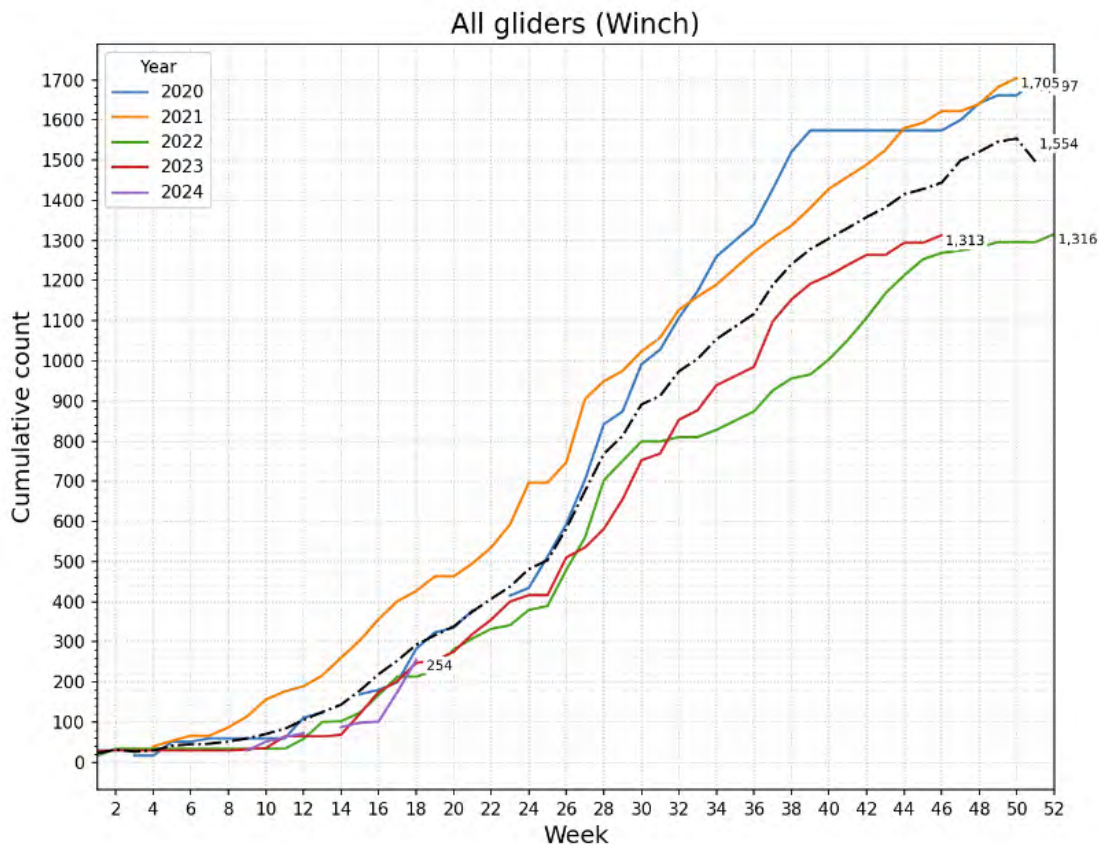
From the President - Simon Casey

We are fully operational again at Papawai after what was a very wet and unflyable winter. Forecasts of an El Nino weather pattern should be good for gliding in the Wairarapa. It may take us from one extreme of high rainfall to the other of drought. Despite recent westerly and southerly gales which is normal for spring, we are getting windows of good weather and we are now flying!

Thanks to Michael O'Donnell, the Kurunui programme has started again. That will make Wednesdays available for flying as well as the weekends and public holidays.

So dust off your logbook. Whether a pre solo student or a seasoned flyer, make a commitment to complete your goals this season. We have a great club and an enthusiastic team and our new summercrew have travelled a long way to help you achieve your goals. More about them below.

Utilisation



From the graph you will see our launches to date compared to previous years. The weeks are aligned with our financial year so week 1 is the first week in July and week 52 is the last week in June. As you can see, we are at 254 launches at week 18 which is higher than at the same time in 2023 and 2022 lines. So the start of the season is looking very good.

From the CFI David Hirst

There is a general rule about the weather: if you want it to be sub-optimal, hold a gliding contest or, in this case, an instructor course. We had 2 1/2 decent days of flying and the other half was NW to W winds blowing 20kts + on the ground. We didn't explore the winds at altitude but we decided that the trainee instructors were unlikely to learn much other than how to keep the glider in one piece.

Nonetheless, we had a good turnout. Ian Willows, Glyn Jackson (from Taranaki) and I acted as the trainers (I was also assessing Glyn and Ian), with Bruno, William, Marty, Mark (Wilson 2) and Henry (Hope-Cross, from Upper Valley) as the trainee C-Cats. On Thursday and Friday we also had James Foreman, Neil Faulknor and Graham White from the Hawkes Bay club in attendance.

Most of the training was around how to pass on knowledge sufficiently safely and succinctly, so that one still had sufficient mental bandwidth to fly the glider and maintain good situational awareness. All candidates took this on with enthusiasm, especially the practice sessions on the simulator, and were left with some clear pathways to getting their ratings. And Ondi cooked us a great dinner on Thursday.

Naturally, the two days after the course had fantastic weather. Hey ho.

George Rogers Memorial Youth Camp - William Keedwell

This was held over labour weekend. While initially projected to be a cozy gathering, it transformed into a bustling hub of activity, ending up with an impressive attendance of 13 enthusiastic young aviators. A shoutout to James, Taylor, and myself, as we engaged in an email marathon, reaching out to the youth community across the lower North Island. Furthermore, Taylor's relentless efforts at his school played a crucial role in rallying more participants.

This camp held a special significance as it marked a transition period, with James stepping back from his role as camp director next year. This presented Taylor and me with a unique opportunity to absorb valuable insights and knowledge from James, preparing us to carry the torch forward. We also extend an open invitation to parents of our youth members who might be interested in lending a hand for the next edition of our camp.

Camps like these are not just about flying; they are incubators of lifelong memories and friendships. This year, we had a diverse group, mainly from Kuranui College's program, but also youth Hawke's Bay, Wellington ATC, and a couple of our own club members. It was a blend of old traditions and new beginnings.

Veteran members like TVD and Mark Wilson, who have been pillars of our youth camps, could attest to the cyclical nature of these gatherings. We saw friendships blooming, reminiscent of past duos like James and Kieran. The youngest among us, Ben, displayed a maturity beyond his years. And Zoe, with her unquenchable thirst for flight, mirrored the enthusiasm we once saw in Felix in his time. It was a delightful trip down memory lane, and the youthful exuberance that filled the launch point was overwhelming.

Over the Labour Weekend, our skies were adorned with gliders, as 13 students took to the air in a total of 78 launches, accumulating 28 hours of flying time. Despite the less-than-ideal weather on Saturday, our dedicated instructors ensured that the flights went on, making this Labour Weekend camp the busiest in terms of launches over the past four years. However, it's noteworthy to mention that with a majority of new students, our flying hours took a dip compared to the previous year.

In conclusion, this camp was a vivid tapestry of learning, camaraderie, and the undying spirit of aviation. Here's to many more!



AGM & Annual Dinner

This was held on Saturday 23 September at the Royal Hotel in Featherston. The key item in the AGM was the acceptance of the new flying and membership fees needed to ensure the financial viability of the club.

A big thank you goes to William and Taylor who organised the venue and the dinner.



Thank you Rod

To help get more instructors trained, Rod Ruddick has generously donated \$5,000 towards flying costs. This will be a great help because some might find it too expensive to complete the course.

Rod has laid down a challenge to other members in the club to provide a financial incentive to help others complete their gliding goals.

Another thank you goes to a senior member of our club who has come to the rescue and met the costs of replacing the missing perspex ballast cover from one of the DG1000s.

With the cost of living increasing and the challenge on our finances, these grants significantly help the club and members to continue with their flying.

From our new Service Delivery Manager - Katrina Merrifield

After accepting the role of Service Delivery manager, I've worked with a bunch of other club members to understand who carries out what duties behind the club scenes, and we have created a document that explains this. A copy will be printed and left in the office so that you know who to contact for any of the listed tasks or issues. We hope this will be really helpful and assist the smooth running of the club.

I'd like to explain how I went about setting the roster for this quarter: I figured that if I started by sending all members an email asking for a reply from those who didn't want or couldn't be on the roster, then I'd have the list of members I could roster. This hasn't quite worked out, because if your email address is not correct in our mailing list, or not correct on the GNZ membership list, then you might not have received either my initial email, or possibly the Dutyman emails. Trying my best, but up to date details on GNZ are really important, if that can be remembered.

The other reminder about the roster is that if you can't make a duty, please try to do a swap through Dutyman before letting me know if a swap couldn't be found. If you need help, let me know and I'll send you step by step details on swapping. This helps ops bosses out a heap as they aren't trying to fill unexpected gaps in the roster.

Finally - an appeal: do we have anyone interested in learning to operate the winch? We only have about 8 winch drivers and desperately need some more. If anyone is keen, Alistar Grocott would love to hear from them - ali.g27@gmail.com

From our new Marketing Manager - William Keedwell

I am deeply grateful for the trust and support you've shown by welcoming me into the role of Marketing Communications Manager for the Wellington Wairarapa Gliding Club. As I approach the conclusion of my apprenticeship, I pledge to dedicate my spare time fully to our beloved club.

Given the current economic landscape and the rise in flying costs, I am mindful of the need for fiscal prudence. However, the noticeable decline in member bookings underscores the importance of growing our membership and promoting our flight experience packages. I'm committed to achieving these goals efficiently and effectively.

Here's a glimpse of our upcoming marketing initiatives:

Digital Push for the Holidays: We'll be leveraging the reach of YouTube and Facebook to promote our flight experience packages as ideal gifts for the festive season.

Billboard Campaign: Strategically placed billboards in paddocks en route to Greytown will beckon aspiring pilots to take the first step in their flying journey with us.

Local Outreach with Posters: We're designing attention-grabbing posters encouraging individuals to pursue piloting. Club members can proudly display these in their local coffee shops and businesses throughout Wellington and Wairarapa. I'm delighted to share that Brian Nelson is partnering with me on this initiative.

Amplifying Our Digital Footprint: With the aim of connecting with a younger audience, we're enhancing our presence on TikTok and Instagram. Reagan is championing this effort, and we're excited about the potential!

I genuinely believe that the best strategy to mitigate flying costs is by increasing our flight frequency and growing our member base. However, the pace at which we achieve even these outlined goals hinges on the collective effort of our club members.

I warmly invite your ideas, suggestions, and most importantly, your participation. Together, let's soar to greater heights and ensure the continued success of our club.

Summer Crew

A big welcome to our new summer crew - Ian Willows who have helped us for a number of seasons now and David Bente who is here for the first time. Ian is making good use of the cabin that used to be occupied by Brian. Surprisingly, he prefers this to our classic 5 star caravans :-).

This is David's first time and just waiting for the paperwork to be completed so that he can legally instruct in NZ.

Both are looking for students during the week. So if you are looking for dedicated high quality instruction, then make some time during the week to fly with either of them.

Please make sure you introduce yourself next time you see them at the club.



Ian Willows



David Bente

Grae has a new Toy

Some people collect watches, others art and some people collect cars. I knew I wasn't going to get a gold watch in retirement so decided to buy one last glider to enjoy when I finally do retire (whenever that is).

I've had many gliders over the years but always enjoyed the ASW20C that I had in the mid to late 80's. It was also registered GTC so when that glider was sold and then exported to Argentina, I grabbed the registration for my next toy which is the new GTC an AS33 es.

The AS33 es (es stands for electric start) is the latest 18m glider from Alexandra Schleicher with a reported best LD around 57/1.

The glider itself looks like an ASG29 and in fact the fuselage is an ASG29 fuse. The wings are totally new and that's the important difference.

Whereas my old Ventus 2cxt had a wing area of 11sqm the AS33 is only 10sqm and when you look at it in the hangar next to a Ventus 2 the aspect ratio of the two pairs of wings is very apparent.

There are several very nice features about this glider.

Firstly there is no need to dive start the sustainer engine as the AS33 has an electric start with minimal height loss. To me that is a genuine safety feature. I have had a couple of close shaves with dive starting the Ventus 2 and getting away with it, but that kind of luck doesn't last forever.

But mostly it's the impressive handling and performance and quick roll rate even for an 18m glider.

I've only really had two soaring flights in TC but it hangs in rough thermals so much nicer than a Ventus 2 and when you put it into negative flap settings it just takes off.....quietly. This is the quietest glider I have ever flown.

The 48 degree landing flap and now 4 bladed airbrakes can make for very steep approaches and short landings. With the landing flap you do not need much airbrake. The wheel brake is at the end of the airbrake lever like in the DG1000 but have noticed the disc brake is very powerful and need to be careful not to tip it on its nose.

The rear tail wheel is also retractable with the main wheel.

It has a red flashing LED strobe light in the fin which is useful when other gliders are flying towards you. Gliders head on are hard to see, especially up against the snow capped peaks of the Southern Alps or flying along a bank of wave cloud. I turned it on when landing on Saturday and those on the ground saw it very clearly from 2km out.

Last Saturday's flight to Waipukurau then Ruakokoputuna (via Bideford-375km) was the first cross country flight. It loves to fly fast and most of the day I was cruising around 85-90knots empty. The 33 comes into its

own when laden up with water which would be great in wave or strong thermal and convergence days at Omarama. For winching I prefer to stay dry. For a small wing area it climbs so well, and I had a couple of overdeveloped patches to get through and use weak climbs to stay up. It prefers to be thermalled faster than a Ventus 2 even when empty, but you can bank it over quite steeply and it just stays with the climb.

It's also very forgiving in stalls and wing drop stalls....there is so much to like.

I'm looking forward to some great flying from Papawai and Omarama this season.





Waipukurau

This month's funny side

