



## WWGC Newsletter June 2024

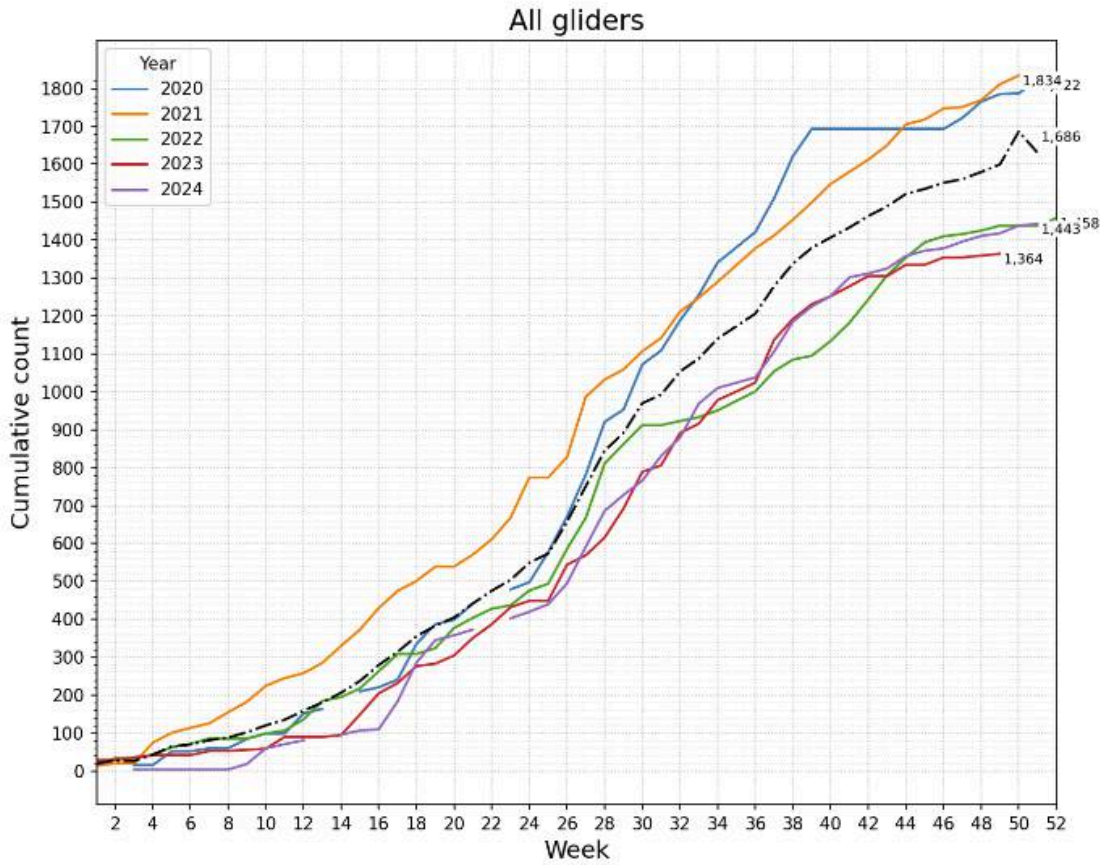
### **From the President - Simon Casey**

Important Members Meeting - 9:30am to 3pm 20 July 2024

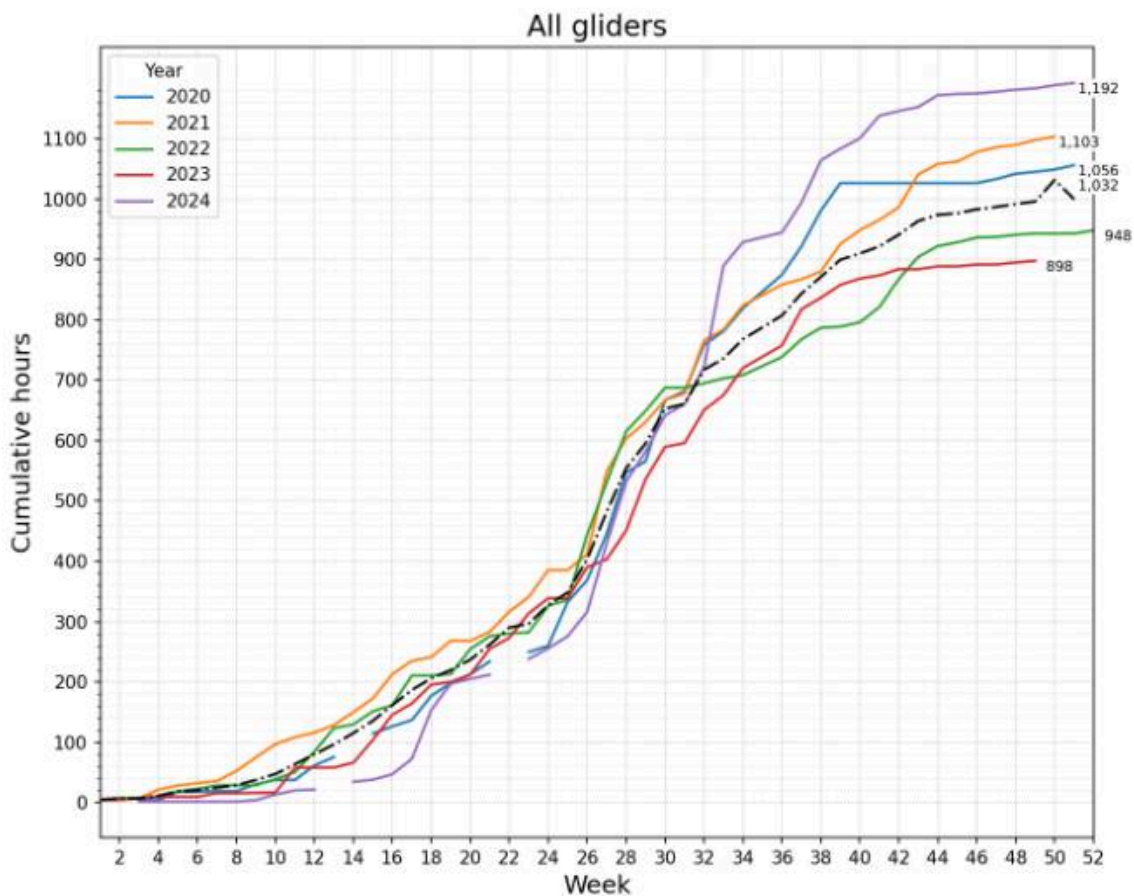
You will have received an invitation to attend this meeting. This is a chance to have your say. If you have questions, concerns or suggestions, then we need you to be there.

### **Utilisation Year to Date**

The utilisation graphs below are taken one week before the close of the financial year. As it is not likely that the figures will change much, then they can be treated as being accurate for the full financial year.



This graph shows the total number of launches with 1,443 which is 79 ahead of last year and about the same as in 2022. But is below the 5 yr average of 1,686. This is a very good result considering that our fees did increase and we are in uncertain financial times.



This graph shows that flying hours were the best in 5 years with 1,192 hours flown compared to 898 last year and the 5 year average of 1,032 hours. Most of these hours were from private owners who had a very good year.

## Master Class Workshops

These are held at the club on the 1st and 3rd Saturday of each month. Since the last newsletter, we have had 2 excellent master class workshops. The one held on June 1 was Aviation Law presented by David Hirst. David made the session quite practical by posing several scenarios with the question - is it legal? He showed us how to find out.

The second was on meteorology on June 22 presented by James Austin. James concentrated mostly on the tools available to get a weather forecast with most time given to Skysight. Skysight is such a big tool that he could not fit it within the 2 hour time slot so we will get part 2 shortly.

These are high quality presentations and it does not matter where you are in your training. You will get benefit from attending so please plan to come to the next ones. They will be advised in the Papawai Flyer.



David Hirst on Aviation Law



James Austin on Meteorology

## Achievements

### Alain Marcuse

A big congratulations to Alain Marcuse for winning the Air New Zealand trophy and being presented with it at the Gliding NZ conference held in Queenstown this month. This trophy is awarded annually, to the pilot who, in the opinion of the Executive Committee, has shown the most significant improvement in his/her personal standard of competition or record flying during the year.



Alain's trophy is a special family moment.

## **In My Day.... - Kevin Clark**

When Kevin Clark was young and had a pet dinosaur, he also did some badge flying but he didn't have LX2000s and fancy GPS then. Below, Kevin recollects how turnpoints and altitudes were recorded back then.

I'm in the throes of decluttering and chucking out, and found some forty eight years of gliding memorabilia stuff in a box —and found a few of my records of badge flights. The new generation of pilots will find the logging of badge flights interesting.

There were no trackers, GPS and fancy inflight computers then The task was carefully drawn on a map, turnpoint rounding quadrants marked, distances checked etc – turnpoint landmarks memorised to avoid too much map folding/unfolding while on the task.

The declared task was written down on a large piece of paper or blackboard, and photographed next the tail-fin rego in the presence of an official observer. The camera was then mounted on the port (left) side of the cockpit and set up aimed at the wingtip. A barograph was fitted behind the headrest, with either a smoked foil wrapped around a clockwork drum, and in 'later' years with the Replogle Barograph, a waxed paper strip. The barograph was switched on and the glider launched.

For the start the pilot flew over the launch area 'start line' observed from the ground by the O.O. The tow pilot signed a declaration that release was no higher than 2000'. It was then a matter of flying around the turnpoints, doing a mild wing over and photographing the declared turnpoints -a bridge or road junction, whatever, with the wingtip pointing at it. The photograph had to be taken within a 90 degree quadrant

centred on the bisected angle of the course. This needed to be drawn on a map and a transit reference marked to ensure you were within the quadrant .

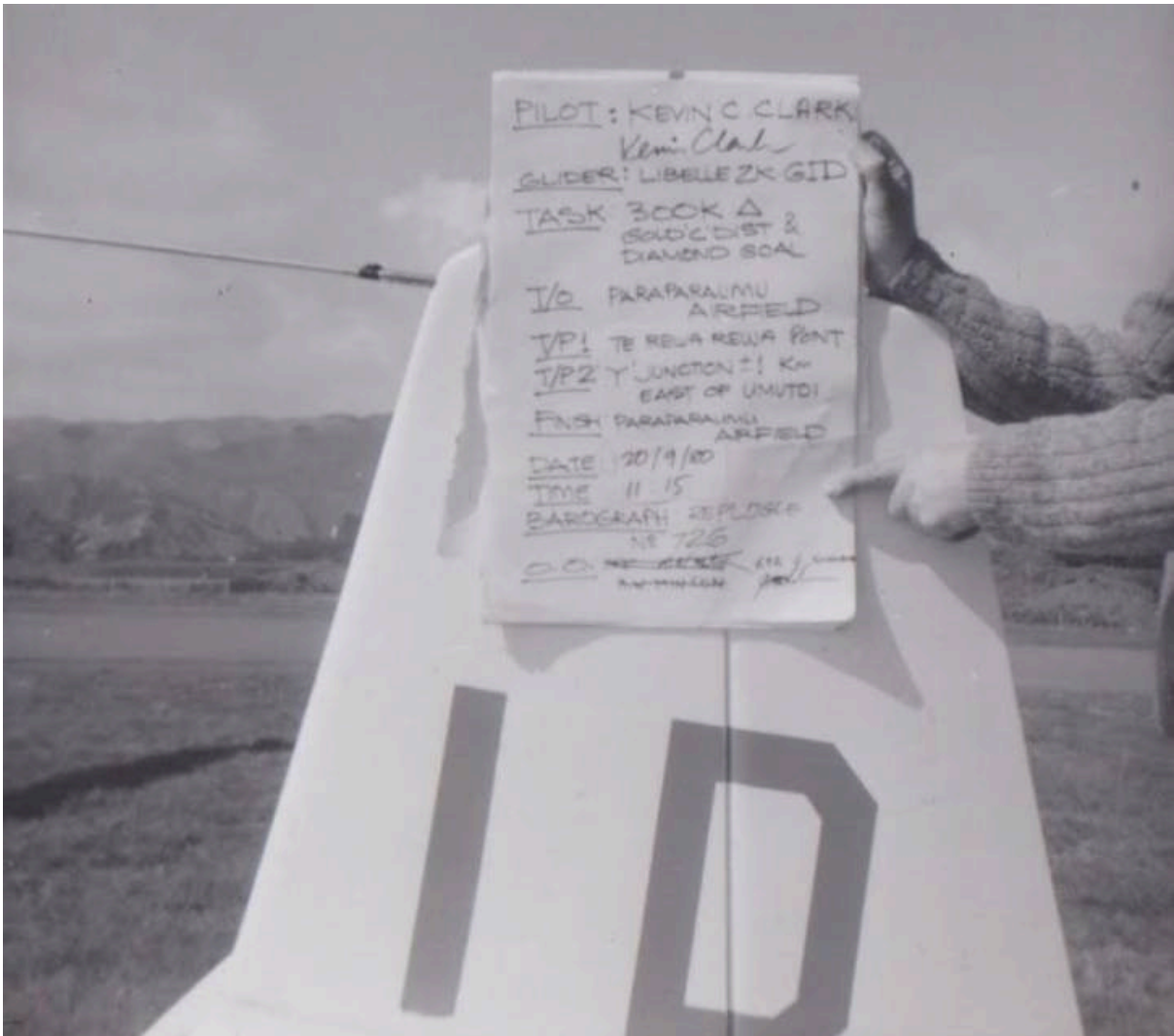
Assuming you got round, the OO then had to remove the barograph and examine the trace and be satisfied that you had remained continuously airborne for the entire task. The camera film negative was then developed, and the negative was not to be cut. The turnpoint photos all checked by the OO, against a large scale map. There was no google earth then. The film and trace and paperwork were then submitted for the badge.

All quite simple, really. But--- things didn't always go right. I did my 300k five times to finally get everything right. I was out of quadrant on my first attempt in a K6 with only 65 hours under my belt, then I had a camera malfunction, a barograph malfunction, and the OO forgot to switch on the barograph on one flight. The 500 was easier. Got it right first time. Competitions were similar, with films being developed in the clubhouse to check and get results.



Barograph





Declaration



Barograph trace

## Feilding Trip - Alistar Grocott

On the 15th June a few of us under the guidance of David Hirst headed up to Feilding to get in some aero tow practice. Bruno, Mike Lennard and Martin Forest were after some currency while Katrina and myself were getting in a bit of training.

With Feilding's two 2 seaters we managed around 10-12 flights for the day with a couple of Feilding members in the mix. Most of us had a couple of flights each.

It was good to see ZK-SUG again and have a tow at a reasonable climb rate! I understand that Feilding's DG-1000 with it's 20m wings does fly a little different to our own DG-1000's. I was happy going for a couple of flights in their ASK21, a glider I had never seen before or knew much about.

I would like to acknowledge all the help from the Feilding crew; thank them for hosting us and for dedicating their day to helping us on our quest to better our skills. Also a big thanks to David for arranging a great day!

There may well be another trip in the pipeline for anyone interested in getting in some aero tow. We were made very welcome, and there will be friendly faces waiting when we next visit!



Flying was delayed while they looked for a pot of gold!



## Example of a Pyro Cumulus Cloud



This was taken at the Waingawa industrial site in Carterton. Also known as a Flammagenitus cloud. It is a cumulus cloud formed by a rising thermal from a fire.

## This Month's Funny Side



## **This month's funny side**