

The Flypaper

Volume 2019, Issue 7

23rd Oct 2019

2019 Start of Season
Briefing 5th Oct



ATC Hamilton group
winning 12th Oct



Tim Bromhead winch launching BA into a blue sky on the same day for over an hour's flight. Good value for \$17.



04-22 and apex mown
31st Aug

It made things a lot safer to have been able to use it a couple of times after another cut 12th Oct.



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There have been a few good ridge days. 16th Oct saw 3 new entries for the Care 200 trophy, Good thermal days shouldn't be too far away. There is a write up in this edition on Club Task's and especially the new Catlin Trophy 100km task.

Our good representation at the Australian Club Class Nationals, saw some pretty significant flights over the 5 days of competition. 10kt thermals to 10,000ft and 400km plus tasks. The best we had was Brett Hunter winning a day. His final placing was around the middle of a very big field of pilots. Ralph Gore managed an hours flight in a DG 1001 Club Neo (identical to the one we have on order), going around a 100km sortie.

Our Start of Season briefing has come and gone. We had all but 2 pilots members attend. The benefit is that we all take away a bit of extra knowledge to safely manage risk, particularly at this time of year.

There is bit of a write up further down on Mike Borgelt's talk on variometers' and related technology. For those that attended, it was more than fascinating and a big vote of thanks to Roger Brown for organizing it.

Labour weekend will see lots of activity. Auckland Aviation Sports Club will be here en mass and there is also a Cross Country course going through until the Wednesday. There are also going to be lectures/ briefings about cross country topics in the mornings, that I am sure club pilots will be able to attend. There will also be catering for meals, but you will need to book in ahead. Long range forecast looks pretty good.

Our away trip to Raglan is only a couple of months away. We desperately need duty pilots (and instructors) to make this work. The dates are **4th to the 19th Jan** (though it is expected that we will likely have to leave on the 17th). It is a great place for some R&R as well as helping the club's operations. Raglan has an atmosphere of its own, that is quite unique. If we are lucky enough to get a good Westcoast ridge day, it is well worth the experience.

There is also below a write up from David Jensen on the Grand Prix planned for 27th to 30th Dec. Now we will all now know how it works!

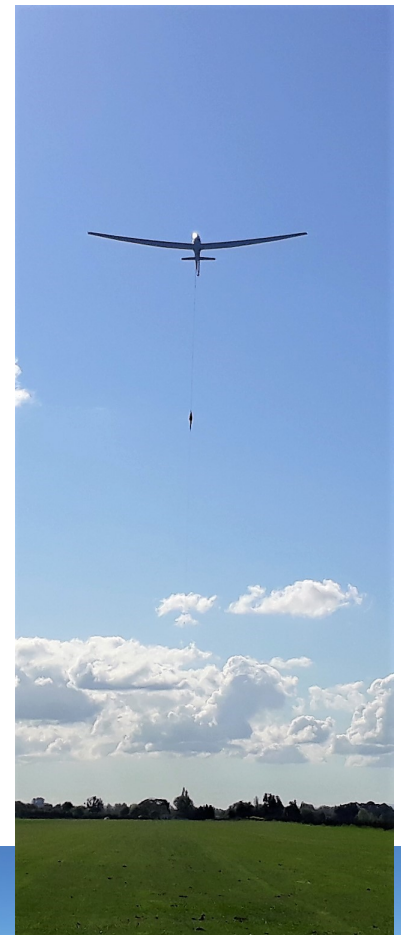
There are a few pilots with BFR's that are just about due. If you are unsure go to the club website, click on 'membership' and then 'ratings'. Yes, some have been done recently and the electronic records not updated, but will be done this weekend.

Steve & Genny

Snippets



Trial flight Ross Fagen enjoying EO on the ridge. 16th Oct



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Tim admiring his knee and Thames. 23rd Oct

Tim about to winch launch 12th Oct and in the climb, top right couple of seconds later.



Snippets from Steve & Genny's trip to Springfield, Canterbury GC 29th Sept



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John McCaw our very helpful and welcoming volunteer instructor; husband of Jill (GNZ Soaring magazine). The entire club has a very enthusiastic and progressive feel to it. I am really looking forward to getting back down there someday.

Canterbury Twin Astir. Vario off the clock. Flight time 1hr.

Time with airbrakes open to avoid 9,500ft airspace limit and return to the airfield; about 40 mins.



Grand Prix Glider Racing...what is it? (And what's with the word "Prix"?)

Let's start with the easy bit...Prix? It's French (of course) ...but derived from the Latin word "*pretium*" meaning prize or reward. (*Not to be confused with a bunch of pretentious US Strategic Advisors looking for a flash name that makes them look more pretentious...they succeeded...but I digress*).

We will be holding a 4-day friendly trial GP (Grand Prix) contest at the airfield between Xmas and New Year. That sentence has a few inaccuracies;

- We will be holding it if it doesn't rain...which it often does during glider contests.
- It might be 5 days (27th Dec to 30th or 31st Dec) if it rains...so we can spend an extra day watching it rain...(*where are those happy pills...*)...otherwise it will finish on the 30th so that everyone can race home (pun intended) to sit around wondering what to do on New Years Eve..
- Friendly??? Yeah right...it'll be a fight to the death-end...if the entry list is anything to go by. However, for the rest of us it'll be great fun and enjoyable.
- It is a trial in so much as we haven't held a glider GP in the North Island ever...whereas for those who are old enough they will remember a GP being held in Omarama years ago.

And what does the racing consist of, and how does it differ from a normal contest?

In a gliding GP the gliders race in competition close together around a pre-set task. A smaller number of competitors reduces the risks of the simultaneous start. A place-scoring system provides rewards for excellence without unduly punishing a poor performance.

- A task, typically 2-3 hour in duration and between 150 and 300 km in length is set.
- All gliders start at the same time (similar to a yacht race).
- The gliders must cross the short start line not above a set height and not faster than a set maximum speed.
- The start/finish line is generally close to the airfield so that it can be observed by spectators.
- Gliders race around the task. No team flying is permitted. The first one home wins as they all started at the same time and there is no handicapping.
- A place scoring system is used, with 1 point for every finisher you beat, plus a bonus point for coming home first. (similar to a Motor Grand Prix).

And what about Tactics?

- Pilots aim to fly as fast as possible, because there is little incentive to keep fellow competitors in sight to preserve a big lead overall by only losing by a few points on a given day^[2]
- Flying around the task with a group of other gliders is often not beneficial, because if you come home only a few seconds behind the group, you could lose many points^[2]
- The aim is to be in front at the finish, so making bold tactical moves can mean a big difference in results^[2]

Whereas in a "normal" contest you can start when you want, it tends to encourage team and gaggle flying, no one knows who won from watching finishers and the scoring system is as mystical as some biblical texts.

We will run 2 classes. It looks like it'll be an unhandicapped 18 meter class (we have 8 * 18 meter entries so far) AND a handicapped class with mostly 15 meter gliders plus Duo's etc.

We are holding this during the annual Xmas camp so there maybe a few changes to the way the day runs...a weather and contest briefing, a contest launch at 1pm-ish, a few more people about, and a contest director who will have overall control of the airfield while the contest is on. All of these are good things...

Any further questions? Ask me...David Jensen. 0274517757

<http://www.sgp.aero/about-sgp-racing/sporting-regulations.aspx>



Matamata Airfield

December 27th - 30th (or 31st if required)

The first Grand Prix held in the North Island !

Planned to be fast and exciting racing !

Better visibility for supporters !

2 classes (to be confirmed on Day 1)

18 meters (with Duo's/Arcus's allowed)

15-ish meters—handicapped- i.e. tasks will be slightly longer for high handicaps.

Limited to 12 gliders per class - first in etc.

The event will be during the traditional Xmas camp held on the airfield which provides some synergies and collegiality.

Questions to: David Jensen (0274 517757) or Rob Lyon (021 324232)

Try out this contest format in a shortened

and relaxed setting - no pressure (*well not much*).

Enter at the new GNZ Contest Site - <http://gliding.net.nz/contests>

Mike Borgelt



This talk was on the 14th Sept. I have meet Mike several times and have found him extremely knowledgeable. Not just on variometers', but on many other glider related topics.

I went to his talk, knowing that the mechanical vario in VC has not been working for a couple of years, due to a leak in the capacity side of the system and my efforts to find it had been in vane.

Mike has produced Borgelt variometers for decades. They are great instruments and the one in PC and NI are now about 30 years old and still going strong. He has done a considerable amount of study into horizontal gusts, which the pilot feels as lift, shows on the vario as lift, but does not actually lift

the glider. As gliders get more and more performance, the need for a fast and accurate vario becomes more relevant to the pilots success. He has now has one which is one of the worlds most technologically advanced. It is specifically for newer high performance gliders that travel a higher speeds, where you need to know straight away if the lift you encountered is lift before you are suddenly a couple of hundred meters past it.

After talking to Mike, I managed to find the leak in the vacuum flask and it was barely a pin hole. I could not have imagined that such a microscopic leak would make so much difference, but it did. It just goes to show just how sensitive our vario's are.

Steve



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Catlin Trophy

As per announcement at the Start of Season Briefing, the course for the Catlin 100km Trophy has changed and it has been opened up to all gliders, although still with handicaps.

Start point is Waharoa, Te Poi, Waitoa, Wardville, Hinuera and finish point Waharoa again. It is set out like an FAI task, so you must go around the turnpoints and the start/finish line is 0.5km radius from a point. Max loss of height 1,000m (3,250ft) between start and finish and remember that if you are flying a club glider, you must get duty instructors permission. They will consider currency, experience etc. It is a good task for newer pilots, who have had recent cross country training, but need to put good decision making into practice.

It isn't a short task, so expect that it may take a couple of hours, even though hotshots might be able to get around in under an hour. Good thing about this one, is that it is reasonably close to the airfield with reasonable paddock landing options most of the way.

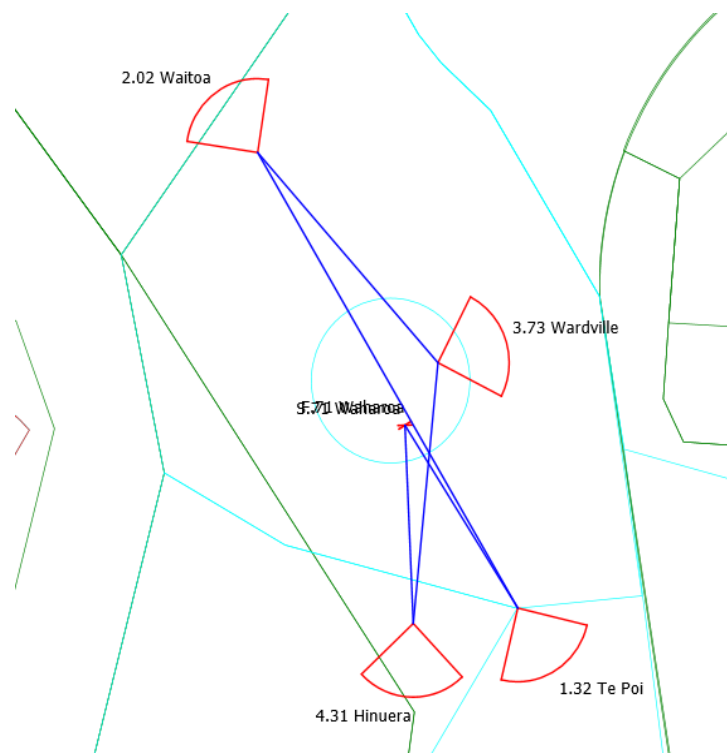
Recorder can be any GPS including X/C soar, Top Hat, LX8000 on your Android phone.

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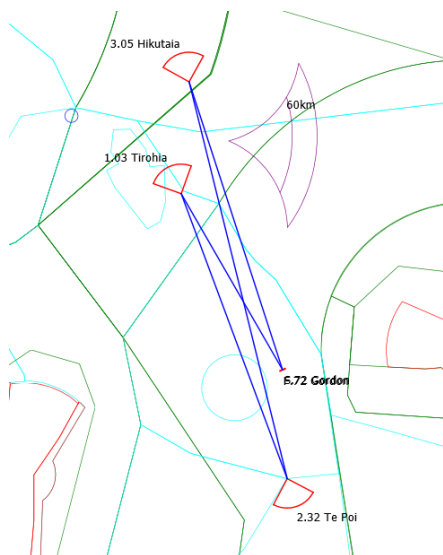


Care 200 Trophy

This trophy is our most competed for and is tactically challenging. For a time last year, the leaders were seconds apart. It is handicapped and that means you do not have to have a high performing glider to win. In fact a lower performing glider has a significant advantage on the right day, especially with just the right amount of wind, water ballast and thermals to bolster the glide.

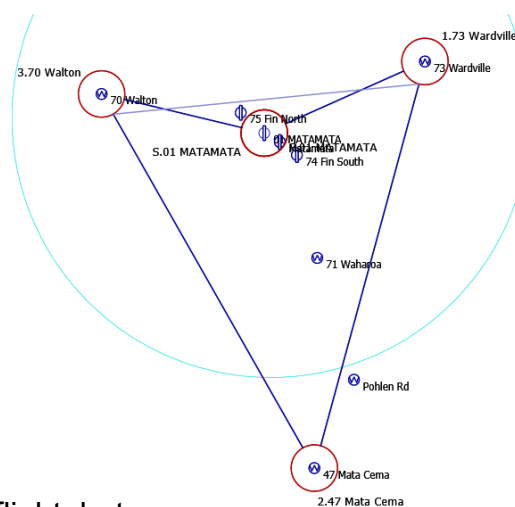
2019-2020 SEASON (SO FAR)

1	Pilot	Date	Time	Raw	Handi-capped	Rego	Handicap	Glider Type
2	Tony Davies	14-Aug-2019	1:50:56	111.33km/h	113.60km/h	GXP	98	Discus B
3	Tony Davies	11-Sep-2019	1:41:55	121.16km/h	123.63km/h	GXP	98	Discus B
4	Tony Davies	16-Oct-2019	1:26:14	143.20km/h	146.12km/h	GXP	98	Discus B
5	Tim Bromhead	16-Oct-2019	1:23:29	147.92km/h	153.28km/h	GBA	96.5	DG300
6	Sarel Venter	16-Oct-2019	1:50:47	111.47km/h	125.25km/h	GGD	89	ASW15



Les Riesterer Short Course Trophy

It was intended for newer pilots, but other x/c pilots can enter. Start below 3,000ft, finish above 2,000ft. Beer can Start/Finish & TP's.



Dave MacPherson Trophy

This can be any 300km diamond badge flight, but must be from Mtm a/f and start Waharoa or the a/f. It is handicapped. As glider performances get better, it is getting easier to achieve. But it has been won by a PW5 in the past.

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The new season has now rolled over, so a good chance for everyone to start afresh. On the club scene we are second to Omarama, but only by 1,000 points or so. Current standing for club members are:-

name	U2 5	Flights	Duration	<u>Overall Points OLC-Plus</u>	Speed-OLC average Speed
Maurice Weaver		2	8:35	911.27	122.31
Tony Davies		3	6:58	678.07	72.52
DP Jensen		1	5:04	535.03	142.91
Tim Bromhead		1	3:27	423.73	130.6
Derek Shipley		2	4:41	398.06	65.6
Sarel Venter		4	4:28	376.27	27.16
David Dennison		1	1:47	168.52	59.62
Steven Care		1	1:02	74.04	20.47

There are 2 club OLC trophies up for grabs. Looks like Maurice is definitely up and racing, with Tony not far behind.

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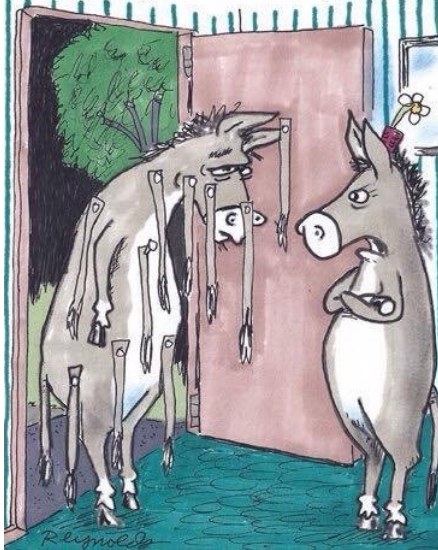
REGAIN



We might think of ourselves as a couple of small islands at the bottom of the world, far away from anybody. But you get a different picture when you impose a same scale outline of NZ over Europe.

It seems we are really not that small at all.

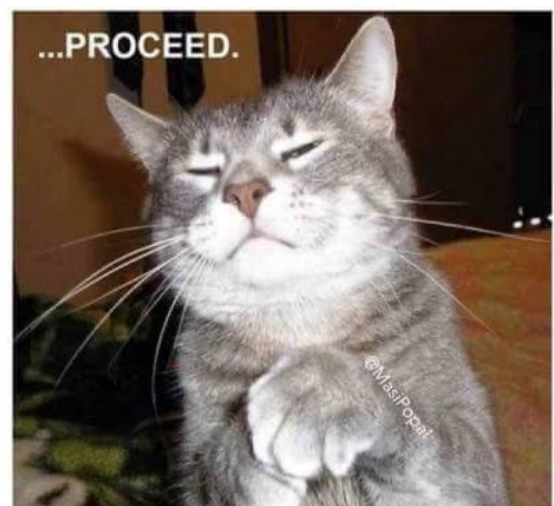
"You've been out partying all night, again, haven't you?"



When someone's plans start with "there will be food..."



"I sometimes wonder if you hear one word I say!"



UPCOMING EVENTS

26th to 30th Oct	MSC Cross Country Course
3rd to 10th Nov	Central Plateau comp - Taupo
9th to 16th Nov	SI Regionals & Club Class Champs—Oma
24th to 30th Nov	Nthrn Regionals—Matamata
5th to 14th Dec	Youth-Glide at Omarama
9th to 13th Dec	ATC Nat Gliding Camp—Matamata
16th to 20th Dec	Nelson Lakes GC—Gliding Camp
26th Dec to 4th Jan	Matamata Christmas Camp
27th to 30th Dec	MSC Grand Prix contest
4th to 11th Jan	Auckland Soaring Championships
4th to 19th Jan	Raglan camp (probably to the 17th only)
2nd to 15th Feb	National Multiclass Championship Taupo
22nd to 29th Feb	Central Districts—Waipukurau

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PIAKO GLIDING CLUB COMMITTEE 2019/2020

President:	Iggy Wood
Vice President:	Julian Mason
Secretary:	Patrick Lalor
Treasurer:	Dave Dennison
Jnt Club Captains:	Genevieve Healey
	Steven Care
Chief Flying Instructor:	Bob Gray
Chief Tow Pilot:	Scott Montagu
Bar Manager:	Sarel Venter assisted by Derek Shipley
Committee:	Malcolm Piggott
	Tim Bromhead
	Gareth Cartwright