

The Flypaper

Volume 2019, Issue 8

20th Dec 2019



Chief tow pilot 'Scott Montague' and Chief tow dog 'Piper'.

Wonder how she got that name?



Bob Gray and Patrick Lalor with spectators after landing in a large paddock near Te Aroha 28/11/19



Our newest member Rae Kerr (ex Auckland and now Matamata resident), winning the Racing class at the Regionals in the oldest and lowest performing glider in the contest. 30/11/19



Nice view of the Kaimai ranges while flying with club member Dr Nick Odom 30/10/19

Inside this issue:

Pic's & News	1-2
Snippet's	3-4
Contest Results	5
Roster	6
Flying at Raglan	7-9
DG	10-11
Bits n pieces	12
Walsh	13
Funny's	14
Upcoming events and committee	15

Building a sustainable membership

RECRUIT

RETAIN

REGAIN

Christmas is here again and there is lots planned for the club from Boxing day on. We have the Christmas Camp, which is a great time to get into lots of flying and training in the better weather part of the year. Auckland come down in force and I understand there may be a possibility of a motor glider for paddock landing training again. If you go cross country or are near the end of your QGP, it is something too good to miss. The Matamata Soaring Centre are also hosting a Grand Prix competition. They have over 20 entries, meaning there will be a lot going on.

Labour weekend turn out great for the Auckland Aviation Sports Club visit and the MSC Cross Country course. There were no big flights, but the weather was good enough for all 4 of those on the course to get their FAI 50km Silver Distance flight.

The club had 5 members compete in the Central Plateau contest at Taupo, early November. Unfortunately the weather didn't behave. The open class got 2 days of flying and the racing class only 1. Open winner was Brett Hunter, with David Jensen in 3rd place. They had a very good social program, which made the event very enjoyable. There were 9 of our club members competing at various stages in the Northern Regionals at our airfield. There were only 4 days for the Open class and 3 for the Racing. Brett Hunter came in 2nd to Pat Driessen and first in the Racing class was our newest member Rae Kerr (previously Auckland). He was flying the oldest glider in the contest (wood and fabric) against gliders with nearly double the performance. He consistently won each of the 3 days.

Our away trip to Raglan will start on Sunday the 5th Jan, with our traditional early double tow with PC and EO. There will be a working bee on Sat 4th Jan to pack up our club house stuff prior to the Walsh taking over. Afterwards we will have a barbecue for \$10. Duty pilot and Instructor lists are a few pages on, so please check for your name and make sure that you turn up. It is very social and it takes many hands to make it work. The club will be flying every day from 26th Dec to 19th Jan.

If you get a BFR/medical done, make sure that YOU photocopy it (copier in the committee room) and put it in the files in the club radio room. Yes, it means more effort on your part, but it significantly helps those trying to maintain club records.

Congratulations go to Bob Gray (our CFI), who this month received an A Cat Instructors rating. This brings the number of active A Cat's in our club to 3, plus 5 active Instructor Trainer ratings; which is quite a rare thing. It shows the good depth and experience of our instructors panel.

Finally, we would like to wish everyone a safe, happy and enjoyable Christmas/New Year.

Steve & Genny

Snippets

There was a power outage on the first day of the MSC Cross Country Course, meaning no Power Point for the all important paddock landing session. Tim Bromhead saved the day, with his Solar Powered house on wheels and a big extension cord. Well done Tim!



Sarel Venter landed out not far from Tokoroa during the Regionals and was retrieved by none other than Steve Wallace (GNZ President). Steve looks overjoyed with the vastness of Sarel's paddock, or something.
29/11/19



L-R. Tim Bromhead, Ralph Gore, Patrick Lalor, (not sure who, poss Rae Kerr's son Alexander), Will Kamp, John Etches (Contest Director) and Malcolm Piggott 30/11/19

Team ML.

Derek Shipley with Joshua and Charlotte Donderwinkel
30/11/19



Building a sustainable membership

RECRUIT

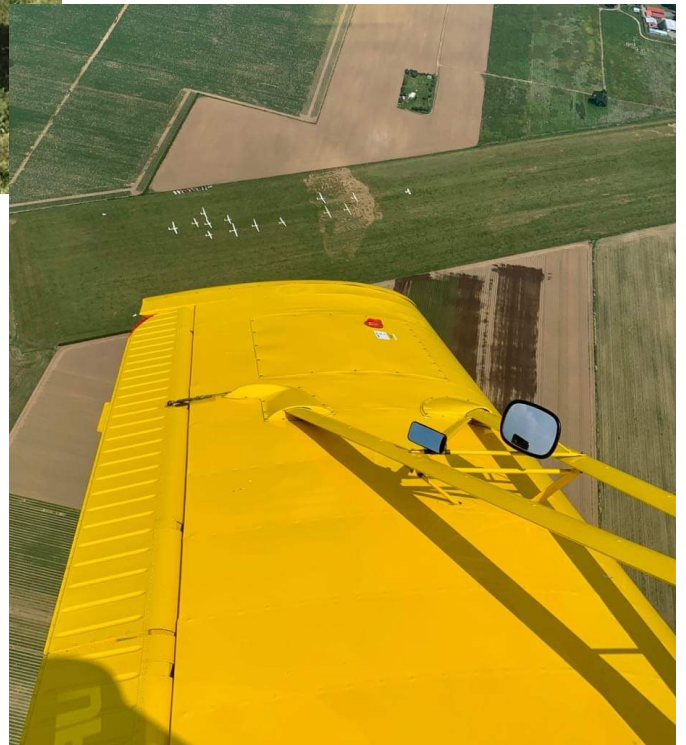
RETAIN

REGAIN

More Snippets



Dave and Steve's turn in
YL 30/11/19



Rae Kerr receiving his well deserved prize from
CD John Etches. Above CNC looking at the
last of the grid.



*Building a
sustainable
membership*

RECRUIT

RETAIN

REGAIN

VC North of Paeroa 14/12/19



Contest Results

Page 5

CENTRAL PLATEAU CONTEST

Open

#	CN	Contestant	Glider	Total	<u>3</u>	<u>4</u>
1	GXB	Brett Hunter	JS 3	1,705 1 (713)	2 (992)	
2	GHG	Christian Derold	ASH31me	1,426 2 (647)	3 (779)	
3	GVR	David Jensen	JS 1 Revelation	1,340 4 (340)	1 (1,000)	
4	GBA	Tim Bromhead	DG300	728 5 (45)	4 (683)	
5	GBH	Ross Gaddes	Ventas 2a	570 3 (570)	6 (0)	
6	GYR	Derek Wagstaff	ASW 20	451 6 (9)	5 (442)	

Racing

#	CN	Contestant	Glider	Total	<u>3</u>	<u>4</u>
1	GSW	Hugh de Lautour	Ventus cT 17.6m	497 1 (0)	1 (497)	
2	GVV	Glyn Jackson	Ventus 2 ax	458 1 (0)	2 (458)	
3	GSP	Neil Harker	Ventus bT 16.6m	440 1 (0)	3 (440)	
4	GML	Derek Shipley	std jantar	190 1 (0)	4 (190)	
5	GIA	Rob Lyons	Libelle	82 1 (0)	5 (82)	
6	GYF	Bill Kendall	Discus cs	72 1 (0)	6 (72)	

Northern Regionals

Open

#	CN	Contestant	Glider	Handicap	Total	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>
1	GVZ	Patrick Driessen	JS1c	111	3,245 1 (1,000)	2 (295)	2 (950)	1 (1,000)	
2	GXB	Brett Hunter	JS3	111.5	3,179 2 (995)	3 (273)	3 (924)	2 (987)	
3	GKT	Steve Wallace	Mosquito	98	2,683 3 (882)	5 (35)	1 (1,000)	4 (766)	
4	GBA	Tim Bromhead	DG 300	96.5	2,644 6 (667)	1 (300)	4 (895)	3 (782)	
5	GYL	Dave Dennison	Duo Discus	101.5	2,339 4 (783)	7 (20)	5 (801)	5 (735)	
6	GRT	Russell Thorne	ASG29E	111	1,541 7 (491)	4 (146)	6 (244)	7 (660)	
7	GBZ	David Todd	Ventus 2Cxt	110	1,420 5 (728)	8 (19)	9 (0)	6 (673)	
8	GFS	Michael Cooper	Lak 17b	110	909 8 (312)	6 (21)	8 (128)	8 (448)	
9	GXT	Tauranga Gliding Club Roger Peters	Duo Discus	102	582 9 (118)	9 (12)	7 (134)	9 (318)	

Racing

#	CN	Contestant	Glider	Handicap	Total	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>
1	GEZ	Rae Kerr	Slingsby T51 17r	83	2,542 1 (750)	1 (0)	1 (1,000)	1 (792)	
2	GOZ	Anton Lawrence	DG300	96	1,823 3 (477)	1 (0)	4 (737)	2 (609)	
3	GSP	Neil Harker	Ventus bT 16.6m	104	1,675 4 (398)	1 (0)	3 (830)	7 (447)	
4	GPV	Gerard Robertson	Discus b	98	1,557 8 (36)	1 (0)	2 (940)	3 (581)	
5	GNR	Grahame Player	Apis 13	85	1,373 6 (185)	1 (0)	5 (728)	6 (460)	
6	GML	Derek Shipley	Jantar 2	92	925 5 (242)	1 (0)	7 (203)	5 (480)	
7	GGD	Sarel Venter	ASW 15	89	889 7 (149)	1 (0)	6 (240)	4 (500)	
8	GYT	Peter Cook	Discus a	98	663 2 (663)	1 (0)	8 (0)	8 (0)	

ROSTER

Date	Details	Tow Pilot	Duty Pilot	Instructor 1	Instructor 2
Thurs 26th Dec	Xmas Camp Mtm	Tracey Gore	Will Kamp	Steven Care	Dave Dennison
Fri 27th Dec	Xmas Camp/Grand Prix Mtm	Paul Waterhouse	Paul Castle	Norman Duke	
Sat 28th Dec	Xmas Camp/Grand Prix Mtm	Olivia Henwood	Josh Donderwinkel	Dennis Crequer	Derek Shipley
Sun 29th Dec	Xmas Camp/Grand Prix Mtm	Tony Davies	Rob Munn	Rainer Kunнемeyer	Sarel Venter
Mon 30th Dec	Xmas Camp/Grand Prix Mtm	Iggy Wood	Roger Brown	Julian Mason	
Tues 31st Dec	Xmas Camp/Grand Prix Mtm	Richard Small	Genny Healey	Phil Smith	
Wed 1st Jan	Xmas Camp Mtm	Dave Harding	Charlotte Donderwinkel	Tim Bromhead	Dave Dennison
Thurs 2nd Jan	Xmas Camp Mtm	Paul Waterhouse	Chase Cahalane	Norman Duke	
Fri 3rd Jan	Xmas Camp Mtm	Tracey Gore	Rohan Allen	Rainer Kunнемeyer	
Sat 4th Jan	Xmas Camp Mtm	Richard Small	Gareth Cartwright	Dennis Crequer	Malcolm Piggott
Sun 5th Jan	Raglan	Tony Davies	Jim Lyver/Luke McPake/Genny Healey	Norman Duke	Steven Care
Mon 6th Jan	Raglan	Iggy Wood	Jim Lyver/Luke McPake/Rohan Allen	Julian Mason	Dave Dennison
Tues 7th Jan	Raglan		Jim Lyver/Luke McPake/Greg Wills	Rainer Kunнемeyer	Malcolm Piggott
Wed 8th Jan	Raglan	Dave Harding	Jim Lyver/ Greg Wills/ Chris Money	Steven Care	Dave Dennison
Thurs 9th Jan	Raglan	Richard Small	Jim Lyver/ Chris Money/ Robin Britton	Dennis Crequer	Malcolm Piggott
Fri 10th Jan	Raglan	Scott Montagu	Royden Hooker/ Nick Odom/ Godfrey Larsen	Steven Care	Dave Dennison
Sat 11th Jan	Raglan	Olivia Henwood	Patrick Lalor/ Mark Shrimpton/ Chase Cahalane	Norman Duke	Malcolm Piggott
Sun 12th Jan	Raglan	Paul Waterhouse	Patrick Lalor/ Gareth Cartwright/ Will Kamp	Julian Mason	Phil Smith
Mon 13th Jan	Raglan	Iggy Wood	Jim Lyver/ Nick Odom/ David Cleverley	Rainer Kunнемeyer	Derek Shipley
Tues 14th Jan	Raglan	Tony Davies	Jim Lyver/ Robin Britton/ Godfrey Larsen	Tim Bromhead	Sarel Venter
Wed 15th Jan	Raglan	Dave Harding	Jim Lyver/ Ralph Gore/Royden Hooker	Phil Smith	Tim Bromhead
Thurs 16th Jan	Raglan/ poss Mtm with Walsh	Olivia Henwood	Jim Lyver/ Ralph Gore/ Chase Cahalane	Julian Mason	Malcolm Piggott
Fri 17th Jan	Raglan/ poss Mtm with Walsh	Richard Small	Ralph Gore/ Carl Henderson	Steven Care	Derek Shipley
Sat 18th Jan	Raglan/ poss Mtm with Walsh	Scott Montagu	Ralph Gore/ Will Kamp	Norman Duke	Sarel Venter
Sun 19th Jan	Raglan/ poss Mtm with Walsh	John Currie	Mark Shrimpton	Dennis Crequer	Derek Shipley
Wed 22nd Jan	Mtm with Walsh	Iggy Wood	Carl Henderson	Bob Gray	
Sat 25th Jan	Mtm	Dave Harding	David Johnson	Rainer Kunнемeyer	Malcolm Piggott
Sun 26th Jan	Mtm	Richard Small	Godfrey Larsen	Julian Mason	Dave Dennison

FLYING AT RAGLAN

With our annual sortie to Raglan, I felt it appropriate to write a bit about what we do, hazards and the highlights. The club has been going there every year for nearly 40 years. It came about, because the Walsh Flying School move onto Matamata Airfield and while we are allowed to fly, it's becomes controlled airspace. It is very crowded and lots of rules.

Raglan has a holiday feel about it and can offer breath-taking and amazing gliding. There is sometimes a resident thermal in the lee of Mt Karioi that can pop up to 5,500ft with a cloud street running back towards Hamilton. It can be there almost all day and we have had club members get their 5hrs silver/gold at Raglan. Sometimes the sea-breeze front, that the Auckland guys use, runs along the deviation (North/South) and stretches from Auckland to well beyond Te Kuiti to the South. We have had wave off Mt Karioi to over 10,000ft, but it can be even better if we get a strong SW wind of 20kts plus and no threatening rain. The 'west coast run' in the right conditions is really something to experience. Aside from that, just to fly there is uniquely scenic and the air from the ocean can be unbelievably smooth.

Building a sustainable membership

RECRUIT

RETAIN

REGAIN

There can be a few hazards for the unwary. Make sure you have read everything in "How We Do Things", our SOP, which has a section on Raglan and West Coast flying. The runway is 646mtrs long, but because the sea breeze is along runway 23 the gliders rarely use more than half the runway to land. There is a reasonable risk of undershoot and I have seen some close calls. Because the air is often smooth, pilots mistakenly underestimate its strength as well as giving insufficient allowance for wind gradient. The gradient can be very pronounced esp when wind is from the North over the row of trees. For this reason, it is unwise to set up any final approach that is too long or too slow. Any less than 55 to 60kts when the wind is blowing is on the edge. When the wind is not blowing can be hazardous as well (though a little more rare) and is worse when the sea breeze is just starting. Several times I have seen both wind socks doing completely different things, which makes both take-off and landing tricky. Because we become accustomed to come in high and fast, you suddenly have to rethink the approach to match the conditions.

There is a public walkway across the middle of the airfield, so this presents a significant hazard. Gliders normally land before the half way mark but people have at times wandered across just where you are intending to land. Tow pilots need to be more vigilant as they need most of the runway to land. Launching needs everyone involved to take a cautious approach to this hazard. Tow pilots, gliders pilots and especially wing runners need make sure everything is clear in

Building a sustainable membership

RECRUIT

RETAIN

REGAIN

front and behind before the launch happens.

A launch failure of any kind, has far more potential for disaster at Raglan than Matamata. There are few landing options off either end of the runway, other than a beach if low tide. But there could be people around, which would likely count that out as an option. Landing in the sea would be a pretty awful option as well. The key is make sure that we do everything we can to avoid the chances of it happening. Tow pilots need to be more cautious than usual in identifying and mitigating mechanical risks. Glider pilots and duty pilots need to be extra meticulous in their pre-launch checks. I have had a couple of occasions when pilots have nearly launched with the airbrakes open. We have a powerful tow plane, but there is no room at Raglan for a mistake like that.

For those with passenger ratings, Raglan is good opportunity to take friends and family flying. Often though pilots will not give rating requirements much thought until they get to the airfield. Aside from the rating endorsed in your log book (and QGP), you must have a current BFR. To maintain your passenger rating, you must have a current medical (less than 5 yrs, or 2 years if you are over 40). It is also important that you are current. GNZ standard barometer is 5hrs 5 flights in the last 12 months, or if you haven't flown in the last 3 months it is 10hrs 10 flights. Also club requirements are at least 1 flight in the last 30 days to fly a club glider PIC.

It is normal that you will be asked by the duty instructor to do a quick check circuit before flying PIC at Raglan. It is better that you take the initiative and ask to do one before being asked. Most pilots don't fly there from one year to the next and a quick circuit is far more preferable than misjudging or not identifying unfamiliar hazards.

I have it on good authority that the weather is going to be spectacular this year, so am eagerly looking forward to some fun flying at one of my favourite parts of New Zealand.

Steve



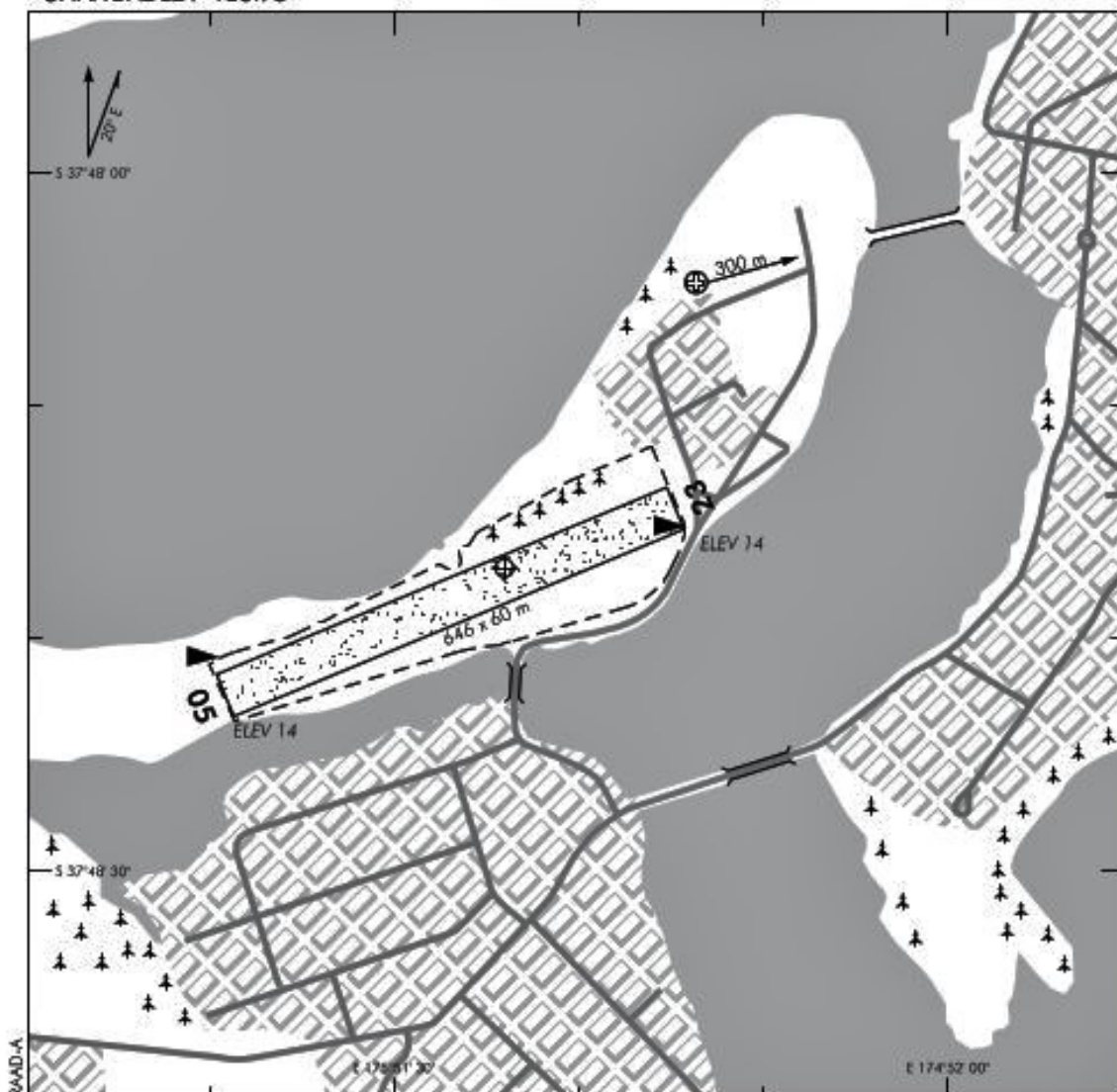
ELEV 14

NZRA

NON-CERTIFICATED

**RAGLAN
AERODROME**

UNATTENDED: 123.75



Changes from 20 JUL 17: Caution notes added.

1. **CAUTION:**
 - Rabbit holes on aerodrome.
 - Norfolk Island pine on hill infringes fan to NE. 10° left turn required on take-off.
 - Emergency helicopter operations take place from harbourside site approximately 500 m east of THR RWY 23.
 - Occasional dog walking (off leads) who run freely on the runway.
 - People walking across runway from time to time.
2. First aid kit at fire/ambulance station.
3. Card phone available at camp 50 m NE of aerodrome.
4. Kite flying occurs at Wainui reserve 2 NM SW of aerodrome.

S 37 48 17 E 174 51 36*

Effective: 1 FEB 18

© Civil Aviation Authority

**RAGLAN
AERODROME**

New Glider Update

As we head into our happy time, the Committee thought it would be a good idea to fill you in on the latest thinking around our project to replace one of our Puchacz with a new or at least a better performing secondhand glider.

The Committee met earlier this week and the decision was made to continue progressing towards the purchase of the DG 1001. At this stage the second deposit will be due in February with the glider itself will be test flown in Germany in July and would arrive into the country around September.

There have been several questions and discussion points brought up recently so I thought I would bullet point them with our best response so far:

We recognise the competing opinions raised in surveys, over emails and in person around the virtues of other training gliders such as the K21 and/or purchasing a secondhand glider instead so our finances are not as stretched. These opinions have been discussed at some length by the Committee and the decision to progress with the DG has not been made lightly.

Further to this, I have continued to discuss 'bail out' options with the agent should the Committee decide the financial position is too precarious. We have been reassured that our spot in the queue, even after the second deposit and confirmation of specs, would be snaffled up by another club pretty quickly so the long-term risk to the Club is still pretty low at this stage.

For the initial purchase, we will focus on the 18m version only. We can order the 20m wingtips whenever we want, and they are easily interchangeable. We aren't getting the 17.2m aerobatic tips either so we won't be able to do outside loops sorry.

With this set up we will still be able to do all basic aerobatics, including spins, and it will have a best glide of around 41:1 (18m – DG stated performance).

There is still some debate about whether we go for retractable or fixed and if fixed, whether we go for the 2 or 3 wheel (which is easier to get into) option. Feel free to discuss with the Committee and/or instructor panel over January if you have strong views on that one.

A likely scenario for hourly rate for the DG is around \$80-\$85 or around \$1.40/minute. This includes servicing the Umbrella Loan (which we have been successful in applying for) and paying up to 7% for full cover insurance.

As mentioned above there are still several decisions to be made that will impact final price (which, thanks to some favourable movement with the Euro, is sitting between \$240-245k) so please get in touch if you want to get the details.

I'm anticipating that this will continue to be a hot topic this summer and both I and the rest of the Committee are more than happy to discuss next time we see you out at the airfield or on the phone/email.

Lastly, a huge thank you to the Club members who have already provided a donation or debenture to enable this to happen. Please contact Sarel if you would like to contribute to this or organise agreed payments.

Gareth Cartwright



Good links

Sailplane and Gliding Mag – [DG 1001 feedback](#)

Internation Gliding [write up](#)

Explanation of [trim box](#)

Youtube DG1001 being taken up for some [spin training](#)

Online Competition (OLC)

Latest News: [18. December more...](#)

1	14,332.73	GlideOmarama.com	14,124.70	49	6
2	13,576.51	Auckland Gliding Club	13,722.58	51	9
3	12,513.90	Piako Gliding Club	11,776.82	92	11

RECRUIT

RETAIN

REGAIN

Gliding runway 10 Operations

From the users group and council, we can now operate on 10 from the clubhouse side with effect immediately. It will mitigate the hazard of cars running across the airfield, but we will need to stay clear of aircraft that may want to taxi passed us. Well done our User Group rep's Dave Dennison and Iggy Wood. Our winch operations will remain the same as they are and we still need to be mindful about not causing runway congestion.

**Traced Track and Trace**

The above tracking system was used very successfully at the recent MSC Regionals. I even got to watch some gliders do bad circuits into paddocks, in real time. More importantly the Contest Director knew where everyone was and there was very little chance that a glider would go missing. I think it would have more limited use in remote terrain, but around the Matamata area it seemed to work exceptionally well, so great for general club flying.

Available for iPhone \$3.49 or Android \$2.69 (pay once only), through Apple store or Google Play store. I wasn't very keen for Mr Google to have my Credit Card number, but you can buy prepaid Google Play gift cards at the Warehouse or Countdown which will do the job just as easily. You do have to have location and mobile data switched on (I'm sorry I don't know how much data it uses, but guess it wouldn't be too hungry) and you would need to connect it to 'gliding.net.nz/tracking'. Tim might help, but I understand it is pretty straight forward. You can switch the app off, when you are not flying.

I have 'gliding.net.nz/tracking' on my phone, so a good way to find a lost glider pilot if they have tracking and I am the duty instructor.

Steve

Payment for Flights EFT POS not Credit Card

For club flying, please do not use the Credit Card option. Only hit Cheque or Savings. If we are at Raglan and someone only has a Credit Card for a Trial flight, then it can be accepted. The club gets charged every time a Credit Card is used and it isn't insignificant. The committee has rejected the idea of adding extra to the cost as it makes the treasurers job even more of an admin nightmare. Also don't accept visiting club members credit cards either.

*Building a
sustainable
membership*

RECRUIT

RETAIN

REGAIN

WALSH

The club is very likely going to be operating at Matamata while the Walsh is on, as we did last year. We were fortunate that the weather was on our side and the Walsh closed down for one of the days we were there. Ideal, is if we get a ridge day and can leave the area, coming back when we need to.

If you don't have a QGP (esp if you don't have the radio section signed off) or don't understand the procedures, you may not be able to fly PIC.

All pilots flying there are to read the AIP supplement (link below or search) Pages 29 to 31.

http://www.aip.net.nz/pdf/supplements/aip_supp_2jan20.pdf

You need to listen to an ATIS and get clearance for pretty much everything you do (even drive or go onto a taxiway). The runways are divided into 3 lengthwise (left, centre and right). For 28 we usually operate on the left, meaning we have to take-off and land on a 3rd (or less) of the usual width we have available. All gliders have to be parked on the very side of the runway and can only be pulled out slightly immediately prior to launch.

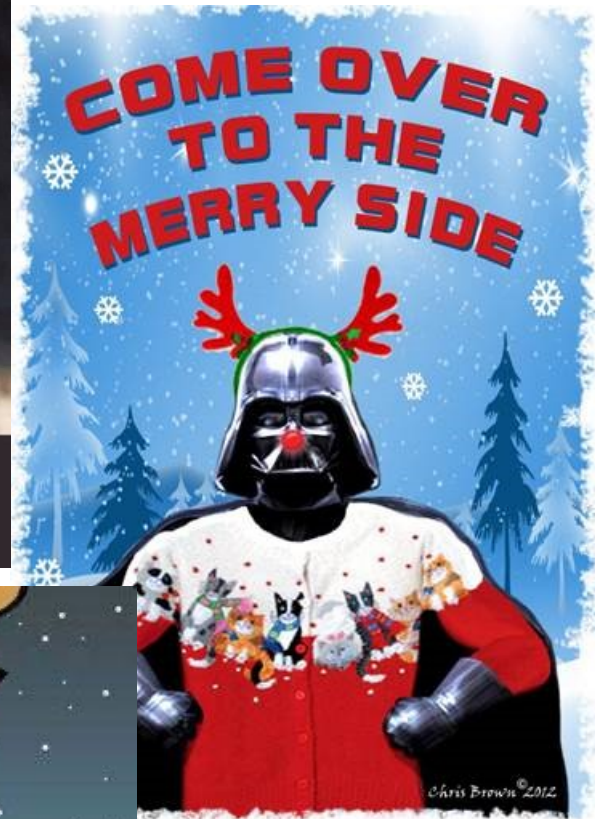
And it's busy. It is not unusual to get clearance number 6 in the circuit to land. It isn't our choice to move away from our home airfield in the best part of the season, but the Walsh does great things for new young pilots. Tracey Gore has been there both as a student and an instructor.



ME WHEN A STUDENTS NEEDS



MORE RIGHT RUDDER



More pics on www.imfunny.net

Life is simple. Eat, sleep, fly.



It's called
READING.
It's how you
install new
software into
your **BRAIN.**

UPCOMING EVENTS

26th Dec to 4th Jan	Matamata Christmas Camp
27th to 30th Dec	MSC Grand Prix contest 31st a Res day
4th to 11th Jan	Auckland Soaring Championships
Sat 4th Jan	Clubroom clean-out, working bee & BBQ
5th to 19th Jan	Raglan camp (probably to the 17th only)
7th to 22nd Jan	Walsh Flying School at Mtm
27th to 31st Jan	MSC Coaching week at Mtm
2nd to 15th Feb	National Multiclass Championship Taupo
22nd to 29th Feb	Central Districts—Waipukurau

PIAKO GLIDING CLUB COMMITTEE 2019/2020

Building a sustainable membership

RECRUIT

RETAIN

REGAIN

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
Maintenance Officer:	Neil Raymond