

# The Flypaper



Volume 2020, Issue 3

21st August 2020

GNZ PRESENTATION NEW TRAINING PROGRAM SAT 5TH SEPT 9AM. ALL INSTRUCTORS AND STUDENTS TO ATTEND. TAURANGA CLUB ALSO COMING TO OUR CLUBROOMS.

NOT SO MID WINTER DINNER AND AWARDS NIGHT SAT 19TH SEPT 7PM AT MATAMATA CLUB, 9 WAHAROA ROAD EAST, MATAMATA (in town)

Click here to register

<https://forms.gle/z17EB2nKRB9np94U6>

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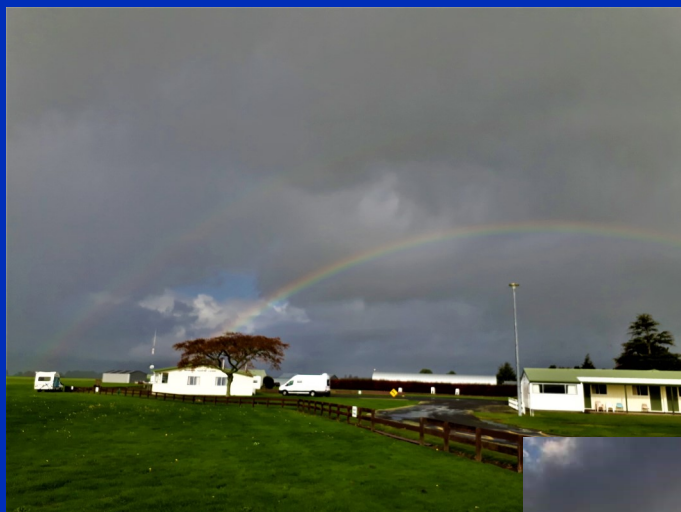
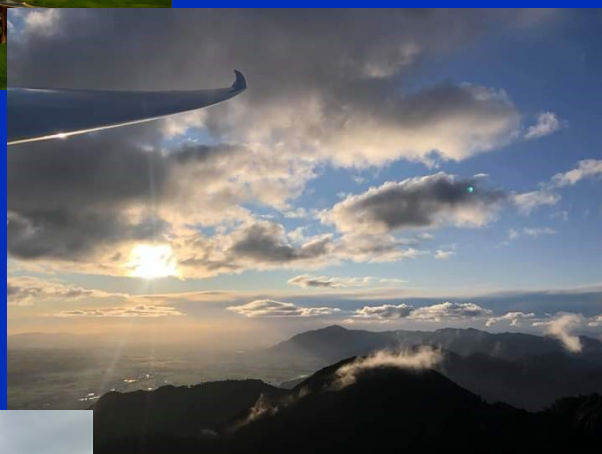


Photo taken on the day of our club AGM (30th June). Treasurer reported there is a pot of gold under the clubhouse somewhere, but we just need to find it.

Outstanding pic from Tim Bromhead in OP, showing the high point and Mt Te Aroha in the distance 1st July



Sarel Venter in BA and Royden Hooker in NI awaiting a tow. 10th Aug

### *Building a sustainable membership*

#### RECRUIT

#### RETAIN

#### REGAIN

Just when we thought we were out of the woods, 'Covid' is back and the club is at Level 2. So, sign in when you are at the club and keep social distancing. No trial flights but we can do dual flying, if both the student and instructor are willing and wearing masks. Bring your own or use the ones available in the caravan. Club gliders are to be wiped down between flights of different pilots. If you have any health compromising conditions or if you have any cold or flu symptoms, please kept away. Hopefully we will be back to normal in time for the start of the season.

There has been a lot of club activity of late and CNC's tows have been well past usual for this time of the year. We have had ridge, wave, thermals and convergences, all be it on the weak side.

We have had a couple of new members sign up since the last flypaper, so a big welcome to Steve Thrupp and Pedro Lang.

The AGM had an attendance of 28, plus 1 Zoom attendee. This year we had to have a vote for committee members, signalling that the club has no shortage of willing volunteers. Julian Mason has stepped down from Vice President (after a total of 19 years on the committee, mostly as CFI) and our new VP is Tim Bromhead. Our new committee members are Scott Montagu, Sarel Venter and Colin Kelly. Gareth Cartwright has been co-opted onto the committee to continue his role in fundraising and the new glider project. Similarly, Jim Lyver has offered to assist with our glider insurance issues.

You will see in Bob's CFI report, the club is going to be running an ab-initio course from the 9th to 13th Nov. If you know of any potential new members, please contact myself or Genny.

There are several contests coming up, so any pilots wanting club gliders, please contact Bob Gray.

Recently, Patrick Lalor has flown XP and Nick Odum has re-soloed a couple more times. Derek Shipley managed a flight to over 5,000ft, on a day that seemed impossible that there was any lift. Tim Bromhead has also been getting in lots of flying in his newly polished glider and publishing great footage on his youtube channel 'pureglide' [https://www.youtube.com/channel/UCrxk59KazBoaTf260CX\\_1lw](https://www.youtube.com/channel/UCrxk59KazBoaTf260CX_1lw)

Our not so Mid Winter dinner and Awards night has been extended to Sat 19th Sept. Please register asap so that we can get numbers. This event and the GNZ training program event are still COVID alert level dependant. We will keep everyone informed if there are changes.

Steve

## Snippets

As club members we are all equal, but it is good to honor and respect those that have been around a long time and still actively flying. The following 2 members have a combined membership in the club of over 100 years. They are not the only ones with life long membership and we will add some more when photo opportunities arise. This is just to show that our club has some real depth of experience, that some even larger clubs than ours don't have.



Roger Brown in his glider, Li-belle GJ. Club member 52+ yrs, 3,500hrs, past Pres, CFI and a Life Member. 1st July



Godfrey Larsen with his glider, Cirrus JM. Like Roger, he has been a club member since the mid 1960's and has had several stints on the committee. He has a huge amount of gliding experience and club knowledge. 8th Aug



Gold height 1969



We have quite a few other club members with great experience, so will make room in the next FP for more feature pilots.

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## FROM THE CFI

Hope everyone is getting current again after lockdown and taking care in the sometimes-challenging conditions. We're all looking forward to a good spring and early summer soaring season. Here is a notice about the upcoming events and activities that we've been working on.

### Start of Season Briefing – Saturday 3 October

Don't forget to put the date in your diary. This is a "must attend" for all pilots to get an update on Club rules and safety issues as well as social activity in the coming season.

### NEW PILOT TRAINING PROGRAM

#### GNZ Presentation 09:00 Saturday 5 September

GNZ have introduced a revised glider pilot training program which is on-line as a self-learning program, using Moodle, which students read theory and prepare themselves before flying exercises.

A noticeable difference of the new program is the name of various stages of training and qualifications gained has changed:

**A certificate** becomes **Solo Pilot**;

**B certificate** becomes **Soaring Pilot**;

**QGP** is no longer used, with **Cross Country Pilot**, **Task Pilot** and **Alpine Pilot** being replacement qualifications.

There is a list of good FAQs on GNZ website and I suggest everyone has a read through those to get familiar with the new system. I recommend all of our student pilots should get themselves logged in with a Moodle account and read through the sections of the course appropriate to each of you.

**Brian Sharp and Martyn Cooke (NOO)** will be visiting our club on **5 Sept** for a presentation on the new program. All current students and instructors are asked to attend and Club pilots are also welcome to join us.

### AEROBATICS

There has been a bit of interest amongst our pilots for aerobatics training and ratings. Some years ago, due to rule change by CAA, all glider aerobatic ratings were cancelled including all instructor ratings. Nationally, only a few senior experienced aerobatic instructors were issued a rating and overall aerobatic training essentially ceased. There is now a new AC2-06 for Aerobatic Flight in Gliders which has some quite onerous requirements, but we are going to put four instructors through training to achieve ratings which we can then be passed onto our pilots as required.



## SAFETY INCIDENTS

### FOD

This is Foreign Object Damage and has been seen in a couple of incidents recently. Most gliders have control rods or cables under a seat pan which can be easily jammed by loose objects which fall out of pockets or are just loose in the cockpit. Recently an inspection under the seat of GXP found loose coins. At another club a plastic pill bottle under the seat lodged itself in the elevator control.

Everyone – please make sure you do not have any unwanted objects loose in the cockpit and make sure you empty your pockets before getting into the glider.

### Safety in the Circuit

There has been couple of (unrelated) near miss incidents during glider take-off and landing operations. Once again – please be very careful with lookout and listen out in the Matamata circuit and MBZ. Remember we share the airfield with a lot of other air traffic some of which is not familiar with gliders. If you're in doubt about where another aircraft is or whether they have seen you then try and get radio confirmation or stay well clear of them as much as possible.

## STUDENT TRAINING COURSE - Monday 9 to Saturday 13 November

We're planning a week-long ab-initio training course to be held in early November. If you know of anyone one who would be interested in a "learn to fly" course and could take a week off normal work or other duties at that time of the year. Please let me or Steve or Genny know and well firm up details, costs and any other. We intend to advertise this as widely as possible to attract new members. I suggest that potential candidates take a trail flight or two before the course to make sure this is something for them.

Bob Gray

Chief Flying Instructor



Bob sharing some flying techniques with new member Monty Hoehn.

## More Snippets

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Late on the 17th June there was a major fire at some chicken sheds east of the airfield. It made an unusual cloud formation.



Luke McPake after another solo. Also 17th June

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CNC with slightly bigger cousin, Air Tractor 502B. Turbo prop, 750 shaft horse power and climb rate around 2,300ft per minute. 2nd July



A half share of Andy MacKay's Mosquito KK is up for sale. Also Sarel Venter's ASW15 GD and an ASW20c RS with hangar at our airfield, on the market. If you are considering a glider, check out the GNZ web page (classifieds). More importantly, talk to other pilots.

# Hanger Rash

For the most part gliders and planes are brutally strong but like all of us they do have delicate areas that require a gentle touch.

Unfortunately, what might be strong and durable on a glider may be delicate and easily damaged on our tow plane. We are taught that the inboard wing leading edges and nose of our gliders are strong and good for pushing but the opposite is the case for the Pawnee.

The wing leading edge of the Pawnee is shaped with light aluminium which is then covered in paper thin fabric which covers all of the wing and most of the fuselage. Our Pawnee also has a plastic clear tape along the leading edge to protect it from erosion from rain and sand etc., so although it looks strong, it is not, and will be damaged if pushed hard. Likewise, the front of the engine cowl below the prop is quite light and not designed for pushing. The correct place to push (or pull) the Pawnee is on the wings struts which are easily reached from either the front or rear of the wing. The prop can also be used with a hand either side and close to the shiny new spinner, but never, **I repeat never** turn the prop. If the engine has a faulty magneto, it could burst into life with perhaps fatal consequences.

It is great to see so many arriving early or staying late on our flying days to assist with getting the fleet out or putting them to bed but be on the lookout for new members and visitors who are lending a welcome hand. They are keen to learn and would be devastated if they caused damage so kind guidance is always welcomed.

We have had recent damage, not only to the Pawnee but to a glider canopy and a glider wing so please be take extra care. One person should take charge when moving a glider or the Pawnee giving clear instructions – “slowly back”, “left a bit”, “straight” etc.

Thanks.

Colin Kelly (Maintenance Officer)

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## *Alert Level 2 Procedures*

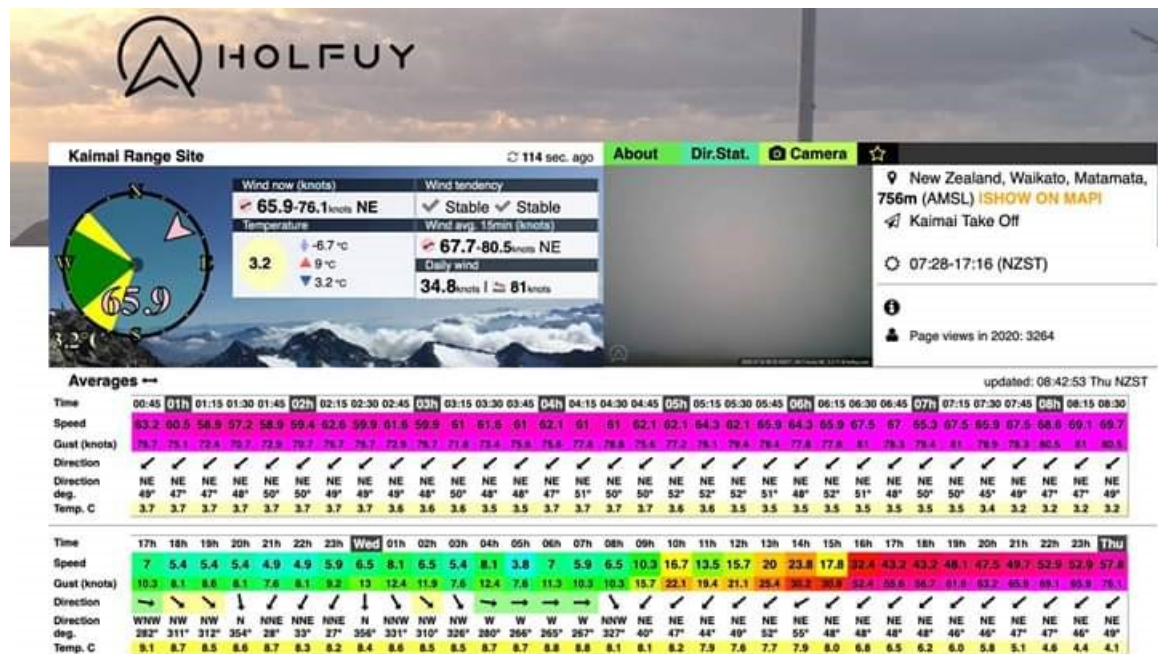
Version 2 - 13 May 2020

- Volunteer Club members only
  - High risk people and anyone with potential Covid symptoms must stay away
  - No visitors
  - All members to make own decisions about personal safety
- Club provides sanitiser and face masks in clubhouse, hangar and caravan. Members encouraged to bring their own PPE and sanitiser.
- Everyone must sign into contact tracing register
  - to be available to health authorities on demand
- Maximum of 10 people inside hangar or clubhouse
- Maintain 2 metres separation when on the ground
- Wash/sanitise hands and surfaces often
  - after setting up operations, and
  - before & after using EFTPOS, and
  - after putting equipment away
- One person in the caravan at a time
- Only one person at a time behind the bar
- Payments by EFTPOS only, no cash or cheques
- Wipe controls and surfaces in cockpits of club gliders before each pilot
  - Note that sanitiser/wipes must not be in contact with canopies
- Club solo flying permitted with hygiene and personal separation
- Limited cross country flying subject to duty instructor approval
- Dual flights with minimum pre-flight and post-flight time in cockpit
  - maintain separation as much as possible
  - face masks to be worn by both pilots
- No trial flights





Extreme conditions  
28th July



4 gliders, 1 tow plane.  
World record is 9 gliders?

<https://www.youtube.com/watch?v=zAdlKB5rbg0>

A few members have been asking about requirements to fly XP, so here are the rules:-

## MINIMUM REQUIREMENTS

### TO FLY DISCUS XP

- QGP, and;
- 30hrs PIC, and;
- 30 flights PIC, 5 of which have been flown in the previous 30 days, and;

### BEFORE PLANNED CROSS COUNTRY SOARING IN DISCUS XP

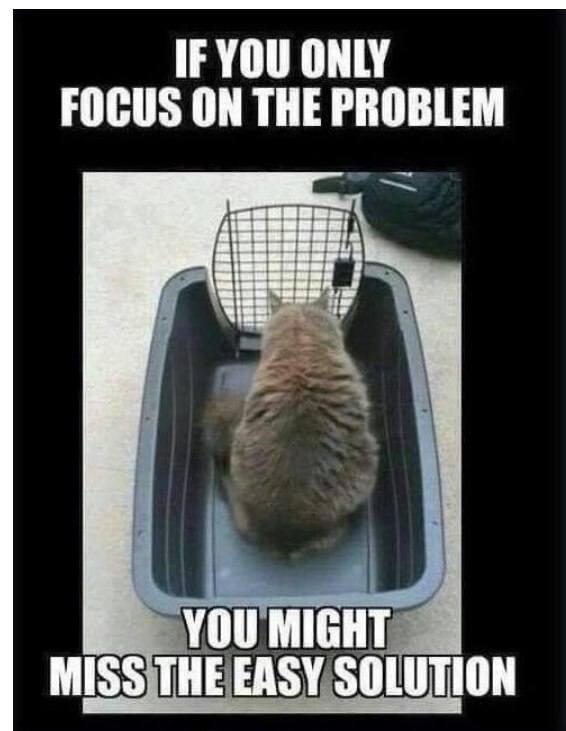
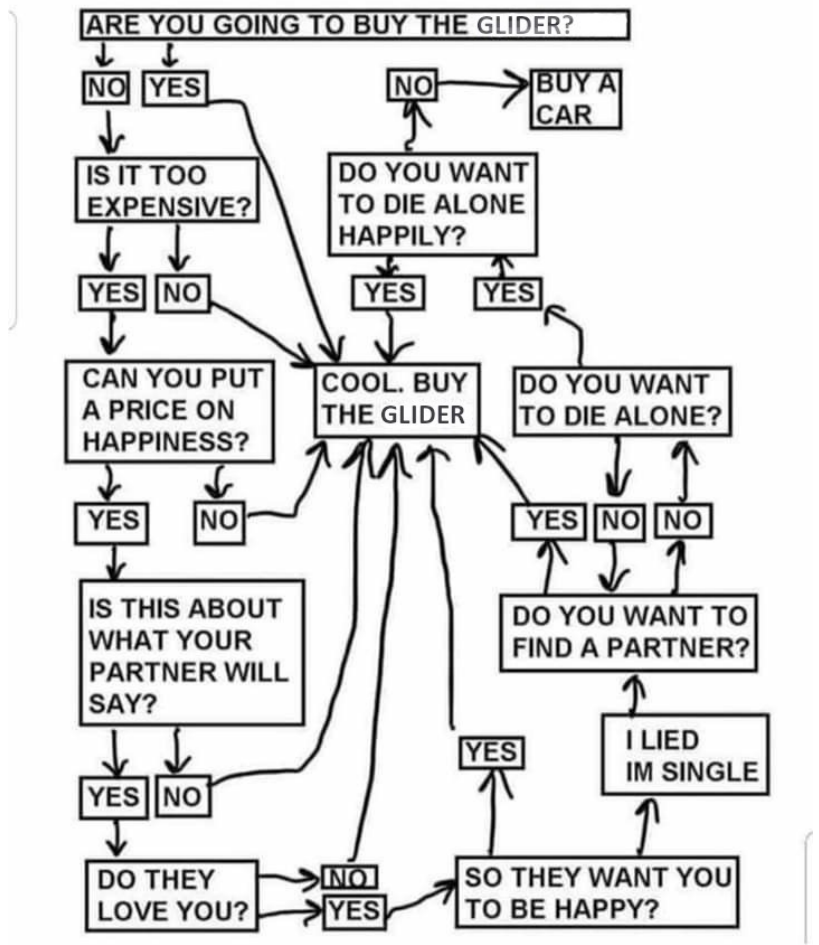
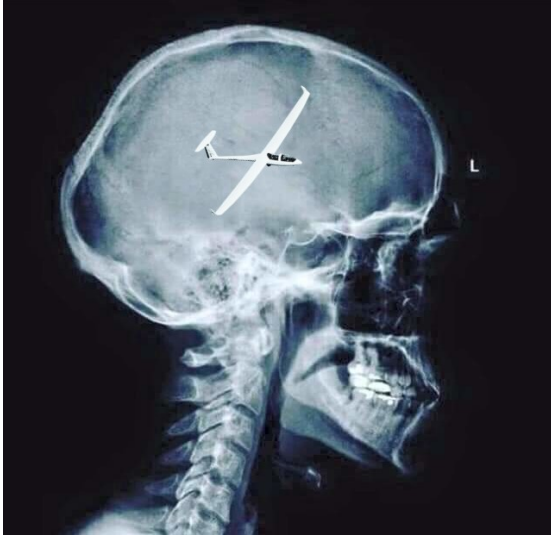
- Silver Badge, and;
- 3 spot landings - precision short field practice –on type, at the airfield to an instructor's satisfaction, and;
- Basic understanding of flight computer operation, and;
- Be familiar with the Discus b rig and derig section of the flight manual, familiar with XP's trailer and fittings and have experience of retrieving and rigging similar glider types.

### BEFORE FLYING XP WITH WATER BALLAST

- 10 flights on type, and;
- Supervision of water loading and briefing by an instructor before first water ballasted flight.



The Falcon, that Neil Raymond very kindly donated many years ago, recently suffered catastrophic engine failure. Derek Shipley has come to the rescue and given us the use of his diesel Mitsi Ute, providing he can still use it when he needs to on occasion. Starting is a little different, in that you need to turn the key to on and wait for a green light on the dash, before starting it. There are instructions in the ute. Note, it is diesel, so we will need to fill from containers, as we do for the tractor. Colin Kelly has undertaken to keep an eye on the fuel level, but please let someone know you notice its getting low.





## UPCOMING EVENTS

Sat 5th Sept 9am	Revised training program. All current students and instructors to attend. All other pilots welcome.
Sat 5th Sept 7pm	Mid winter dinner and awards night
26th & 27th Sept	Instructor aerobatic weekend
Sat 3rd Oct	Start of Season Briefing (Compulsory for all pilots)
Oct	Instructor training course
9th to 13th Nov	Ab-initio student training course
Nov	Cross Country course (poss 23rd to 27th)
29th Nov to 5th Dec	North Island Regional Contest at Matamata
27th to 30th Dec	Grand Prix Contest at Matamata

### PIAKO GLIDING CLUB COMMITTEE 2020/2021

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President:	Iggy Wood
Vice President:	Tim Bromhead
Secretary:	Patrick Lalor
Treasurer:	Dave Dennison
Club Captain	Genevieve Healey (Jnt)
Chief Flying Instructor:	Bob Gray
Chief Tow Pilot:	Scott Montagu
Bar Manager:	Sarel Venter assisted by Derek Shipley
Committee:	Steven Care (Jnt Club Captain)
	Scott Montagu
	Sarel Venter
	Colin Kelly
Maintenance Officer:	Colin Kelly
	Seconded for project purposes Gareth Cartwright and Jim Lyver