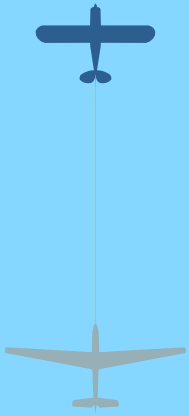


The Flypaper



Volume 2021, Issue 1

13th Apr 2021



Huge dust devil during our ab-initio training course 23rd Mar. Photo from new member Brenden Duffy. The were often smaller ones that made conditions bumpy for training. On the plus side, there were lots of thermals.



Charlotte Donderwinkle.
20th Feb

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Club Class Nationals at Matamata. John Etches (director) giving morning briefing. Bob Gray our CFI (centre) managed 2nd out of 18 competitors. Tim & Brett 2nd & 3rd in the open. Feb

Wave photo from the club veranda. Rae Kerr



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The club has had a really active summer and we have quite a few more club members to show for it. A big re-welcome to **Phil McKinnon** (who was an active member in the 1980's) and **Gary Woolerton** who was a member a couple of years ago. Also welcome to **Sharia Anderton, Rowan Pirrie, Charlie Irvin** (new youth members) & **Nick Bryan, Brenden Duffy, and Ben Bettridge**. It's great to have you as part of team PGC.

Raglan worked out well for us this year and again we were fortunate that Jim Lyver supported us with fuel. When we were unable to secure a quad bike, Phil Smith came to the party by lending us one that he had recently purchased. As has happened before, we gained a new member (Charlie Irvin) as a result of our efforts. There was no "west coast" ridge day this year, but still plenty of thermals around to make flying well worthwhile. The traditional double tow to Raglan was set back a day due to weather. It ended up less bumpy than previous years, but low cloud bases definitely added some challenge.

The club has done well on the competition scene (full results on a later page). Since the last flypaper, 11 of our pilots made 24 entries in 5 different competitions. We had three 1st places, four 2nd places and three 3rd places.

The active 'Vintage Kiwi' members in our club had a great fly-in at Te Kuiti airfield 6th to the 13th Feb. Our club members Roger Brown, Robin Britton and Rae Kerr are all executive members. We are quite fortunate that our old club glider K8 GLE is now base at Matamata and doing lots of flying by syndicate members.

At date the club is still leading the On Line Competition in points for cross country flying in New Zealand, but we are a few hundred behind Auckland on km's. It didn't help when several of them came to Matamata about 4 weeks ago and got their FAI 500km diamonds. Tim Bromhead is leading the way for us, but it also takes the multitude of us lesser mortals that keep the distances ticking over.

We have run 2 week long training courses this season. The benefits have been that the student pilots have leapt ahead very quickly; getting as much done in a week, what would otherwise take months. I am sure the success will lead to more of these courses being done.

Coming up; Derek Shipley is running a 3 day YouthGlide course using the winch, with 7 students. 18th,19th & 20th April. Our winch has been getting a bit of extra use recently and for those that make the effort to get it running, it is a great way to save on launch costs.

Steve

Snippets



New member Sharia Anderton in GEO 27th Jan



Gareth Cartwright in GPC at Raglan, 12th Jan



More, stunning Raglan pics from Luke McPake



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More Snippets

Visit from Walton Primary School children. 17th Feb



Robin Britton at the Vintage Kiwi meet, Te Kuiti airfield early Feb



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Nick Odum facing a nice looking sky. 4,400ft and an hour flight from a \$20 winch launch. 17th Mar

Derek Shipley in a paddock after a tough cross country day (in the blue) during the Waipukurau contest.



CONTEST RESULTS

We seem to have had big interest in competitions this summer, with 29 in the Club Class champs at Matamata and a staggering 45 in the Central Districts contest at Waipukurau. There haven't been numbers like that in decades and our club is contributing a fair share of entries. It doesn't really matter if you come first or last, but getting out there and competing safely is what makes the sport so exciting.

MSC Grand Prix 2020 27th Dec to 30th Dec (Matamata)

GrandPrix A 7 competitors

1st Steven Care
2nd= Tony Davies
2nd= David Johnson
4th Brett Hunter
5th Saral Venter

New Zealand Multi-class Championships 2nd to 10th Jan (Omarama)

Open 8 competitors

6th Tim Bromhead

Novice 5 competitors

2nd Derek Shipley

Club Class Nationals & MSC Contest 29th Jan to 7th Feb (Matamata)

Club 18 competitors

2nd Bob Gray
6th Rae Kerr
10th Derek Shipley
15th Steven Care

Open 11 competitors

2nd Tim Bromhead
3rd Brett Hunter
6th David Johnson
9th Julian Elder

Central Districts Regionals 20th to 27th Feb (Waipukurau)

Open 11 competitors

1st Tim Bromhead

Racing 31 competitors

12th David Johnson
14th Derek Shipley
26th Sarel Venter

Great Easter Bunny Hunt 1st to 4th April (Taupo)

Enterprise 15 competitors

1st David Jensen
3rd Brett Hunter
5th Tim Bromhead
10th David Johnson

David Johnson all smiles having competed in 4 contests this summer.



Duty Pilot

We are a team of volunteers all of whom indulge in our pursuit of flying gliders. The PGC is a club as compared to a commercial operation. The club ethos includes the need for rostered volunteers to assist the instructors with the daily safe and efficient gliding operation. One of these rostered volunteer duties is Duty Pilot and the Duty Pilot input is most necessary for the smooth functioning of the day's activities. There is a detailed description of the Duty Pilot's Role in our "How We Do Things" booklet (starts on page 27 – as a hint to have a look at it). The key point is that the Duty Pilot is not expected to do all these tasks – so when you have the duty, please delegate to ensure that these tasks are done.

The Club Captain ensures that the duty roster is published well ahead of time and we all get an automated email every Wednesday covering the next fortnight. Please act early if you will not be able to do your duty by arranging a swap. Please let the Club Captain know of the swap so that the roster can be amended. Amending the roster keeps us all in the picture with the up-to-date info.

It is appreciated that there may well be a short-notice situation that prevents you from doing the duty. Please use the email system on the PGC website (Members>Membership List – scroll to the bottom for the "Send Email to this list"). If your time permits, please let the Club Captain know so that other arrangements can be made.

Wing Runner

(These remarks are pointed in the main to aerotow launching – winch launching requires great vigilance and has some additional items as well.)

The Wing Runner duties are an important part of our safe operation. The Wing Runner is in control of the launch as soon as the tow rope is attached to the glider.

While the order may change from this, here is a list of things that will assist you when you are the Wing Runner:

- Awareness of airborne traffic.
- Awareness of other traffic or obstacles in the take-off path.
- Make sure the glider tail-dolly and wing wheel are removed.
- Hand the pilot their straps.
- Glider pilot pre take-off checks – no interruption from you please, but you can double check that the checks are done.
- Controls – look and listen.
- Flaps – look.
- Airbrakes – look and listen for the "kerplunk" as the airbrakes lock closed.
- Canopy closed – look and listen
- Tow rope - Check for knots, condition of the rings. (Rope running hook on rear of bat!!)
- Hook – check correct hook on the glider is being used.
- **Once the tow rope is attached to the glider – you are in control of the launch.**

Still more things:

- Indicate to tow pilot which glider is next.
- Tow plane – check flaps up and canopy closed (Pawnee).
- Tow plane mirror – usually left side.
- Watch for traffic on downwind, base, final. If landing traffic is on base or more than about 2 NM from touchdown, it is normally OK to launch by aerotow (provided the slack is already taken up).
- When the pilot calls “all clear above and behind” check carefully that this is the case and confirm that you have done so by calling loudly **“All clear above and behind”**.
- Remember – as wing runner, you are in charge of the launch.
- Call STOP (loudly) if you are happy with the situation. Your call must be loud so the glider pilot can hear it and release if the tow plane starts to roll.
- Have the bat and use it to give the signals.
- If the glider has water ballast, it is important to hold the wings level so that water ballast is evenly distributed within the wing. If the water pools to the left or right the pilot may not be able to stop the wing tip hitting the ground and a ground loop can be on the cards.
- Support the glider wing – don’t try too hard! Let it fly.
- Watch the take-off roll and climb-out. You can be the first to see things like airbrakes open!
- Please remember to check for other landing traffic as you go back to the caravan.

For Batman and Batwoman

Some of us tow-pilots can have a bit of difficulty interpreting the signals. I find that the batsperson’s exuberance, such as swinging the bat to quickly or in too greater arc can make it difficult to see the signal. Please swing the bat through 90 degrees only (45 degrees either side of vertical) and not too fast. Keep the bat arc below waist level on the take up slack and above shoulder level on the all out. I find that the white side of the bat is easier to see in the mirror. As soon as the glider starts to roll forward after the “All Out” and the tow-plane has gone to full power, you can drop the bat so that you do not get tangled in it - and will be fit to run the next wing!



Chris Hector (our Club Secretary for many years) unearthed some really old photos. Most are of the clubs 50th celebration's in 2007.



Group photo 1996. Current club members showing, Steve Care, Roger Brown, Robin Britton, Chris Money, Ralph Gore and Tracey Gore.

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New PW5 SN with Sandy Norman (standing), whom SN is named after and Ian Hector. Ian was also a tow pilot for us and is now flying for Air NZ. Nov 1996



2007

A young Tim Bromhead



From the CFI

Near-miss Incident on Final Approach

We have had a near-miss incident between a glider and a light aircraft, both on approach to runway 28. This could have resulted in a serious accident and was close enough for the powered aircraft pilots and another glider pilot who witnessed it being quite concerned.

It is timely to remind all of our pilots to be very careful to **maintain a good lookout**, and **listen out**, in the airspace around Matamata and especially in the circuit. Remember that we share the airspace and airfield with numerous other light aircraft of all types, which have different circuit patterns a glider.

Before turning onto final approach make sure you scan the approach in both directions for any other aircraft traffic turning onto final or already established on final. Powered aircraft are likely to be on a longer, shallower final, below your horizon and are particularly hard to see when approaching head on.

Make sure you pick up on radio messages and build a mental picture of where other aircraft are likely to be. Make your own radio call clear so that others know where you are. If you hear a call from another aircraft in the circuit but can't see it, ask for its location and ask for confirmation that they know where you are. If you need landing priority over another aircraft or glider, give a radio call to that effect.

All this must be done during that high stress flight phase when you're concentrating on positioning the glider for a good final approach and landing while dealing with turbulence and wind conditions.

Lastly, if you see another aircraft converging with you, **DO NOT** assume that he has seen you and will give way to you.

Circuit Joining

While we're talking about circuits, I'm aware of recent bad circuit joining flight paths.

DO NOT plan to join the beginning of the downwind by flying towards that point against the downwind traffic flow. Here is a trace of what not to do.

glider descending towards a downwind joining point which is opposing other downwind traffic
DO NOT DO THIS



Joining from the south to land on rny 28 can be done by either:

- Descending to the south and join the base leg; or
- If you have sufficient height (1,500 ft) fly overhead along the runway and turn left (circuit direction) to join at some point along the downwind.

Activating GAAs

GAA airspaces allow us to fly above 4,500ft around Matamata and are to be activated (opened) as often as we need them. The more we use them the more they are seen by authorities as being needed.

We've had feedback from controllers that they would prefer to have some notice of when we require access the airspaces. Please be considerate to Christchurch controllers when asking for areas to be activated, they are often quite busy when we call them.

So, all duty pilots and instructors, think ahead at the beginning of the day, if it looks like heights above 4,500ft will be achieved, then call Bay Approach Duty Controller 03 3581694 early and ask for the required GAAs to be activated from a certain time – say 13:00 local time. Controller will want your contact ph. number and is likely to ask when we will be finished with the area.

Once confirmed, the duty pilot can inform all pilots, before they take off about which airspace has been opened with start and finish times.

Of course, if the airspaces have not been opened from the ground, you're in the air and want to climb into a GAA, you should call Bay Approach and request to activate the appropriate GAA. In this case be prepared for a delay before being able to climb, so do not leave this call to the last minute!

If you opened the areas, you must call the Duty Controller later in the day when all of our gliders no longer need the airspace. This may not close the GAA, we just advise that **WE** have finished using the airspace, let the controllers decide if they de-activate the GAA.



ACHIEVEMENTS

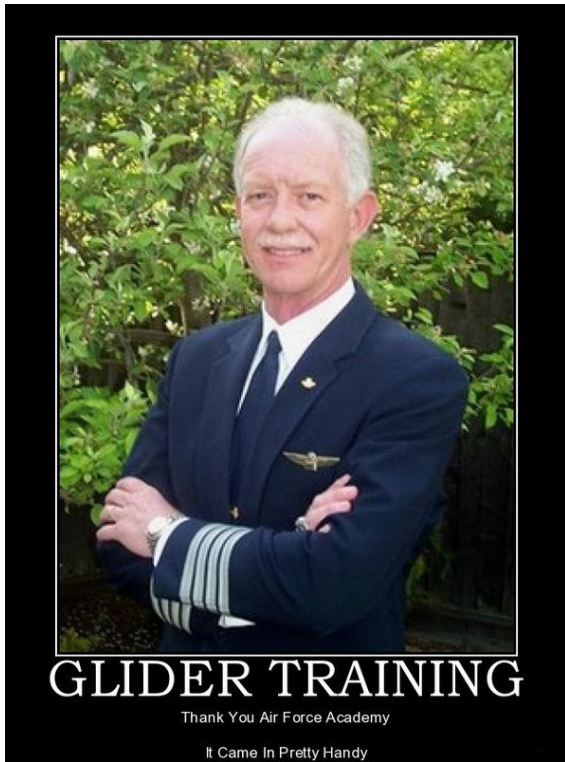
- 30th Jan - **Sarel Venter** - FAI Diamond goal
- 31st Jan - **Steven Thrupp** - FAI Silver height
- 23rd Mar - **Pedro Lang** - FAI Silver distance & Silver height

ON LINE COMPETITION (OLC)

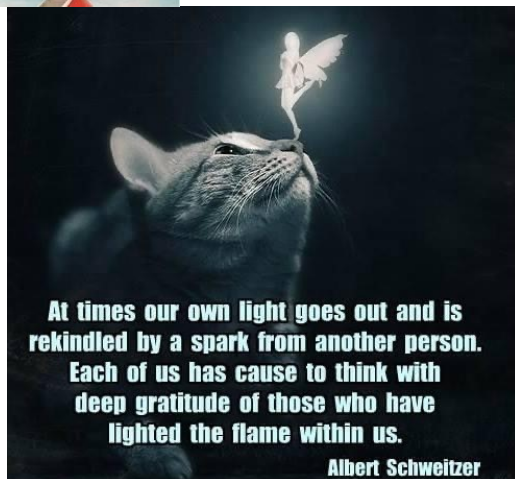
Nationally we led the way in 2019/20, but this season we have been running neck-n-neck with Auckland! We are ahead on points, but on distance we are 516 kms behind. For comparison we flew a total of 53,523.99 kms last year (ending Sept).

#	Points	Club	10-04-2021	KM	Flights	Pilots
1	52,945.71	Piako Gliding Club		52,846.84	283	16
2	51,453.45	Auckland Gliding Club		53,362.72	184	23
4	10,644.00	Taranaki Gliding Club		9,396.74	93	9
5	10,314.69	GlideOmarama.com		9,415.38	25	2
6	10,307.00	Taupo Gliding Club		9,879.55	61	6
7	8,749.96	Gliding Wellington		8,431.47	31	5
8	7,525.28	Canterbury Gliding Club		9,976.87	47	13
9	5,748.01	Auckland Aviation Sports Club		5,870.60	34	5
10	5,521.86	Central Otago Flying Club		5,469.28	32	3
11	5,084.84	Tauranga Gliding Club		5,930.55	29	3
12	4,347.37	Nelson Gliding Club		4,324.14	36	5
13	3,241.59	Omarama Gliding Club		2,670.86	11	3

name	Flights	Duration	Overall Points OLC-Plus	Speed-OLC average Speed
Tim Bromhead	44	166:30:00	12,777.99	79.36
DP Jensen	24	92:59:00	7,555.21	95.33
David Johnson	26	91:51:00	5,905.12	65.04
Sarel Venter	31	89:36:00	5,603.95	50.96
Colin Kelly	26	56:45:00	3,370.29	40.84
Bob Gray	13	48:42:00	3,275.66	66.44
Steven Care	18	44:12:00	3,027.72	51.59
Tony Davies	22	41:01:00	3,008.68	41.76
Mark Shrimpton	14	29:17:00	2,126.81	44.39
Patrick Lalor	14	28:46:00	1,894.54	38.55
Pedro Lang	19	39:54:00	1,337.56	16.35
Derek Shipley	11	20:41	1,063.99	24.48
Royden Hooker	11	14:09	816.4	19.18
David Dennison	5	11:53	621.52	41.18
Chase Cahalane	3	4:57	296.79	23.75
Ian Wood	2	3:14	263.47	39.91



It had to happen, didn't it! Some mystery person or persons, put this up in the campground during the GNZ Club Class champs at Matamata.



UPCOMING EVENTS

18th, 19th & 20th Apr Youthglide winching

15th to 16th May Hamilton ATC winch weekend

PIAKO GLIDING CLUB COMMITTEE 2020/2021

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President:	Iggy Wood
Vice President:	Tim Bromhead
Secretary:	Patrick Lalor
Treasurer:	Dave Dennision
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