

# The Flypaper



Volume 2021, Issue 2

11th June 2021

PGC Annual General Meeting 4pm Sat 26th June

PGC Mid-Winter and Awards dinner 7pm Sat 31st July



New member Charlie Irvin after her first solo 28th Apr. Deservedly very pleased.

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13 year old, Josh Donderwinkle on the ridge in Duo Discus GYL 25th Apr



Spectacular photo of PC winch launching.

Polishing working bee to polish GPC and GEO. 29th May

Very wet day, 13 members turned up. Polishing machines and elbow grease.



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Of late the club has been really active and plenty coming up over the winter months. It's been great to see our winch having a good workout and at \$20 per launch, has to be good value for money. Much of this Flypaper is devoted to winching, with a bit about safety and rules.

We have 3 more new members this month; Craig Grylls (tow pilot), Les Williams from Cambridge and Ross Hyndman from Waihi. Welcome guys. We have another 2 or 3 in the pipeline. Our current membership is 72 (excluding associate 13). This means we are growing.

Our club polishing day turned out a big success, with 13 keen members and a multitude of polishing machines. PC is gleaming and EO is nearly as shiny. Paint is a little more weathered but it does now have much more protection than before.

Derek Shipley's Youth Glide course was another big success. One of the students came from as far away as Invercargill and several of our own Youth members attended. Monty Hoehn, Sharia Anderton and Josh and Charlotte Donderwinkle.

This years Annual General Meeting is set for 4pm Sat 26th June (15 days away). There are a couple of particularly key issues that the committee will present this year, so please come and have your say. Free sausage rolls after. This year Patrick Lalor is stepping down as Secretary, so there is a vacancy that needs filling. A big thank you to Patrick for the huge amount of work he did. Being so far away in Auckland plus a busy job made it difficult, so perfectly understandable. The only way we can operate as a club, is if we have an enthusiastic committee and instructor panel. I have been on the committee non stop for 22 years and am still keen (and able) to do what I can. I know there are others on the committee who have been there just about as long. Making a contribution, even if it isn't long term all adds to the clubs success.

The mid-winter prize giving dinner night is set for 31st July. Please put it in your calendar. Hopefully COVID won't stop us in our tracks this year. There will be a separate email go out shortly for everyone to make their bookings. We usually have 50 to 60 attend, so a good social occasion.

David Jensen has again put in a good article, mostly on last years success's and preparing for next season esp goal setting. Now is the time to get organised.

Our number of launches has been increasing recently (2nd on number in NZ) and we are leading the way on OLC (page 9) cross country flying. All good news.

Steve



## Snippets



Quiz night at Matamata Club to raise funds for the Westpac Rescue helicopter. Team PGC L-R Ralph Gore, Rae Kerr, Rosalie and Malcom Piggott, Steve Care and Graeme Cawte.

19th April Youth Glide winning. Tim Bromhead below getting some organisation going.



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Polishers enjoying a big lunch, prepared by joint Club Captain Genny, hiding behind Andy Mackay.



## Snippets



Another spectacular PC photo

Polish team



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Maintenance Officer Colin Kelly inspecting the results.

das winch





# The Year in Review...or “what I did in the holidays”.

(David Jensen)

Now that it's raining, the days are too short to go very far, and the ski season is approaching, it's probably time to review the last summer soaring season (before I forget...forget?? forget what?).

I try to do this most winters.

Was it a good soaring summer? Actually, despite the original La Nina forecast of wetter weather; it was pretty good. This is the second year in a row of below average rainfall. See pictures. Also, I'm sure we had less westerlies?? If I think back to the first GP Contest we held during Xmas 2019 we had 5 straight days of strong ridge...I don't recall much of that this summer. And, overall, we had pretty good contest weather. So, no excuses for not logging some good flights. And the OLC numbers for the club would suggest we had some good results (even if I exclude the flights Tim did in the Sth Is...that's cheating).

And I'm sure there was less air traffic about. It was certainly easier getting access to controlled airspace.

We achieved a ridge flight to the very top of the Coromandels. That was new...and fun.

However, I still haven't clocked up that 500km FAI triangle I keep bleating on about. There were a few days that it would have been possible. But what is evident as I keep trying is there are 2 important things, firstly, having a goal keeps me focused watching the long-range weather forecasts (SkySight is helpful, as is MetService), and second, trying to string together a good forecast across the whole of the central Nth Island isn't easy. But most importantly, if Tim beats me to this task I'll never talk to him again...well perhaps not for an hour or two.

However, a 500km triangle requires about 6 hours flight time – an average of about 110kph on task, plus the actual flight distance is more likely to be 550-560 kms, and there will be some lost time faffing about getting your first climb.

Which brings me to two observations about the club. I think we start too late on good days. An interesting observation is how many times I've launched (as soon as we are organised) only to discover a number of Drury based pilots already at the “swamp”. Trust the forecast, get organised earlier and get going...

And, when it gets busy, we could be far more efficient. The number of times I've watched the tow-plane, engine running, waiting for the pilots to get in and do their checks is surprising. Excepting that I appreciate the efforts of our volunteers driving the tow plane or hooking up gliders etc, I'm sure a time and motion study would highlight improvements. Thinking like a contest launch would be a place to start...



On the plus side we appear to be getting more and more X-country pilots based at Matamata and that adds to the enjoyment. In fact, we might consider a full time instructor/tow pilot for the busy months...even one based on the field. This appears to have worked for Auckland, Taupo, Wellington and Canterbury. But this is a decision above my pay grade...

So, what about next year??

Firstly, I think I need to upgrade my radio. Despite getting the current one checked out people seem to struggle to hear me, especially on 122.25...that's not good.

And, of course, the whole ADS-B upgrade will be required before too long.

Maybe I'll finally get that winch launch rating...but I wouldn't hold your breath.

That 500km triangle still beckons...

And a task to add into the mix is a 500km out and return...starting at Matamata. Any idea where the southern turn point needs to be?? Manawatu Gorge...ouch!! But it is do-able.

Perhaps by some-one better than me...

2000 hours of gliding will probably get entered my logbook this summer. 40% of which is Matamata based, and the rest elsewhere. This year was about 125 hours.

With improvements in accessing controlled airspace we (by which I mean "me") should be dropping into the wave behind the Kaimais more often...it's not hard. Given I've spent plenty of time in the Kaimai wave when based out of Tauranga I'm happy to give some tips...Tip 1 – don't listen to me...



But what's the point of this self-indulgent ramble? I think reviewing your summer of flying and setting goals for the summer ahead is a useful exercise. I find it keeps me focused on setting tasks, getting to the field early and trying to make the best of the day. On many of those good days in Dec-Feb we can get 6-7 hours excellent X-country flying.

David...umm...I forgot...

## SOME TIPS FROM A FEW DECADES OF WINCH LAUNCHING

For me it was winch launching that got me started in gliding. At age 20 I was on minimum wages and could barely afford an old car, let alone pay for anything aviation. The cheapest aviation around at the time was gliding. I decided to talk about gliding with someone I already knew, PGC Instructor, and local Matamata chemist Colin Ross. He proudly told me that the club was just about to get a winch and the launch cost was \$2, compared to \$6 for a 2,000ft aerotow. Yep, I could afford it. I didn't know anything much about it, but it sounded great.

Most of my initial training was on the winch, which would have also been reasonably new for the instructors at the time. I was only the 2nd person in the club to train and do my first solo off the winch. First solo was overspeed, so early release and land ahead. Second was a full launch, catching a thermal and having a 30 minute soaring flight.

I have sometimes been asked, is it safe. Reality is that nothing in gliding is completely safe, but we must actively manage risks all the time. Is winching safer than aerotow? I don't think that either has any more risk than the other, just different. A low level aerotow release or aerotow upset is extremely hazardous, but luckily a rare event. A low level winch release is more common and can also be hazardous. Dealt with in the right way though, there is usually a lot of runway ahead to land on or do a comfortable partial circuit. That's something you won't always get on an aerotow.

There are 3 clubs in NZ that are winch only and another 3 that have dual op's. I only know of 4 serious winch accidents in NZ (ever and none fatal) and the only one I can recall our club having, did not involve any structural damage to the glider. You also have to remember that there have been many tens of thousands of winch launches safely done in NZ. However, overseas there have been horrific accidents that could potentially happen here, should we err towards complacency.

I have listed below some winch tips around cable breaks to remember always when winching.

Expect that the winch can stop, cable or weak link break at any time. It's easy to forget when our winch has become so reliable and seemingly trustworthy. Weak links and cable breaks can go with a bang. Winch power failures can be insidious, just showing a steadily reducing speed. Never allow airspeed to get too slow on a winch launch. It takes energy to get the nose down and deceleration with the nose 45 degrees up (or even less for that matter) can be somewhat expedient.

**Priority 1** get the nose down to normal flying attitude.

*Common mistake*—slow reactions, over reacting when at speed, lowering the nose but not down to normal flying attitude.

*Common mistake*—Over-rotating in the early stage of the launch. Ideal is when the stick (elevator) can be left in the middle. If you are pulling back, consider that you may be over-rotating or the winch driver could be accelerating too slowly. Never lift the nose of the glider if the launch is not accelerating. If you are having to pitch forward, the winch driver could be over accelerating or you are not allowing the glider to steadily rotate into the climb. Over-rotating is always more dangerous than under-rotating. There is a balance. Poor technique or opinion on the part of drivers and/or pilots does not lead to a safe winch culture.

**Priority 2** get normal flying speed immediately, especially before doing any turning.

*Common mistake*—overly fast decision making; trying to turn, pull out airbrakes without sufficient airspeed.



**Priority 3** can you land ahead in the available runway?

*Common mistake*— trying to land ahead when there is insufficient room for the wind conditions.

*Common mistake*—slow decision making and then getting into the non-manoeuving zone (too high to land ahead and too low to do a 360 to land into wind)

**Priority 4** can you turn or do a 360 degree turn?

*Common mistake* – trying to turn too low to the ground for the prevailing wind conditions. If **any** crosswind, you **must turn downwind first** so that last part of the turn is into wind.

*Common mistake* – getting too slow when turning. Optical illusions when close to the ground are a leading cause of fatal stall spin winch accidents overseas.

*Common mistake* – trying to do a full circuit after a cable break, when an abbreviated circuit or a short 360 degree turn was a safer option.

*Common mistake* –not keeping all options on the table. Consider S turn instead of 360. Land downwind if there is not much wind.

Despite all of the above, our winch ops have historically been as safe as our aerotow ops. Given that altitude is gained at the early part of the runway, emergencies are in fact easier to deal with than low level aerotow emergencies. Weak links generally break at the top of the launch when there is too much speed and/or the pilot is still trying to get the most out of the launch.

**REMEMBER AVIATE, NAVIGATE AND LAST IS COMMUNICATE.**

**Maintain airspeed, keep the yaw string straight** and then steer in the right direction. You should never have to make a radio call in a winch emergency, unless there is some earlier hazard you have missed such as another aircraft somewhere near. Or, you have plenty of time, are high and doing a full circuit.

Steve C





# WINCH LAUNCHING AT MATAMATA AIRFIELD

## Subpart F — Matamata Aerodrome

### 93.251 Applicability

This Subpart prescribes special rules for aerodrome traffic at Matamata aerodrome.

### 93.253 Reserved

### 93.255 Operation of gliders

A pilot-in-command of a glider must not launch by winch unless—

- (1) the winch is positioned to the northern side of runway 10 and 28; and
- (2) the crosswind component on the runway in use is less than 15 knots; and
- (3) the launch is under the direct supervision of a glider instructor who is authorised by a gliding organisation; and
- (4) a row of cone markers are positioned along the centreline of runway 10 and 28 and take-off and landings are—
  - (i) for gliders, conducted on the northern side of the cone markers; and
  - (ii) for powered aircraft, conducted on the southern side of the cone markers; and
- (5) the winch is equipped with a flashing amber light and that light is activated and functioning; and
- (6) the winch launch can be conducted without conflict with other aerodrome traffic.

Civil Aviation Rules

Part 93

CAA Consolidation

Some of the most important rules we must follow are the **CAA Act** and **CAA rules**.

Gliding has special mention (amongst others) under Part 149, 104, 91 and 61. However, winching at Matamata Aerodrome has special mention under part 93 subpart F. These are not advisory or suggested guidelines (they are strict rules). As a club we have always followed these (and more, including our good radio calls). Known hazards include aircraft doing Standard Overhead Re-joins. Winch drivers, wing runners and pilots need to look and listen carefully, that a launch can be conducted without conflict with other aerodrome traffic.

There is also a copy of Subpart F on the wall of the clubhouse.

Other requirements about our winch operations are in the NZ

Aeronautical Information Publication (AIP) under Aerodrome Charts—Matamata airfield at <https://www.aip.net.nz>. I am not meant to extract, copy or reproduce other than my personal use. It could be that I could get permission from CAA to publish it but it seems a rigmarole. The link is above and if anyone is likely to commit aviation (winching or otherwise) while the winch is operating at the airfield, then please have a look.

Tim Bromhead in  
Ventus GOP



## ON LINE COMPETITION (OLC)

Looks like we are going to lead the way again for this season, as we did last season. We can rightfully say that as a club, we have done more cross country flying than any other club in NZ.

If you are wondering why 3rd place isn't showing, its because it is all one person; Keith Essex (Minden Soaring Club NV USA). This season he has flown 261hrs and flew 7 flights of over 1,000km.

#	Points	Club	05-06-2021	KM	Flights	Pilots
1	56,675.65	<a href="#">Piako Gliding Club</a>		56,477.85	309	16
2	52,088.01	<a href="#">Auckland Gliding Club</a>		53,888.84	187	23
4	11,008.03	<a href="#">GlideOmarama.com</a>		10,063.97	26	2
5	10,769.00	<a href="#">Taranaki Gliding Club</a>		9,485.16	95	9
6	10,307.00	<a href="#">Taupo Gliding Club</a>		9,879.55	61	6
7	8,749.96	<a href="#">Gliding Wellington</a>		8,431.47	31	5
8	8,140.41	<a href="#">Canterbury Gliding Club</a>		11,283.76	53	13
9	6,491.12	<a href="#">Central Otago Flying Club</a>		6,476.57	37	3
10	5,748.01	<a href="#">Auckland Aviation Sports Club</a>		5,870.60	34	5
11	5,084.84	<a href="#">Tauranga Gliding Club</a>		5,930.55	29	3

Overall Points				
name	Flights	Duration	OLC-Plus	Speed-OLC average Speed
<a href="#">Tim Bromhead</a>	44	166hrs	12,777.99	79.36
<a href="#">DP Jensen</a>	25	96hrs	7,867.58	96.06
<a href="#">Sarel Venter</a>	36	100hrs	6,514.78	51.24
<a href="#">David Johnson</a>	28	97hrs	6,378.45	66.1
<a href="#">Colin Kelly</a>	28	64hrs	4,027.21	44.54
<a href="#">Steven Care</a>	24	51hrs	3,626.68	46.51
<a href="#">Tony Davies</a>	26	45hrs	3,496.90	41.19
<a href="#">Bob Gray</a>	13	48hrs	3,275.66	66.44
<a href="#">Mark Shrimpton</a>	14	29hrs	2,126.81	44.39
<a href="#">Patrick Lalor</a>	14	28hrs	1,894.54	38.55
<a href="#">Pedro Lang</a>	20	39hrs	1,337.56	15.53
<a href="#">Derek Shipley</a>	11	20hrs	1,063.99	24.48
<a href="#">Royden Hooker</a>	13	16hrs	923.62	18.2
<a href="#">David Dennison</a>	5	11hrs	621.52	41.18
<a href="#">Ian Wood</a>	5	29hrs	445.56	28.26
<a href="#">Chase Cahalane</a>	3	4hrs	296.78	23.75

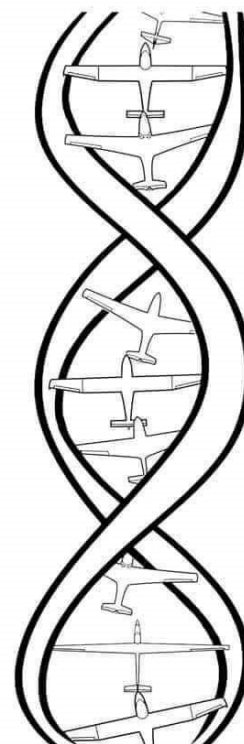
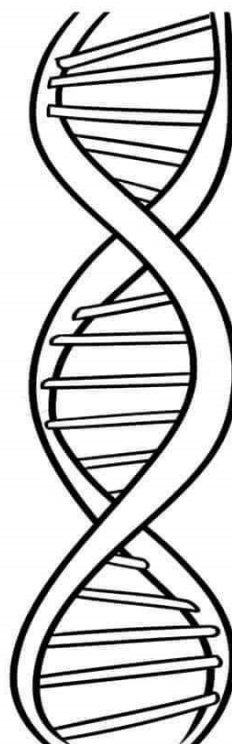
## ONLINE COMPETITION-NZ-PIAKO GLIDING CLUB

YEAR	PLACE	POINTS	DISTANCE	FLIGHTS	PILOTS
2022					
2021	1st	56,675	56.447km	309	16
2020	1st	54,813	53,523km	294	15
2019	2nd	43,782	43,693km	284	14
2018	2nd	35,380	35,138km	208	14
2017	4th	24,995	25,099km	135	14
2016	3rd	16,786	16,514km	97	11
2015	3rd	23,486	23,543km	92	10
2014	3rd	18,444	18,413km	101	7
2013	11th	3,042	3,333km	13	3



NORMAL DNA

MY DNA





## UPCOMING EVENTS

12th-13th June	GNZ Annual General Meeting
26th June	PGC Annual General Meeting 4pm
31st July	PGC Annual Awards night and mid winter dinner at Matamata Club 7pm

## 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