

# The Flypaper



Volume 2021, Issue 4

24th December 2021



Sarel in BA in a valley just north of Wanaka. 30th Nov

Charlie Irvin now flying GSN 1st Dec



YouthGlide 13 to 19th Dec.



Steven Thrupp, pretty chuffed after his first out-landing. 25th Oct



Pedro Lang after completing 5hr duration in local thermals, on a challenging day. Yay, the last leg for his Silver C and has now caught up to Colin Kelly 20th Dec



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We have now been out of lockdown a bit over a month and there has been a real flurry of activity. Lockdown happened August to part of September, then again 3rd Oct to 16th Nov. While Auckland was still in lockdown until the 15th Dec, we were now lucky enough to celebrate semi normal activities under the traffic light system. Our Start of Season Briefing (SOSB) was held virtually on the 2nd Oct. If you missed it you can see it on the Piako Gliding Clubs YouTube channel <https://www.youtube.com/watch?v=aXpmtY5PnP4>

Before the Hamilton lockdown Tim Bromhead took his home to the airfield and then down to the South Island for contest and general flying at Springfield and Omarama. Derek Shipley followed suit a bit later, then Sarel. Tim managed a 500km triangle and they all had some great flights. Last Saturday, David Jensen and David Johnson did some pretty amazing flying by getting to the tip of the Coromandel Peninsular and back. Conditions were perfect, which they have to be for flying the Coromandel coast.

Colin Kelly and Pedro Lang, both now have all of their Silver C legs. Well done both of you and I can't wait to report Gold C's by the end of the season.

As Dave Dennison mention in his email to everyone on 1st Dec, the ATC camp was cancelled, The Walsh have cancelled and our annual trip to Raglan is cancelled. It has all been around the uncertainty of Covid. The Youthglide camp did go ahead and this year the Christmas Camp has been extended to 9th Jan and if Tow Pilots, Winch Drivers and Instructors around, we could have ad hoc club days if the weather is looking good. The Multi-class Nationals start at Matamata on the 22nd Jan (13 of our club members entered), so its looking a great year for badge, trophy and competition flying.

The club has been annually going to Raglan for nearly 40 years. There has been lots of publicity around airfield changes there, which will mean we are unlikely to be able to go back. What the club will do when the Walsh is on in 2023 is a bit unknown at this stage.

I was phoned by one of our members that I was a bit short on my compliments towards new member Bob Henderson. I was quite sternly reminded that Bob was also President of Gliding New Zealand for many years. I am more than happy to publishing even more compliments towards Bob if I am reminded. He is flying his LS4 GMI, now based at Matamata.

We welcome new member Rowan Pirie (rejoined), Neil Harker with Ventus bT GSP and Phil Rees (rejoined) who managed to escape from the UK.

I hope everyone has a very Merry Christmas and see you out at the airfield from Boxing Day onwards for some spectacular weather that is forecast. It is by far the best time of the year for gliding, so make the most of it.

Steve



## Snippets

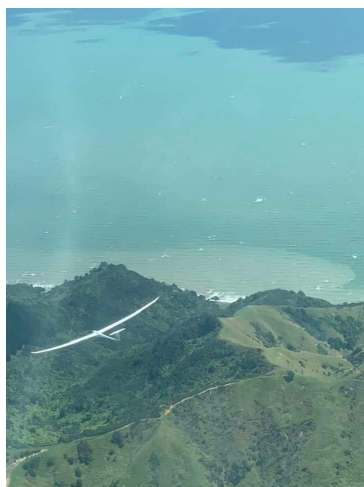


Photo from David Johnsons glider RA of David Jensen VR near Port Jackson at the tip of the Coromandel Peninsular, David Jensen made it back to the front ridges but went back to Port Jackson to help guide RA. Great example of what gliding is all about. Great stuff guys.



Club lunches held on the 11th and 12th Dec. Club Capt Genny Healey, chef extraordinaire.



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Charlotte Donderwinkle took an instructor for a pretty fast flight around the 100km Catlin Trophy. Well done Charlotte!



YouthGlide camp 13th to 19th Dec was affected in the early part by rain. Despite that, lots of flying done soon as there was a clearance. Aucklanders couldn't attend until the Wednesday when their lockdown ended.

## More snippets

Nick Odom in the circuit for 10, 1st Dec



Sarel, over the Hunter Valley, just North of Lake Hawea 30th Nov



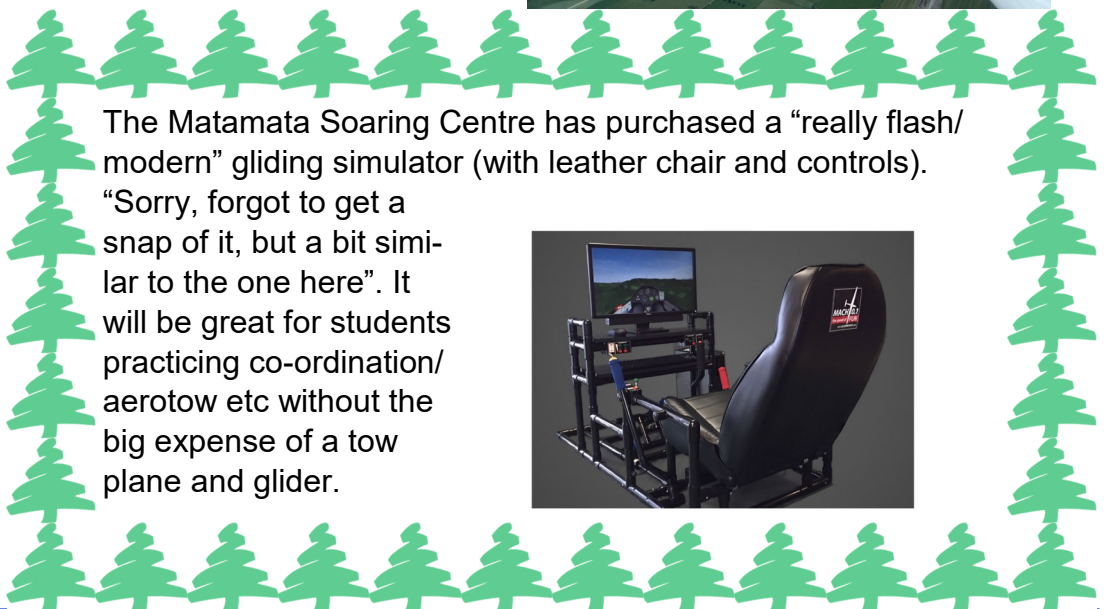
Genny Healey in YL looking at the convergency along the Kaimais, that Denis Crequer in XP managed to reach late afternoon. 11th Dec

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The Matamata Soaring Centre has purchased a “really flash/modern” gliding simulator (with leather chair and controls).

“Sorry, forgot to get a snap of it, but a bit similar to the one here”. It will be great for students practicing co-ordination/ aerotow etc without the big expense of a tow plane and glider.





Julian Mason

We all knew that Julian had some health challenges over the last decade or so and it has been extremely sad that he passed away on the 11th October. It's difficult that we have not been able to timely celebrate his life due to Covid restrictions. He has a very large family and extended family and grieving will have been difficult for them as well as his wife Jo. Julian has been such a big part of our club for most of his life and I am sure we were a big part of his. He certainly had many close life-long friends in the gliding community and gave his all to our club and sport. Julian was a member of the Thames Gliding Club in the 70's, but joined Piako in the early 80's. Even after moving to Auckland, he remained with our club and eventually moved to Matamata to be close to the airfield. He was an A Cat Instructor, Instructor Trainer and CFI of our club on and off, for more years than any other person. He was made a Life Member of our club in 2015.

More recently one of the biggest names in gliding internationally also passed away '**John Roake**' (13th November). He was based in Tauranga, but also did a lot of gliding at Matamata. In addition to being president/executive of Gliding New Zealand for a number of years and editor of the Gliding Kiwi for 43 years, he was extremely instrumental in the development of the Matamata Soaring Centre. We were very honoured that he came to our Awards dinner about 3 years ago.

At this stage a memorial for Julian is being held on the 22nd Jan (Practice Day for the Nationals) 1pm at the airfield. My understanding is a memorial for John Roake will also be held at the same time.



It's official, the club's new DG 1001 club neo is expected about October next year. Bob Gray has been successful in getting some significant sponsorship towards it (well done Bob) and we have more funding from club members putting forward debentures. If feel you can help towards the biggest purchase the club has ever made, please contact Sarel Venter. All up cost is a quarter million NZ\$, which fairly standard for any new glider package these days.



# A Ride in a DG1000



The recent YouthGlide camp at Matamata had a rather soggy start but lifting the Auckland border mid-week seemed to bring good weather along with a keen bunch of youth glider pilots and instructors from the big city. Many clubs contributed gliders, towplanes and instructors to the event, including a DG1000 from Gliding Manawatu. GDG is slightly different to the one we ordered, with a retractable undercarriage and longer 20m wings.

I was keen to give it a go when offered the chance of a flight in the DG1000. The first challenge for me was vaulting up to the front cockpit which is very high off the ground. The answer apparently is to get two strong blokes to lift the tail, so that the front cockpit is lowered to the ground for boarding. This shouldn't be an issue for our DG1001 with the fixed gear arrangement.

The seating position in the front cockpit felt a bit tight and was more reclined than I am used to. However, with the right combination of cushions it was quite comfy when I got strapped in. It might be a better with a back-pack style parachute (e.g. National) and to avoid ones where the harness wraps around your waist.

Monty flew in the glider before me and we had to throw out cushions, parachute etc to close the lid. It might be a problem for very tall pilots but serves them right from my point of view.

The glider flew very nicely along the ridge. Compared to a Duo Discus, it seemed to respond more quickly to ailerons and was easier to feel small bumps in the air. That might make thermalling a bit easier, but I imagine it could be quite jarring when zooming along the ridge at high speed.

Like the Duo, it is very slippery, and it is easy to find yourself speeding up 5 or 10 knots when you are thinking about something else. The trim consisted of a handle on the stick that will trim the aircraft to the current stick position when you squeeze it. I liked this arrangement more and more as we flew.

Straight ahead stall was very gentle, although stall speed was a bit higher than I was expecting (just over 40 knots).

I thought that the airbrakes seemed a bit small, probably because I am used to having several acres of airbrakes on the Puchacz.

Thanks to Ross for taking me on a really enjoyable ridge flight in the DG1000. It is a terrific airplane, and I can't wait for our new DG1001, GPK, to arrive!

Dave Dennison

## ON LINE COMPETITION (OLC)

Yes, we are still number one in New Zealand. Special thanks to Tim Bromhead for escaping to the desolate South to keep his points going. He has flown 60hrs since mid Sept, which is really impressive. Most of us haven't been able to get to the airfield for a big part of the last 3 months. Hard on our heals is Canterbury and yes we should be worried. As you know they do some huge flights, but we do lots and lots of little, moderate and one or two big ones. The more members we have registered the more points we will have. All you need is an Android phone and it may even be possible with an iPhone. Object being to produce an igc file. Very easy and quick once you know how.

1	17,859.40	<a href="#">Piako Gliding Club</a>
2	16,942.15	<a href="#">Canterbury Gliding Club</a>
3	5,171.27	<a href="#">Minden Soaring Club</a>
4	5,017.48	<a href="#">Omarama Gliding Club</a>
5	3,838.34	<a href="#">Auckland Gliding Club</a>
6	2,909.03	<a href="#">Wellington Gliding Club</a>
7	2,506.60	<a href="#">Nelson Gliding Club</a>
8	1,623.39	<a href="#">Taranaki Gliding Club</a>
9	1,325.39	<a href="#">Tauranga Gliding Club</a>

name	Flights	Duration	<a href="#">Overall Points OLC -Plus</a>	Speed-OLC average Speed
<a href="#">Tim Bromhead</a>	18	59:41	4,971.92	70.23
<a href="#">Derek Shipley</a>	11	37:45	2,679.68	51.12
<a href="#">Colin Kelly</a>	13	31:15	2,010.56	45.81
<a href="#">DP Jensen</a>	6	20:34	1,863.95	94.42
<a href="#">Sarel Venter</a>	6	18:45	1,202.58	47.93
<a href="#">Bob Gray</a>	7	11:12	1,056.74	45.29
<a href="#">Tony Davies</a>	8	12:13	1,051.25	34.82
<a href="#">David Johnson</a>	2	6:44	596.45	76.96
<a href="#">Ian Wood</a>	3	6:37	525.10	54.52
<a href="#">Pedro Lang</a>	6	14:00	478.63	18.69
<a href="#">Royden Hooker</a>	5	5:51	446.72	19.35
<a href="#">Steve Thrupp</a>	7	6:01	322.70	6.82
<a href="#">Steven Care</a>	3	3:54	251.32	20.98
<a href="#">Philip Rees</a>	1	2:24	201.31	59.81
<a href="#">David Dennison</a>	1	3:14	200.46	61.84



## NEW AIRSPACE



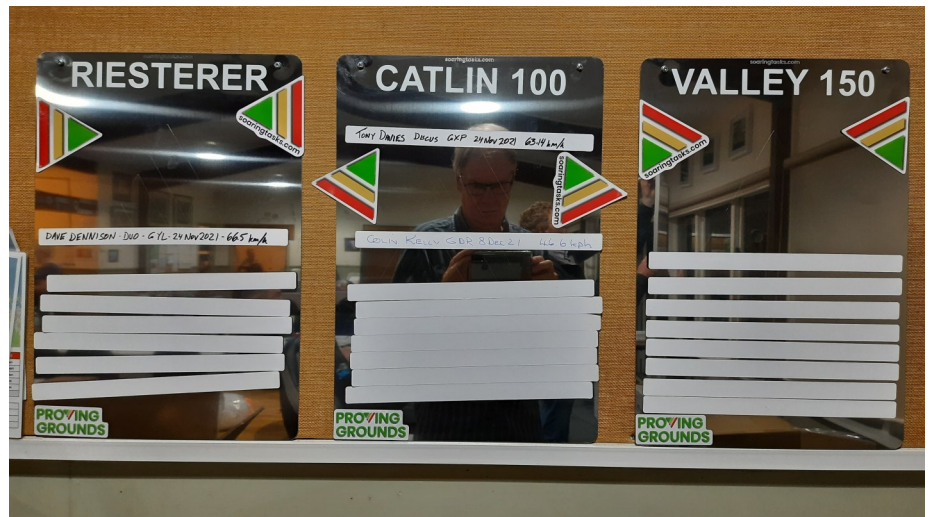
There are some airspace changes that came out on 2nd Dec. First the little triangle between Thames and Miranda is now a G area (G273) and can be opened on approval by Auckland approach from 4,500ft to 5,500ft. The area that I think used to be called Maramarua is now call Waerenga and is G274 Auckland approach by notification 4,500ft to 5,500ft

Going to Tokoroa was always limited to 4,500ft, but we now have a new G250 Tirau to 6,500ft that can be opened on approval by Bay approach. Atiamuri G251 can go to 5,500ft on approval.

Basically do not fly above 4,500ft unless you know about what airspace is above you. Its easy to forget when there are strong thermals or ridge going to 6,500ft (or higher). Best course of action is to get the latest VNC and make sure you study the changes, so that you do not bust airspace. There are serious ramifications if you do (starting with OP's 10 incident form). Dave Dennison has new airspace files for x/c soar, oudie, LX etc at <https://www.gliding.net.nz>

## PROVING GROUNDS IS UP AND RUNNING

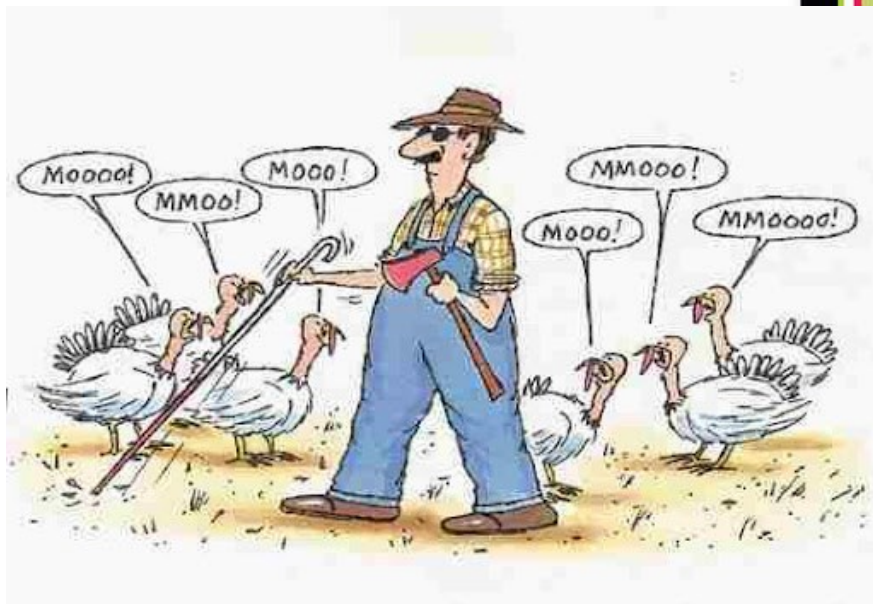
The details are on the notice board at the front of the clubrooms, by the blackboard. Quite a number of entries already for those that are X/C rated or have an X/C instructor to fly with.



Our club engineer has recently filed a potentially very serious OPS 10 incident report. He found a picket in GXP had fallen behind the luggage compartment and into the control mix area. The same thing happened in 2014 to another Discus and it jammed the controls in flight. The pilot luckily managed to bail out and survived, but might not have if it happened at a lower altitude. Please make sure pickets and or FOD does not get in behind the luggage tray of GXP







Dog fight???? Nah---Cat fight!!!!

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## UPCOMING EVENTS

26th Dec to 9th Jan	MSC Christmas Camp
1st to 8th Jan	Auckland Soaring week—Drury
22nd Jan - 31st Jan	NZ Multi class Nationals—Matamata
5th Feb to 12th Feb	Northern Regionals—Taupo
12th Mar to 19th Mar	MSC Grand Prix contest—Matamata

## PIAKO GLIDING CLUB COMMITTEE 2021/2022

President:	Iggy Wood
Vice President:	Tim Bromhead
Secretary:	Dave Dennison
Treasurer:	Sarel Venter
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
	Colin Kelly
Maintenance Officer:	Colin Kelly
	Seconded for project purposes Gareth Cartwright