

The Flypaper



Volume 2022, Issue 1

7th May 2022

Piako Gliding Club Annual General Meeting
Saturday 18th June 4pm at Clubrooms



Our new DG1001 Club Neo ZK-GPK under construction in Germany. ETA is Sept/Oct.

Tim Bromhead flying past Raglan Harbour on one of his trips around Hamilton airspace.



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Above new member Will Verland, who has recently solo'd. Below Iain Anderson, re-solo after many decades break.



NZ Multi-class Nationals at Matamata. 38 competitors.

A lot has happened since the last flypaper, both for me personally and with club activities. Covid is still affecting everything, but gladly we are operating and successfully at that. Big news is that our DG 1001 Club Neo is being built (see front page). A huge thank you goes to all those that have supported the club debenture scheme, the 4 members that signed the guarantee for the GNZ loan and Bob Gray for securing some quite significant funding grants.

Christmas Camp saw lots of activity and it extended into January. I am sure every one has seen the controversy at Raglan Airfield and this year was the first in about 38 years where we have not been able to go to Raglan. It was also the first in even more years that the Walsh Flying School was cancelled.

Later in this Flypaper are the results from the 2 recent contests held at Matamata. They were both well supported by our club members. It does take a lot of volunteers to make a contest run smoothly, especially when nearly every day is a flying day.

We are well ahead of last year on cross country points and still No 1 OLC club in New Zealand. Some of our up and coming members have had some good x/c achievements, which is sign of a healthy club. See later in Flypaper for a list of achievements. Proving Grounds is working well, with lots of competition for all of our club trophies.

Earlier this year XP suffered some damage. It is now back in the air and now has a shiny new nose hook, making aerotows less pitch sensitive than before.

Norman Duke recently ran the National ATC gliding course (25th to 29th April at Matamata). They had 20 cadets and several of our instructors, both of our 2 seaters and gliders from Tauranga and Auckland. This is his 3rd year running the course. Sorry no photo's.

During the Nationals, there was a new Oudie N that spontaneously caught fire (luckily after flying). Keep in mind that this can happen to any Lithium Iron battery; ponder your cell phone or charging power pack. It is illegal to throw anything out the window (other than water or sand), but if it's a choice between prosecution or catching fire, I think the former might be worthy consideration. All batteries need to be treated carefully. Make sure that the 'correct' charger is used and remember that the battery can unknowingly be damaged if you drop it.

Iggy has done some upgrades to our winch, but sadly it isn't being used as much as it could. It only takes a few interested members getting it going and \$20 to 1,500ft is much more cost effective than \$66 to 2,000ft. We do have to be more selective with weather (especially cross winds). Keep in mind that there are 3 active clubs in NZ that are winch only.

Steve

Snippets

More GPK photo's from Germany



Bob Henderson's new glider LS4 GMI below. He is getting lots of flying in and is patiently awaiting his trailer (due soon).



DELIVERING
HIGH QUALITY
GLIDING
OPPORTUNITIES
TO MORE
PEOPLE



Example of good lookout from Ross Hyndman. 9th Feb



Iggy Wood rather pleased with himself after battling around 300km Gold C task in XP. 24th April



Paddock Landings

More snippets



Pedro Lang. NI just south of Paeroa 11th Feb

Colin Kelly. DR at Taotaoroa near Hobbiton 16th March



Steven Thrupp. NI at Thames airfield after his Silver C flight 16th Jan

Our glorious playground. YL 8th Apr



Wonderful and fitting memorial remembrance for Julian Mason 22nd Jan. Tributes from Chris Money, Paul Castle, Tony Davies and Julian's wife Jo Simpson-Mason

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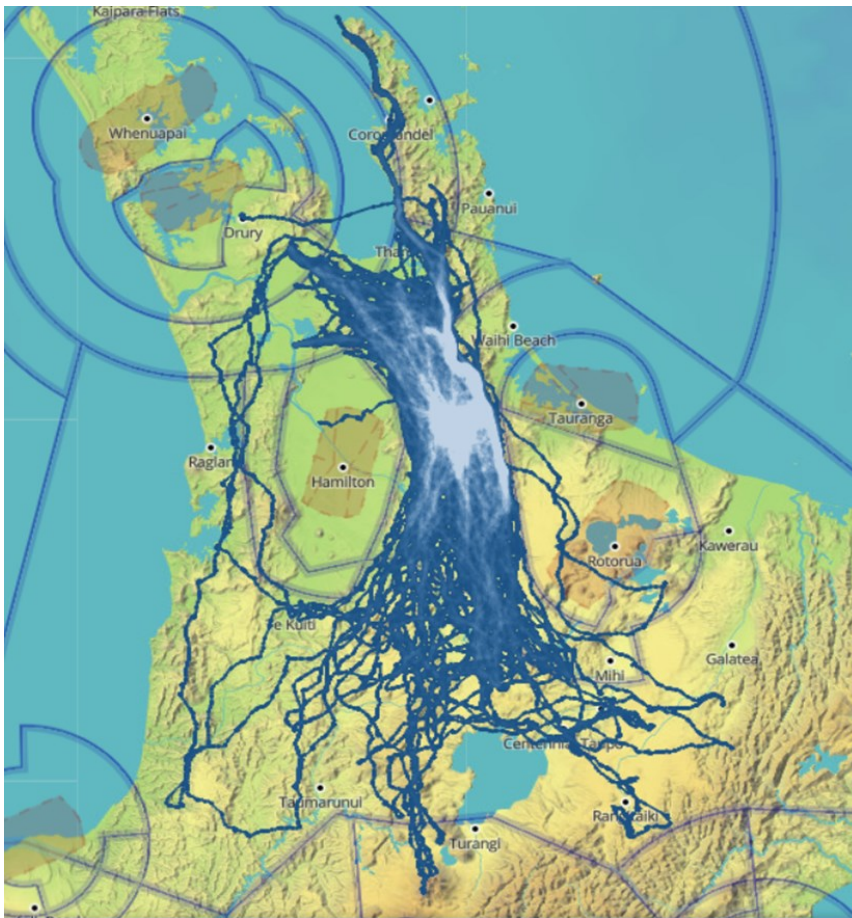
DAVID JENSEN

The leaves are falling...as are the thermals...it's time to review how the season went.

As I write this the club has ticked over 60,000kms on the OLC. We should register a few more flights over April and May. Not too bad for a year that was forecast to be an La Nina.

By contrast El Nino summers usually give us more westerlies and therefore lots of ridge flights.

And where did we all go??



This is a map generated off the OLC for all flights by club members (so no contests or visiting pilots), starting at Matamata...and mostly ending back at base.

A couple of interesting things.

We generally stay within the airspace boundaries (I'm told this is a good thing)...however pilots shouldn't feel bound by the virtual lines in the sky...AirwaysNZ have been quite accommodating towards requests to enter "their" airspace. Perhaps there is a useful session to be had providing confidence when contacting Bay Approach?

There are uncontrolled areas that we could make better use of...the obvious area is north of Katikati and around Waihi. It's uncontrolled upto 4500ft. Plenty of space for gliding especially when the westerly isn't blowing...or when it converges with the sea

breeze. Also, the area north and west of Tahuna. On good thermal days the soaring around the hills and out towards Huntly/Te Kauwhata can be great. Again, plenty of uncontrolled airspace either 4500 or 6500ft.

It seems the racetrack around Hamilton airspace is getting popular (last season no one did it), and I know there are a few more flights on this task that weren't logged on the OLC for this season.

No one got past Mt Ruapehu...we must try harder...

BUT it shows lots and lots of flights between Tokoroa and the Swamp. Well done to everyone who went X-country this season.



If you look really really closely you'll see a Ventus C...what's he doing this close to the ground this far from home??

Unite against COVID-19

The committee has done it's best to adapt to the changing risks and protection measures as the COVID pandemic has progressed. It seems that we have entered a phase of the pandemic where the containment strategy is no longer feasible. Each club member must decide how to manage their own risk of contracting COVID.

Most of the population is now vaccinated and the vaccine is not as effective in preventing the spread of the current variant as previous versions. Therefore, it is no longer required to check for vaccine passports at the club.

The committee has also lifted the general ban on trial flights and visitors to the club.

Some instructors still prefer not to fly with another pilot in the confined space of a twin glider. This may mean that instruction and/or trial flights may not be available on some days. Please respect the choices that your fellow club members make to protect themselves and others.

Check the booking page on the club website for daily advice, and contact the duty instructor if in doubt.

Both pilots should continue to wear a face mask while dual flying in twin gliders, unless both pilots agree to omit them. If your co-pilot is wearing a mask, put yours on as well.

We understand that the government is no longer doing contact tracing of infected persons. Covid QR posters will remain at the club for those who are still using the system to track their own movements.

Please stay home if you are unwell.

Be safe, and have fun!

[Dave Dennison](#)

From the CFI

Flight Tracking

For a long time we've been worried about the safety risk of one of our glider pilots going missing while on a cross country flight from Matamata. Our standard operating procedures ask all pilots planning a cross country flight to inform the Duty Pilot of their intentions and/or note down their intentions (in the computer timesheet or the red journal book which is in the caravan) before they take-off. As well as this, pilots are asked to give "ops normal" calls every hour. Neither of these have been well carried out over recent seasons. It's also well known that intentions for a flight often change once you're in the air and you may decide to head off in a different direction to what you may have told people on the ground.

Flight tracking is a great tool to follow gliders when they are in the air. GNZ (Tim) has established a website which tracks and records the location of all gliders using an onboard GPS position device. <https://gliding.net.nz/tracking>

With this website and the availability of cell phone apps, flight tracking has become easily accessible to everyone.

So, it is time to change our SOP so that all Piako pilots use tracking. For next season we will bring in a mandatory requirement for flight tracking for all Club pilots when flying away from the airfield.

There are a number of options for tracking including cell phone Apps:- BTraced, Overland and Wildtrack; or,

Spot, Inreach, or other specific tracking devices.

There is useful information on GNZ website on how to set up tracking on a cell phone: - <https://gliding.co.nz/how-to-set-up-cell-tracking/> with pages below specifically for the different Apps. Or contact the Club's resident techo expert Tim, who will point you to the appropriate help places.

In the next few months, the Club glider fleet will be fitted with hard wired flight tracker units. This will be done over the winter so that by next season our fleet will be tracked on every flight automatically. However, even if you only intend to fly Club gliders, it would be very good for everyone to set up and know how to use their own tracking system as a backup and for your own flight tracing record.

There'll be more information and a questions answered at the Start of Season Briefing in October. In the meantime, if you haven't already, then get tracking set it up and start using it on all your flights. From the beginning of next season lets have all flights traced in real time.

Ground Towing Towards 28 Launch Point

Instructors have noticed a safety problem which seems to have worsened recently. Gliders are being towed along the fence line towards the launch point of RWY 28 while the tow plane is lining up for a take-off towards them.

If the towed glider approaching the launching tow plane stops at the side of the runway there is obviously a hazard now in front of the launch. The safe thing to do is stop the launch until the towed glider proceeds past the waiting grid which often means the towed glider has to drive in front of the tow plane to get around the back of the grid.

The problem we see is that people towing gliders either continue along the fence when they see the tow plane starting up, or they simply aren't looking ahead and don't notice the tow plane lining up until too late. A standoff situation arises when the towed glider gets close to the launch and each pilot is not sure what the other is going to do.

There are a couple of things we can do to reduce this risk:

- When setting up the launch grid on Rwy28, position gliders so that there is at least a clear glider wingspan between the grid and the caravan. That way if a towed glider gets close the launching area when the tow plane lines up, then there is room to tow the glider straight past the grid before the take-off without having to turn out into the runway to get around the tow plane; and,
- Everyone ground towing towards RWY28 launch point must stop at the hangars, at a point where you can see the launch point, and check for the tow plane lining up before driving out onto the taxiway. If the tow plane has started, then wait at the hangars until after the take-off; and,
- If you're launching (both pilots and wing runner) and you see a glider being towed towards the launch point, be prepared to hold until it has passed behind; and,
- If you're towing and are more than halfway along the fence line when the tow plane lines up, then expect to be waved forward and proceed behind the launch without delay. Be very careful to assess that the tow pilot has seen you and is holding.

Doing these things will improve launch efficiency and safety. But remember if you see an unsafe situation arising at any time, then stop everything and clear the problem. It's much better to have a short delay than an accident.

Fly safely,

Bob Gray

ON LINE COMPETITION (OLC)

Yes, still number one in New Zealand. Interestingly we have 3 pilots who have flown over 100hrs so far this season and many with thousands of kms flown in total. We are already ahead of last years points of 63,464 but over 4 months still to go. We are 4th in the whole of Australasia and ahead famous x/c clubs such as Kingaroy/Lake Keepit.

Even if you are mostly a local pilot, every few points counts. If you are not sure how to get set up, please ask. I can now do mine on my phone in about 30 secs after I land, using a small amount of mobile data. S

Place	OLC points	Club	Kms	Flights	Pilots
1st	63,714.08	Piako Gliding Club	57,804.57	329	16
2	46,695.13	Auckland Gliding Club	42,681.62	182	22
3	19,123.71	Taranaki Gliding Club	16,177.48	121	14
4	18,380.50	Canterbury Gliding Club	19,302.55	63	10
5	12,665.46	Omarama Gliding Club	11,698.44	37	5
6	11,810.47	Wellington & Wairarapa Gliding Club	10,869.76	51	7

NAME	U 2 5	Flights	Duration	Overall Points	average Speed
Tim Bromhead (NZ)	45	169	13,995.87	70	
Sarel Venter (NZ)	38	118	8,037.86	52	
Colin Kelly (NZ)	43	103	6,746.82	46	
DP Jensen (NZ)	19	70	6,254.33	91	
Derek Shipley (UK)	27	87	6,093.79	43	
Philip Rees (UK)	33	88	5,275.30	41	
David Johnson (NZ)	19	58	4,149.10	52	
Bob Gray (NZ)	16	43	3,260.97	56	
Steven Care (NZ)	19	43	2,996.50	42	
Tony Davies (NZ)	14	19	1,479.99	25	
Pedro Lang (NZ)	15	38	1,458.88	21	
Ian Wood (NZ)	8	17	1,360.10	48	
Royden Hooker (NZ)	17	19	1,198.69	15	
Steve Thrupp (NZ)	14	15	1,023.22	11	
David Dennison (NZ)	1	3	200.46	61	
Malcolm Piggott (NZ)	1	2	182.05	45	

1	247,883.59	Beverley Soaring Society (WA)	215,545.53
2	195,759.50	Gliding Club of Victoria (VIC)	173,319.12
3	79,619.66	Temora Gliding Club (NSW)	70,112.79
4	63,714.08	Piako Gliding Club	57,804.57

ON LINE COMPETITION-NZ-PIAKO GLIDING CLUB

YEAR	PLACE	POINTS	DISTANCE	FLIGHTS	PILOTS
2022		63,714	57,804km	329	16
2021	1st	63,464	63,268km	346	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



NZ Multi-class Nationals 22—31st Jan 2022—Matamata Airfield

Club members had a good showing at the champs with podium finishes for

Brett Hunter, Tim Bromhead and Rae Kerr.

There were 38 competitors (one of the biggest contests for many years) and the weather played ball with 7 flying days out of 10. Piako weather was fantastic our club had a good showing with 11 competitors. It was also great to see all the club helpers that went into making the event work. Contest Director was Karen Morgan (immediate past GNZ President).



PIAKO RESULTS

OPEN CLASS

#	CN	Contestant	Club	Glider	Total
2	XB	Brett Hunter	Piako	JS3	4,395
3	OP	Tim Bromhead	Piako	Ventus cT 17.6m	4,182
7	DE	Julian Elder	Piako	E1 Antares	2,513

RACING CLASS

#	CN	Contestant	Club	Glider	Total
6	YL	Bob Gray	Piako	Duo Discus	5,556
7	RA	David Johnson	Piako	ASW 20	5,460
12	BA	Sarel Venter	Piako	DG-300	4,751
13	ML	Derek Shipley	Piako	Jantar	4,568
21	VC	Steven Care	Piako	ASW 20	2,211



Tim Bromhead after his 3rd place award.

SPORTS CLASS

#	CN	Contestant	Club	Glider	Total
3	EZ	Rae Kerr	Piako	T51 Dart	3,800
6	DR	Colin Kelly	Piako	Ventus 2b	281

Central Districts Regionals 18—22nd Feb 2022-Greytown

Another big contest with 35 entries. The weather permitted only 3 flying days out of 9 and only 3 Piako pilots entered. Never the less, 2 had podium finishes.

Tim Bromhead and Bob Gray. Word is that it was still a good competition at the new Wellington club facilities at Papawai airfield.

PIAKO RESULTS

OPEN CLASS

#	CN	Contestant	Club	Glider	Total
2	OP	Tim Bromhead	Piako	Ventus cT 17.6m	2,267

RACING CLASS

#	CN	Contestant	Club	Glider	Total
3	NV	Bob Gray	Piako	DG 100	1,643
12	RA	David Johnson	Piako	ASW 20	1,132



Phil Rees flying GJ at the Masterton Vintage Kiwi meet around the same time.

NZ Grand Prix 12—19th March 2022—Matamata Airfield

18 competitors (6 Piako), 8 in Group 1 (open) and 10 Group 2 (club class). Unbelievably great weather given the time of year, 6 flying days out of 8. Podium finishes **Steven Care** (3rd year win in a row) and **Phil Rees**. GP numbers need to be low because of the mass starts and sometimes close finishes. Ideally everyone should be flying similar gliders, but under Dave Dennison's guidance a good handicap system had been worked out. Many found out the penalties for mis-understanding or inadvertently breaking the rules ruthless (often complete loss of day points). Quite frustrating if you happen to be first around the course.

This was Norman Duke's first foray into Contest Directing and by all accounts was successful.

The contest was a little short on helpers, but everything did end up running smoothly. A big thank you to those that put in a lot extra effort to make things work.

PIAKO RESULTS

Grand Prix Group 1

#	CN	Contestant	Club	Glider	Total
4	YL	Bob Gray	Piako	Duo Discus	24
7	DR	Colin Kelly	Piako	Ventus 2b	10

Grand Prix Group 2

#	CN	Contestant	Club	Glider	Total
1	VC	Steven Care	Piako	ASW 20	45
3	GJ	Phil Rees	Piako	Std. Libelle	36
6	BA	Sarel Venter	Piako	DG 300	26
8	ML	Derek Shipley	Piako	Jantar 2	23

Steve Care with Group 1 winners Sam Tullet and John Robertson in the Auckland Duo Discus. All names go on the NZ GP Trophy, last awarded to Ben Flewitt about 20 years ago. Presented by CD Norman Duke.



Bill and Jan Mace turned up for an MSC dinner put on by Marion Moody (22nd Jan). Bill announced that they were permanently emigrating to Australia, closer to their son and family. It was an opportunity for everyone to properly acknowledge the huge contribution they both made to the Piako Gliding Club and the Matamata Soaring Centre. A very fitting and important celebration that seemed to have been missed when Bill stopped gliding. We all wish both Bill and Jan all the best in Aussie.

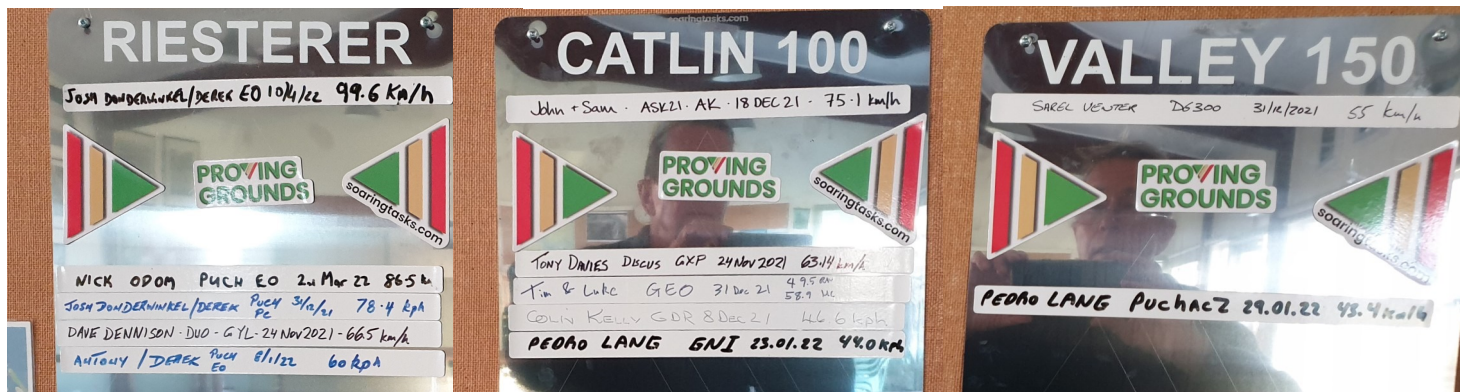
ACHIEVEMENTS

I am not absolutely certain that I am not going to miss some achievements here, so if something is not below, please let us know for the next Flypaper.

Steven Thrupp— 50km Silver distance
Will Verland—First solo
Iain Anderson— First re-solo
Ross Hyndman— First re-solo
Iggy Wood—300km Gold distance

PROVING GROUNDS

This new competition has been well competed for. It isn't the end of the year yet, so still a chance to put in a new claim. I am not sure that Auckland pilots can claim our Catlin trophy, so I think Tony is still in the running.



CLASSIFIEDS

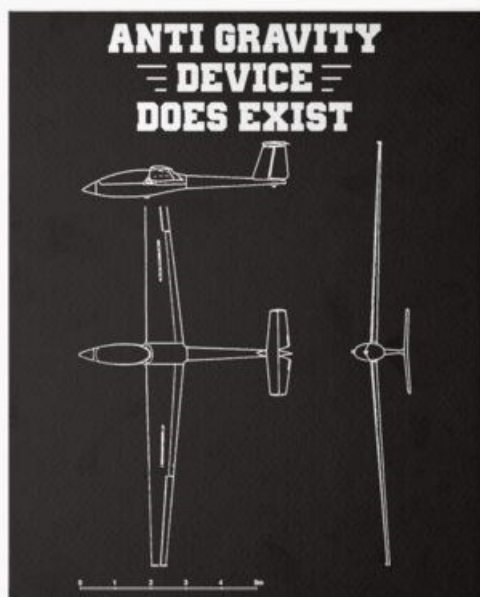
Most gliding stuff that comes up for sale goes on the GNZ web site [www.https://gliding.co.nz/classifieds/](https://www.gliding.co.nz/classifieds/). David Johnson has asked that I put his ASW 20CL GRA in FP for sale and I would be happy to put other stuff in if asked. He is looking for \$60K. Ph 021 2135880. I think there is also a Mosquito and a trailer in the club for sale, but possibly are sold. I also have word from someone looking for hangar space. If you have a space for rent or sale, please let me know.

BATTERIES



"It is possible to fly without motors,
but not without knowledge and skill."

- Wilbur Wright



UPCOMING EVENTS

22nd May	MSC AGM at clubrooms 12pm
18th June	Piako Gliding Club AGM at clubrooms
26th—27th June	Gliding NZ AGM-Wellington

PIAKO GLIDING CLUB COMMITTEE 2021/2022

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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