

The Flypaper

Volume 2023, Issue 3

10th Apr 2023



Two recent glider changes in the club. Charlie Irvin is now part of the GNV syndicate.

Not to be outdone Royden Hooker, below, is now in shares with Colin Kelly in Ventus 2 GDR



Left—Rainer Kunnemeyer and Rob Munn launching PK on the winch 2nd Apr



Brett Slater has now converted to GSN with a first flight of 2hrs.



Tim Bromhead flying past Mt Tongariro (National Park) from Matamata on the 29th March. 400km OLC distance showing summer hasn't quite ended yet.

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It's been a quite unusual summer season for gliding and even though winter is looming, we are still getting an occasional good day of flying. Lots recently happenings in the club with more glider purchases, club trophies being competed for, contest flying, mixed in with the odd ridge day. Just when we thought the Pandemic was so far behind us, quite a few members have recently been caught out with COVID. Just remember that if you are feeling unwell or off-colour, please stay away from the airfield. It's also a good idea to have a supply of RAT tests on hand and know how to get hold of anti-viral medication if you do test positive.

The Central Plateau Contest at Taupo 4th to 11th March. We only had entries in the open class. Brett Hunter was 1st. Full contest results page 8.

The Great MSC Grand Prix at Matamata ended 2 weeks ago (again) with Brett Hunter 1st in Class A with Steven Care and Phil Rees 2nd and 3rd in Class B. The contest was well directed by Dave Dennison (who also did finance and landouts). He had assistance from Brett Hunter (task setter), Tim Bromhead (airspace), David Cleverly (grid marshal), Charlie Irvin and Rae Kerr (radio) and Iggy Wood (tug master). Bob Gray did all of the prep work setting up the competition for this and the earlier GNZ Club Class competition.

Tim Bromhead's 'PureGlide' videos on YouTube are getting a huge following. We had a recent Trial flight with one of Tim's fans and he was really impressed that gliding was every bit as good as Tim was portraying. Tim also has lots of followers in the UK and Europe. Take a peak at 'Pure Glide' at 'YouTube' and become a subscriber if you are not already.

The BP airfield underground fuel tank has reach the end of its use by date. BP are looking at removing it. Plans are afoot for another provider to set up a replacement, so we'll just have to see how things develop.

Pedro Lang has donated some 'postcards' for the club to sell. All proceeds will go to the club. Sale price is \$5 each and they are in the bar. It has a spectacular photo from outside YL's cockpit. A good item to take with you on your next overseas trip. Well done Pedro for your masterful design!

Steve

SNIPPETS



Mercury Energy group with
Sarel Venter and Steven Care.
5th Mar

Final dinner at the Grand
Prix



ATC Rotorua group
2nd Apr

New glider tent. Perfect
accessory for keeping the
sun and rain off. Tim
Bromhead 4th Mar



DELIVERING
HIGH QUALITY
GLIDING
OPPORTUNITIES
TO MORE
PEOPLE

More snippets



Charlie Irvin polishing GNV



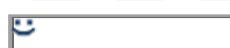
Another photo of Tim Bromheads
Tongiro flight 29th Mar

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On-line Competition

We are still 3rd in Australasia. Kingaroy Soaring Club (QSLD) crept ahead of us, but we are back in 3rd. Kingaroy has 120 members, 3 tow planes, modern fleet.

#	Points	Club	km	Flights	Pilots
1	135,007.89	Beverley Soaring Society (WA)	120,796.14	413	40
2	78,612.43	Gliding Club of Victoria (VIC)	69,546.29	194	26
3	53,619.47	Piako Gliding Club	50,980.01	315	19
4	53,085.60	Kingaroy Soaring Club (QLD)	49,919.71	149	11
5	49,712.60	Alpine Soaring Mount Beauty (VIC)	39,886.43	171	5
6	37,767.65	Tocumwal Soaring Centre (NSW)	35,284.36	99	5
7	37,704.59	SportAviation Tocumwal (NSW)	32,715.59	79	6
8	25,180.22	Warwick Gliding Club (QLD)	20,238.24	118	14
9	24,525.00	Melbourne Gliding Club (VMFG) (VIC)	21,065.80	75	12
10	22,599.25	Darling Downs Soaring Club (QLD)	21,361.86	59	3
11	19,880.47	Lake Keepit Soaring Club (NSW)	18,343.94	56	4
12	17,184.90	Omarama Gliding Club	15,544.81	47	5



name	U25	Flights	Duration	Overall Points	average Speed
Tim Bromhead (NZ)		33	117:19:00	9,162.74	79.05
David Johnson (NZ)		31	114:30:00	7,404.32	69.82
Sarel Venter (NZ)		26	72:37:00	5,081.81	52.22
Philip Rees (UK)		33	103:42:00	4,515.11	36.34
Steven Care (NZ)		26	58:58:00	4,163.74	48.61
DP Jensen (NZ)		11	41:26:00	3,457.79	79.41
Ian Wood (NZ)		27	77:43:00	3,203.99	33.97
Colin Kelly		21	44:52:00	3,038.09	43.95
Charlie Irvin (NZ)	x	19	40:18:00	2,805.39	40.28
Bob Henderson (NZ)		15	39:55:00	2,478.19	46.35
Derek Shipley (UK)		11	28:57:00	1,973.60	44.76
Bob Gray (NZ)		6	22:10	1,627.60	74.83
Will Verland (NZ)		14	26:27:00	1,049.43	15.48
Ross Hyndman (NZ)		11	22:14	948.92	18.23
Steve Thrupp (NZ)		13	16:36	939.55	20.59
Royden Hooker (NZ)		12	14:07	912	20.04
David Dennison (NZ)		4	10:46	653.9	50.56
Malcolm Piggott (NZ)		1	1:24	166.18	46.71
Tony Davies (NZ)		2	1:42	135.94	20.26

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Well done Tim Bromhead, David Johnson and Phil Rees who have all done over 100hrs of flying this season

To join OLC go to the 'One Line Contest' website (gliding).

The first time you go in, it will ask you to put in a long complicated password, so write it down. If you forget your password, no problem to get another one. Once in, you can alter all of your personal details if needed. It's good to put in all of your flights, including dual, which is quite handy for instructors.

Central Plateau Contest 2023 (Taupo)

OPEN CLASS

#	CN	Contestant	Club	Glider	Total
1	XB	Brett Hunter	PKO	JS3	2,372
2	DK	Tony Van Dyk	WLN	ASW 27-18E	2,182
3	HW	Jason Shields	HBV	Discus-2T	1,807
4	BH	Ross Gaddes	AKL	Ventus-2a	1,672
5	OP	Tim Bromhead	PKO	Ventus cT	1,619
6	BZ	David Todd	AAV	Ventus-2cT	1,540
7	VM	David Johnson	PKO	Discus-2cT	1,251
8	DX	Team Auckland	AKL	Duo Discus X	1,082
9	XM	Steve Foreman	AAV	Discus-2cT	612
10	TT	Trev Terry	TPO	Duo Discus T	0

We didn't have any entries in the Racing Class, but good representation in the big league. Brett led throughout the contest and ended up on the top podium. Tim pleasingly won a day and David Johnson had a couple of 3rd's. Well done guys and it's good to see good Piako representation doing so well

The Great MSC Grand Prix 2023

This is the 4th consecutive year the Grand Prix format of glider racing has been held at Matamata. Everyone starts at exactly the same time and handicap distance is set at the first turn-point in an AAT type format. It is particularly design for spectators to view on the tracking app. The exciting thing about it is that the moment you make a mistake or gain, you can see it and everyone else pulls ahead or falls behind. The starts can be crowded (as well as the first thermal), so overseas (for safety reasons) the entry numbers are limited. The rules are strict, and it is easy lose by making a seemingly simple mistake. It feels much more exciting and competitive than other formats.

CLASS A

#	CN	Contestant	Club	Glider	Total
1	XB	Brett Hunter	PKO	JS3	35
2	DK	Tony Van_Dyk	WLN	ASG 29 E	28
2	HW	Jason Shields	HBV	Discus-2T	28
4	OP	Tim Bromhead	PKO	Ventus_cT	24
5	VM	David Johnson	PKO	Discus-2cT	20
6	XM	Steve Foreman	AAV	Discus-2cT	18
7	DX	Miha Gosak	AKL	Duo Discus WL	16
8	BE	Neil Raymond	PKO	Ventus-3F	9
8	OB	Mark Tingey	TGA	JS1-C	9
10	SW	Gerard Robertson	AKL	Ventus_cT	8

CLASS B

#	CN	Contestant	Club	Glider	Total
1	OZ	Anton Lawrence	AKL	DG-300	36
2	VC	Steven Care	PKO	ASW_20	35
3	GJ	Philip Rees	PKO	Std. Libelle	33
4	KT	Andrew Fletcher	AAV	Mosquito	27
5	ZD	David Moody	AKL	SZD-55-1	25
6	MI	Bob Henderson	PKO	LS_4	22
7	YT	Peter Cook	TPO	Discus_a	20
8	ML	Derek Shipley	PKO	Jantar_Std	15
9	NM	Trace Austin	TPO	Discus_CS	13
10	ON	Craig Best	AAV	Mosquito	3

In Class A Brett Hunter led through-out the contest until the second to last day, when he got no points for a starting error. That eroded his winning margin to just 1 point, leaving any of the top 3 in the running for the win. Fortunately he managed to win the last day to secure the contest. Even better still it was a Piako day 1 Brett, 2 Tim and 3 David J. Both Tim and David had a great competition and unfortunate in the final count that they didn't end up on the podium. It was Neil Raymond's first contest in BE and understandably he is still getting use to a very new glider. He still managed a very respectable 8th place.

In Class B there was a 3 way battle. Steve Care led the first 2 days to secure a huge 10 point winning margin. Then lost the margin the next day by being over-ambitious and getting stuck low down. The following day Phil Rees pulled off a win by more than 8 mins and took over the contest lead. The last day was very light ridge and Anton Lawrence from Auckland got a jump on the first leg and conclusively won the day and the competition. Bob Henderson had a great competition and managed a 2nd place on day 4, to end up mid field. Derek managed to beat last years 2nd place getter (Trace Austin) for a still respectable 8th place.



Phil Rees nearly won Class B in his 50+ year old glider. He was unlucky to end up in the same 3rd place as last years GP, but still came out smiling for the podium finish.



Dave Dennison has thoroughly proved himself as a now well experienced and great Contest Director. He found himself a bit short on helpers, but capably dealt all of the usual calamities bestowed on Contest Directors.



Class A winner **Brett Hunter** being congratulated by Contest Director

Interesting land-out for Steven on day 5, only a couple of km short of the finish line. A very large grass paddock, into wind, but also into the sun and stopped in about 100m. Feeling good about the landing, stepped out of the glider to see below.



The electric fence was less than 5m from the nose of the glider. Lesson to be learned? There isn't one; other than maybe doing short landings in big grass paddocks. One of our farming members suggested that this type of electric fence would break anyway, but the steel standards could do a bit of damage. Thankfully high tensile electric fence wire is becoming less common, but it is still out there.

Winch Cable/Weak Link Break's



Our new DG1001 Club Neo GPK is a delight to fly on the winch. Big advantage over older gliders is that VNE on the winch is a massive 81kts, meaning there is no need to over-rotate into the climb. It handles really well and good for training.

Aerotow costs are now \$73 to 2,000ft, so is it time to think about alternative launch options? We have a great winch that has proven reliable and only costs \$25 to about 1,500ft, so 3 winch launches for the price of 1 aerotow. For private owners, if you catch a thermal you can potentially fly all day for \$25. For trainee pilot you can get 3 times the number of takeoffs and landings.

Why don't we winch more? There is a false belief that it takes more manpower to operate. For aerotow you need a tow pilot and a wing-runner. To winch you need a winch driver and a tractor driver (who could also be a wing-runner). However, it does take a bit more to set up, but the main reason against winching is that it looks intimidating from the ground. Is it more dangerous than aerotow? Given the 2 reasonably recent aerotow NZ fatal accidents, I would say that both forms of launch have their dangers. It's what you get use to. There are 3 clubs in NZ that have winch only launching and 3 that have dual (winch-aerotow) including us.

Our club winches far less frequently than we use to. Our dynema rope rarely breaks, meaning everyone is well out of practice if or when a cable/weak link break occurs. There is a point on the winch launch where, if you have a break, you have to decide whether to land straight ahead or complete a 360 turn to land ahead. We are very fortunate that the length and width of our runway means we can often do either option safely, but you still have to make the right choice at the upper or lower end of that middle spectrum.

If there is a break in the earlier part of the winch, get the nose down straight away (especially if you have over-rotated or it has gotten a bit slow). How fast do your reactions have to be? "Lightning fast", unless you have excess speed. You also have to be aware of your own sensitivity to negative G. There have been many cases where pilots have misinterpreted negative G for stalling and flown the glider straight into the ground. Once the nose is below the horizon, it's clear you are going to land ahead and you have airspeed then open the airbrakes, but make sure you maintain speed. I have seen airbrakes pop open when the glider has a too slow airspeed and I have also seen where there has been a huge delay in opening the airbrakes. The former can cause a stall and the latter an overshoot of the landing ahead.

A break in the upper part of the launch should be straight forward, but there are other things to take into account. Lower the nose straight away. If there is sufficient altitude then just do a normal or slightly abbreviated circuit. There is quite a strong instinct for pilots to complete a full circuit, even with insufficient altitude. I have seen lots of dangerously low circuits. Worse I have seen is a glider crash in a paddock still on downwind. If things start looking skinny, turn in part way down the runway.

The most critical decision making is in the middle part of the launch. Same as all breaks, get the nose down. You can not use the altimeter to judge if it's a go around or land ahead. If you had a 20kt wind straight down the runway, you could land ahead from a steep approach, but a turn around quite dangerous with wind gradient etc. With no wind or even a tail wind, it might be dangerous to try to land ahead, whereas a well executed 360 deg turn much safer. The technique is look ahead after the break, get the nose is down and say to yourself, can I land ahead? If there is any doubt start a coordinated and safe speed near the ground turn '**downwind**'. Continue the turn. At 180 deg ask yourself if it is safer to extend the circuit slightly or continue with a 360 deg turn. There is a plethora of optical illusions when turning close to the ground and even experience pilots can end up getting too slow. There are a lot of things happening. Maintaining speed has to be at the very top of the list. Overseas there have been lots of winch related stall/spin accidents. If you become committed to a wrong decision to land ahead, take action earlier ie full airbrake, sideslip. Eventually you get to a point where are so low you can't do any maneuvering. (Non-Maneuvering Area).

I recommend never to launch with any downwind component. The margins for land ahead or low level turns become far more critical.

I always do every launch *as if there will be a break at any moment*, so that if it does occur, I am ready. A cable/ weak link break is sudden and easy to identify. Much harder is a **winch power failure**. It can be just a gradual (or sudden) loss of speed. Always know where your lower speed margin is and don't hesitate to abandon the launch while you can.

There is much more to safe winch launching than just dealing with cable/weak link breaks. See more details on the training program on the GNZ web site (under FOR PILOTS—Glider Pilot Training—Pilot Training Programme).

Steven



Club Tasks

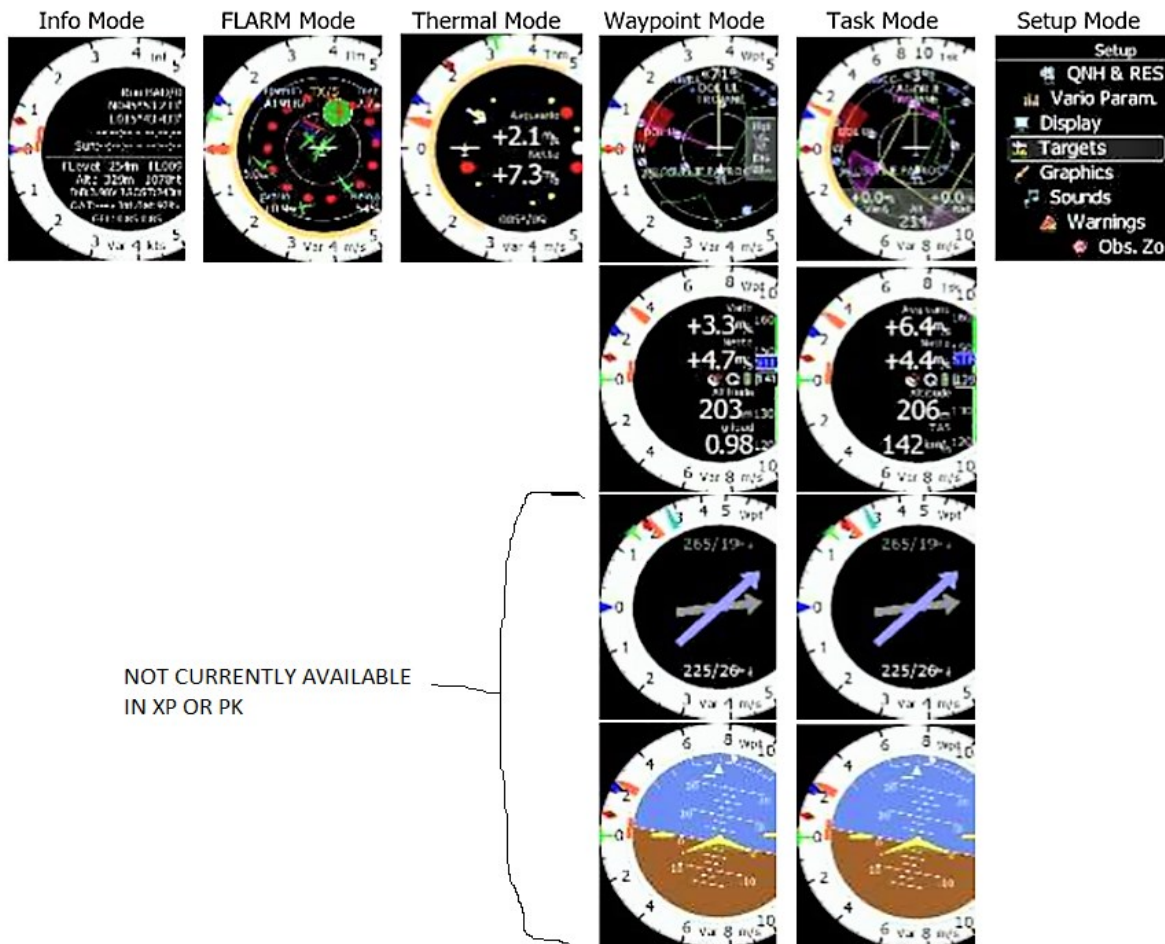
Les Riesterer Short Course (25km)—	Dave Dennison YL	75 kph	27/12/22
Catlin Trophy (100km) -	Dave Dennison YL	87.5 kph	11/3/23
Valley 150 (150km) -	Bob Gray	NV 78 kph	11/3/23
Care 200 (200km) -	Steven Care	VC 128 kph	15/2/23
Dave McPherson One Diamond Trophy (300km) -	Yet to be claimed		

Lots of competition for the Catlin Trophy—5 entries, Dave D, Bob H, Iain A, Phil R, Brett S

GPK and GXP's LXNAV S100

Operating Modes

The LXNAV S8x/S10x has five operating modes. The middle (Menu) push button toggles through the 5 display modes in a circular way. The diagram below shows the mode structure of the LXNAV S8x. With the upper and lower buttons, it is also possible to move between subpages.



Info Mode: Contains the GPS data, Altitude, Battery and Sunset time, OAT.

FLARM Mode: Showing FLARM targets in range (if a FLARM device is connected to the GPS port).

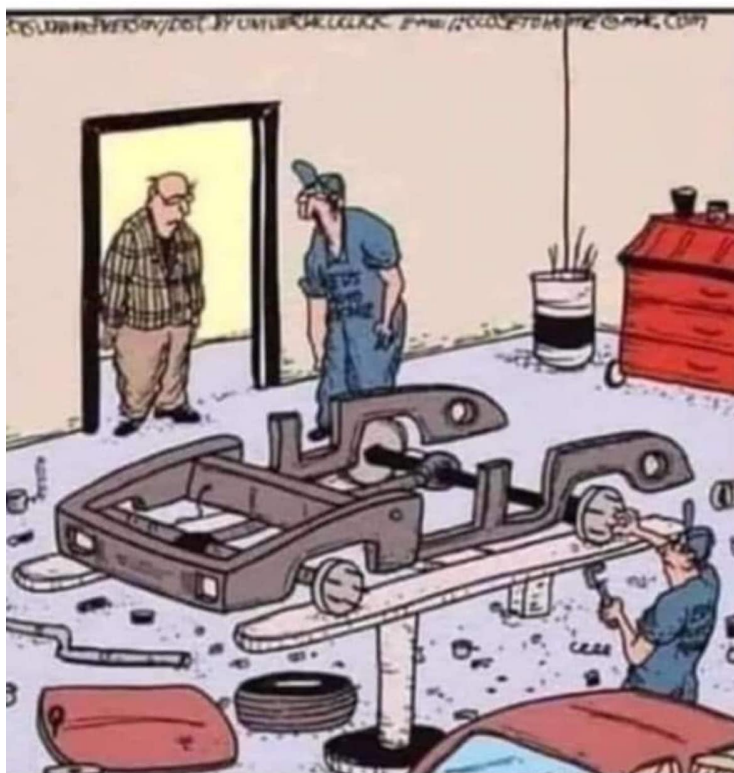
Thermal Mode: Showing a thermal assistant during circling (S8x only if a GPS source is present).

Waypoint Mode: Simple navigation screen to a waypoint plus subpages (S8x only if a GPS source is present).

Task Mode: Task screen showing the task and airspace plus subpages (S8x only if a GPS source is present).

Setup Mode: For all aspects of the setup of the S8x/S10x

**“Turns out it was a
marble in the ashtray”**



When you work from home



**And somebody wants
to have a video call**



UPCOMING EVENTS

25 April	ANZAC day Land-out barbeque. Flying starts 12pm
May	MSC AGM
June	PGC AGM
10 & 11th June	GNZ AGM

PIAKO GLIDING CLUB COMMITTEE 2022/2023

President:	Iggy Wood
Vice President:	Tim Bromhead
Secretary:	Charlie Irvin
Treasurer:	Sarel Venter
Club Captain	Genevieve Care (Jnt)
Chief Flying Instructor:	Bob Gray
Chief Tow Pilot:	Phil Rees
Bar Manager:	Sarel Venter assisted by Derek Shipley
Maintenance Officer:	Colin Kelly
Committee:	Steven Care (Jnt Club Captain) Phil Rees Colin Kelly Gareth Cartwright
User Group Rep:	Dave Dennison

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