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The Flypaper



Matamata Soaring Centre AGM
Piako Gliding Club AGM
Mid-Winter Dinner and Prize Giving

Sat 24th June 12pm
Sat 1st July 4pm
Sat 12th Aug 6-30pm

Volume 2023, Issue 4

20th June 2023

Right—Club Treasurer, Sarel Venter in his new ASG29es



Roger Brown and Dennis Crequer taking GPC for its last flight, having jointly taken it on its maiden flight for the club 33 years ago. At the time Dennis was the Club President and Roger the Club CFI 3rd June



Brett Slater making good progress, has now converted to GNI.
14th June



Above-Nick Odom and Steve Care at 8,500ft in GPK 26th Apr

Left-new member Sam Monrad on his re-solo after a long break. Sam was a member of the former Thames Gliding Club. 14th June



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We have just been through a really fine spell of settled weather, with a couple of ridge days in the mix. Auckland Gliding Club have been having their usual winter waterlog airfield issues, so its really great to see them here on mass at times.

Over the past calendar year, we had the highest number of launches of any club in New Zealand. Also we still No 1 in NZ for **OLC** Cross Country flying, having flown 53,903 kms so far this year, since Sept. In the lead is Tim Bromhead closely followed by Dave Johnson. We recently slipped to No 4 in Australasia, not far behind Kingaroy Soaring Club in Queensland.

There are more recent glider purchases happening, which has to be sign of a healthy club. Sarel Venter has stepped up to the 18 metre turbo club, meaning his DG300 BA is up for sale. It would be nice to see it stay in the club if there are any of our up and coming pilots interested.

The CAA **ADSB grant scheme** is about to end soon (I think the end of June). So if you have any thoughts of getting into airspace, it's about to get even more expensive than it already is.

The **AGM** is looming and a good turnout is important for the future of the club. Our **Tow Plane CNC** again has some major work coming up (this time the wings) and a sub committee of Gareth Cartwright, Sarel Venter, Phil Rees, Iggy Wood and Andy MacKay will be making a presentation helping members decide if we go ahead with the work or replace CNC with an LSA Tow Plane running a Rotax 915 iS. So far possible contenders are the "Bristell" from the Czech Republic and the "Aeropro EuroFOX" from Slovakia. There are lots of pro's and con's for club members to consider.

The **Mid Winter Dinner and Prize Giving** is booked in at the Matamata Club (in Matamata) Sat 12th August, same format as the past few years. It has proved a good venue and good buffet food. Click link to register.

<https://forms.gle/RiQ6LA6SsdXSif5g6> A separate notice to all members will also be sent, but it is open to anyone that would like to attend. Cost same as last year.

The 3rd June turned one of the biggest days the club has had in a long while. It was mainly because the Auckland Gliding pilots paid a visit and it was a clear day with a moderate South Westerly wind. Charlotte Donderwinkle was duty pilot and really thrown in the deep end with 30 launches. Lots of pilots and gliders she didn't know, but she capably handled the furore as if it was just a normal day. She is aiming to get a Duke of Edinburgh award, which includes doing specific volunteer tasks. Duty pilot fitted right in. We wish you all the best in your endeavours Charlotte. Big day for Tow Pilot John Currie as well (photo page 11).

Thank you David Jensen for another great article for Flypaper.(page 11).

Steve

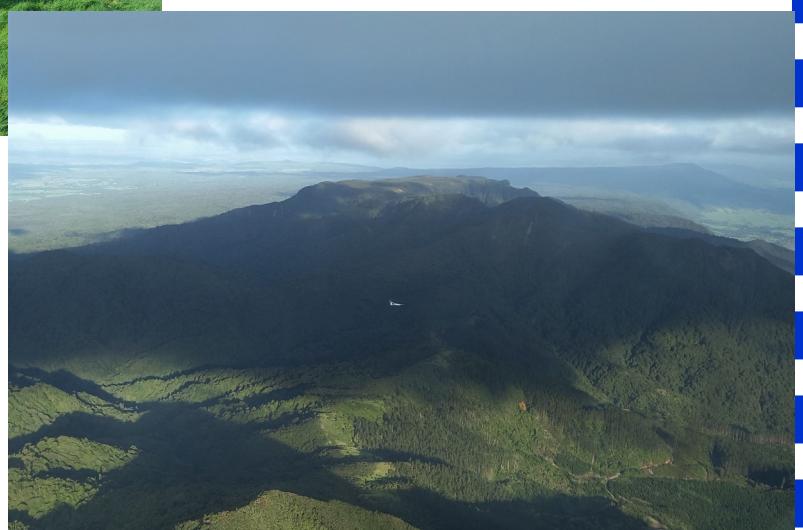


Max Claxton (from Rotorua).
One of our up and coming
youth pilots enjoying a ridge
flight in GPK.
Below-Matamata Airfield on
the same flight. 26th Apr

Top competition pilot Brett
Hunter about to launch in his
JS3 GXB. 31st May



Dave Johnson just a
spec in the distance.
GVM crossing Thomp-
sons Track near the
high point after going
North of Thames with
Brett 31st May



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SNIPPETS

Freezing levels are not something we think about much, so it was surprising to see this warning on PK's S100. I guess it's not a problem unless you get near cloud and start getting ice on the wings. Potential is degraded performance but then if you are high, it probably doesn't matter. Ice on the canopy, freezing water ballast, controls or airbrakes freezing might be more of an issue.



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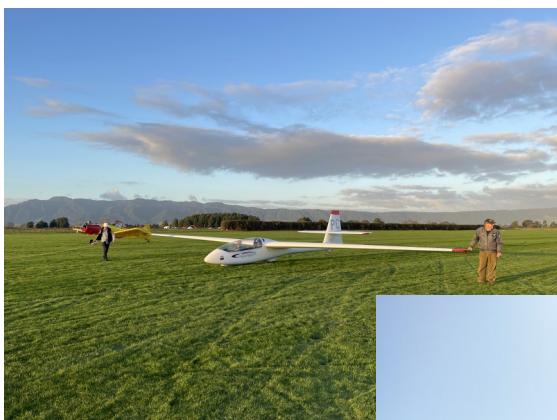
Contrary to comments in the last Flypaper, both PK and XP's S100 have a wind direction and strength screen. Its in the Wpt and Tsk Screens (3rd screen down). The top reading I think is average wind and the bottom one current wind.

A very handy tool if you are landing out.



GPC has just had its last flight. The maximum permitted hours is 6,750hrs and it has been retired to the back of the club hangar. There is a new **EASA Service Bulletin BE-064/50-3/2022** that can extend it's life to 12,000hrs, but involves considerable inspection and replacement of some quite major parts (some of which we may have already done). It's something we are not able to consider for now.

- Spar pins – part no. 503.14.10.00
- Front fuselage suspension – part no. 503.44.10.00;
- Pin, connecting the wings – part no. 503.14.12.00;
- Tubular spar of the horizontal stabilizer – part no. 503.72.30.00;
- Gear wheels in the airbrake control system – part no. CT.L4.00.01



GEO being rigged by a good bunch of keen crew after its Annuals.
10th June



Frank Excell from the Auckland Gliding Club, showing off his brand new, yet to be flown Discus 2c FES GFE
10th June

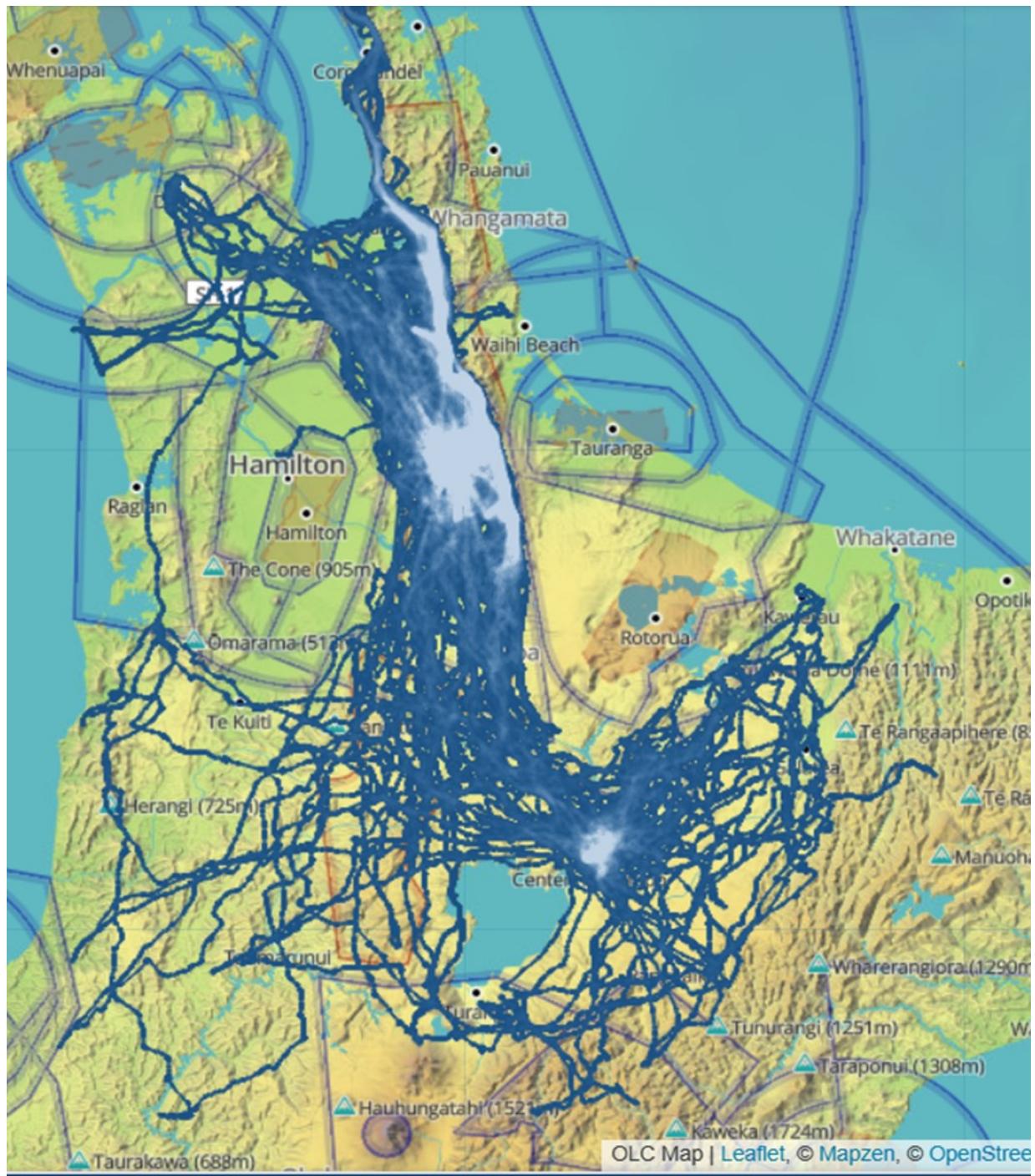
FROM DAVID JENSEN

A Year in Review (Or, perhaps, a year best forgotten about...)

Well, La Nina certainly made its presence felt (especially if you live in the Hawkes Bay). Our rainfall records show we had 3.5 meters of rain over the last 12 months...or more especially almost 2 meters over our traditional soaring season. *I believe there is a name change in the wind - West Coast Gliding Club...*

And yet we still managed 55,000kms on the OLC...down on the 70,000 the year before but still a good effort despite the trying weather.

And where did people go?



- Firstly, these are Piako Club members only launching from Matamata and Taupo.
- Clearly, we can see the ridge is very popular and well used...no surprises there.
- The run up to Port Jackson is becoming more commonplace. (If you haven't been up to the top of the Coromandel's first talk to some-one who has...and who got back).
- We are very good at staying within the airspace boundaries. (Airways owes us a chocolate fish) But we should get better at accessing controlled airspace because we are missing out on some good flying in other areas.
- Flights originating from Taupo are now stretching out into the Urewera's and down towards the Kaimanawa's.
- Taranaki airspace is at risk of being penetrated (invaded might be a better word)...by Tim I suspect.
- The military danger zone south of the Desert Rd is now within range...*although the term "military danger zone" in the NZ context could be an oxymoron...which is a good thing.*

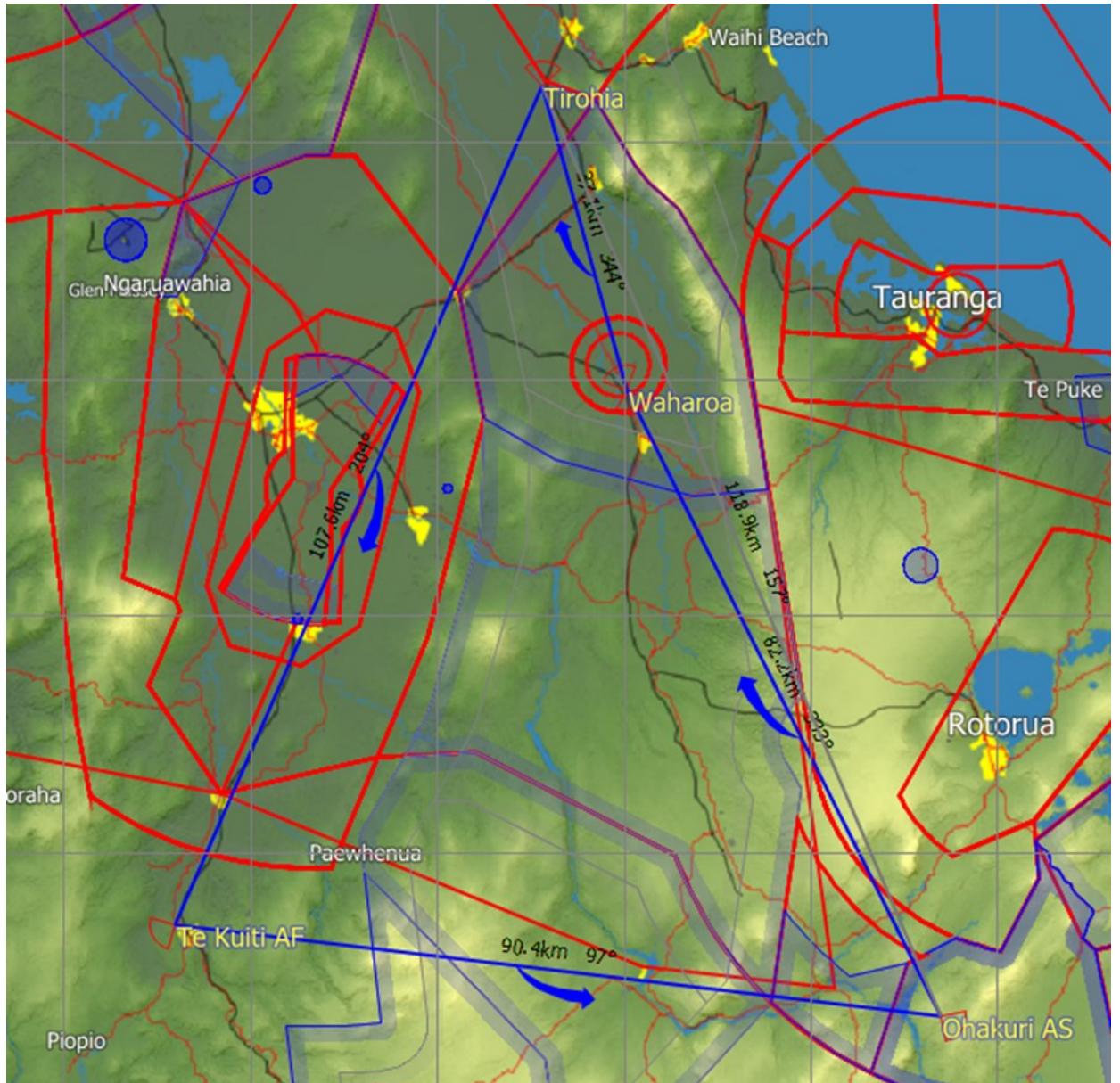
So what's next? This year is forecast to be a El Nino which should be more conducive to better days, higher cloud bases and drier ground. Also our best flying is typically with a S to SW air flow rather than N to NE.

Start thinking about your summer calendar. Contests, badge flights, FAI tasks and the like. We often talk about getting organised for a X-Country flight or a contest but that's almost always the last minute stuff...batteries, water, instruments, organising your glider etc.

But before all that you might like to form a plan. What task do you really want to do? How do I do that? (where's the most likely place to fly, the land out strips on task etc). Who should I talk to who's done it before...or keeps missing out (me)? Set some realistic tasks on SeeYou to get an understanding of the terrain, the airspace and the escape options.

At the risk of telling people how to suck eggs, what follows is an outline for a 300km FAI triangle.

- Firstly, what does an FAI triangle mean? There are a few rules (look them up) but the key one is each leg must be longer than 28% of the total distance. In other words, it's close to an equilateral triangle...so using the ridge for 2 legs won't work.
- If you starting from Matamata what works best in the early part of the day? North towards the swamp is a good idea. That way you maximise the usable time available. If are likely to average 80-90 kph on task (quite likely in a club glider) then you will need at least 4.5 hours...30-40 minutes faffing about getting started followed by 3-4 hours on task. Further, if the first turnpoint is near the ridge you can get a good easy first leg.
- Start the task just south of the launch point so that when you are on final glide you don't have to overshoot the airfield to go around Walton for example.
- What airspace is going to be a challenge? In the example you'll need to go down the eastern side of the Hamilton airspace, which is ok because the hills south Karapiro are good. Also the Rotorua control zone will be a challenge unless you get G257 opened... OR you get into the Ohakuri turnpoint under 4500ft. Remember to open G250 so that you can climb to 6500ft for most of the task.
- On the way home there are options to get plenty of height for the final glide up the valley towards Matamata.
- Where are the good land-out spots...clues – Matamata (on the way back from Tirohia), Wharepapa South (heading towards Te Kuiti, Te Kuiti airfield, Tokoroa airfield for the rest of the task.
- And there is lots more to think about.



If you don't have access to SeeYou then find a member who does and plan out some tasks. Move the turnpoints around (SeeYou has a good function that allows rotation the FAI areas) and see what you are comfortable with.

And we can look forward to plenty of private owners testing their wings...by my count we now have 6 or 7 18-meter turbo gliders on the field, a range of 15-meter gliders and some 2 seaters. This is on top of the club fleet. Do we have enough tow plane capacity??? I hope so...

David. PS I'm happy to sit down with laptop and talk through possible tasks.

And in the interests of full disclosure, I've yet to complete a 500km FAI triangle. The current plan is Waharoa, the top of the swamp, National Park, Murupara and home. Piece of cake I hear you say...well this Womble hasn't done it yet...



Fédération Aéronautique Internationale

FAI badge flights are a big part of the cross country gliding experience and as David said in his previous article, planning is something that can start early, even in the depths of winter. So when a good day presents itself in summer, you are all ready to go. It's not just the skill of doing the task, but also following the myriad of rules that FAI set. They are Internationally recognized awards, and you have them for life, yet they are also very personal goals. PGC has the highest number of currently flying 3 diamond pilots it has ever had (6), although it is the up and coming pilots where the real potential is. There are some very capable pilots that don't yet show on the list. I apologize in advance if any of the following is inaccurate. Please let me know if you are a current flying member and something is missing.

SC



Brett Slater ridge flying. 31st May



Sam Monrad and Dave Dennison 21st May

On-line Competition

We are still No 1 in NZ, but have slipped from 3rd to 4th in Australasia.

PILOT	Flights	Duration hrs	Overall Points	Ave Speed
Tim Bromhead (NZ)	36	125:05	9,791.80	78.19
David Johnson (NZ)	34	122:07	8,012.92	69.27
Sarel Venter (NZ)	26	72:37	5,081.81	52.22
Philip Rees (UK)	33	103:42	4,515.11	36.34
Steven Care (NZ)	28	61:19	4,320.42	46.85
Ian Wood (NZ)	29	82:36	3,629.42	36.33
DP Jensen (NZ)	11	41:26	3,457.79	79.41
Colin Kelly (NZ)	23	49:20	3,335.76	44.61
Charlie Irvin (NZ)	21	42:47	2,971.75	38.46
Bob Henderson (NZ)	15	39:55	2,478.19	46.35
Derek Shipley (UK)	11	28:57	1,973.60	44.76
Bob Gray (NZ)	6	22:10	1,627.60	74.83
Will Verland (NZ)	17	29:44	1,267.20	15.62
Royden Hooker (NZ)	14	16:40	1,129.04	22.32
Steve Thrupp (NZ)	14	18:08	1,047.00	21.59
Ross Hyndman (NZ)	11	22:14	948.92	18.23
David Dennison (NZ)	4	10:46	653.9	50.56
Malcolm Piggott (NZ)	1	1:24	166.18	46.71
Brett Slater (NZ)	2	3:55	0	0

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Club Trophies



Sarel Venter has donated a trophy for the 150km Valley Task. It was made by Ben Bettridge (Gary Bettridge Jewellery Services in Tirau). Ben flew with us a couple of years ago and still regularly does duty pilot. He was a huge help for the club at Taupo in January.

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Iggy Wood, Brett Hunter, Dave Johnson, Brett Slater, Charlie Irvin and Tim Bromhead waiting for cloud to clear off the Kaimai's. 31st May



Above—David Jensen and Norman Duke waiting or parachute drop. 10th June



John Currie after the biggest days towing we have had for a long time. 29 tows 3rd June



Above and left—AGC & PGC pilots making the most of our ridge. 3rd June

How you feel on your first solo

Before



During



After



"We have a problem, Bob! All the passengers back there are on the wrong plane. Even the attendants are on the wrong plane. Hey, wait - you're not Bob."



UPCOMING EVENTS

24th June	MSC AGM 12pm
1st July	Piako Gliding Club AGM 4pm
14th July	Matariki
12th Aug	Mid Winter dinner and Prize Giving 6-30pm
21st to 25th Oct	MSC X/C Course Matamata
18th to 25th Nov	Northern Regionals (Matamata)
11th to 15th Dec	ATC National Camp Matamata (TBC)
18th to 22nd Dec	YGNZ Matamata Camp
26th Dec to 5th Jan	PGC Christmas Camp (TBC)
6th to 21st Jan	PGC to Taupo while Walsh is at Mt M Airfield (TBC)
2nd to 10th Mar	MSC Grand Prix Matamata

PIAKO GLIDING CLUB COMMITTEE 2022/2023

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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