

The Flypaper



**VINTAGE KIWI 10TH TO 16TH FEB—MATAMATA AIRFIELD
NZ GRAND PRIX 2ND TO 10TH MAR** “ ”

Volume 2024, Issue 1

3rd February 2024

PGC in the course of being manufactured. Completion is sometime in March and arrival in NZ expected about June.



EO being winch launched
29th Jan



NV has shiny new wings after a winter of intensive work. A well worthwhile effort from the syndicate, for a glider with outstanding handling qualities. A very proud Charlie Irvin. 29th Jan



Reuben Thomas from Singapore joined our club after Xmas and did some intensive training with us during the camp. He managed to go solo on the 6th Jan after flying with a number of instructors, including our summer UK instructor Ben Hilton. Here he is with Sarel Venter on the right.

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DELIVERING
HIGH QUALITY
GLIDING
OPPORTUNITIES
TO MORE
PEOPLE

There has been quite a delay in getting this Flypaper out, while Genny and I get our new house in Matamata established. A lot has been happening, so plenty of good news to publish.

Our new tow plane PGC is not far away. The completion date at the factory is about March with a delivery date of June. Meantime **Colin Kelly** has been nursing CNC along in the best way possible. It has recently had some maintenance done on it in Hastings and it will take us through to, at least, the end of March. Tauranga has offered us the backup of PNE if things get a bit tight. The committee are also encouraging winching and we have had several winch-only days awaiting the return of CNC. 3 active clubs in NZ are winch-only and at \$25 per launch, it must be a worthwhile rating to have. Getting away from the winch seems to be the norm at the moment, rather than just a tool for bashing circuits.

Our imported UK instructor **Ben Hilton** has done a wonderful job of helping the panel during summer and hopefully, he has enjoyed his experiences here while England basks average low temperatures of 4 deg. We have also hosted a German pilot this summer "**Henry Müller**" who has done some impressive flying. He has also flown at Omarama, but nearly all of his flying this summer has been with us. He has ambitions to fly in the highly competitive German Junior Championships this year, so it seems he is well prepared.

The club's elite top pilots have had an active season of flying around Lake Taupo, either from Taupo or in some cases Matamata. **David Jensen** wrote an article back in October and I must apologise for its delayed publication. It provides a great insight into big flights that coming into their own with the advent of good weather forecasting and Naviter-SeeYou software. His message applies, whether it is a 300km flight or a 50km Silver C flight.

The week before Xmas was filled by a Youth Glide camp. It was capable run by Ross Scholes from Tauranga, with 2 seat gliders from Auckland Aviation Sports, Auckland, Tauranga, Piako, Fielding, and supported by our instructors **Bob Gray** and **Ben Hilton**.

The week before, 11th to 16th Dec the club hosted the National ATC camp run by **Norman Duke**. It was also supported by other club 2-seaters and instructors. Norman had the help of several of our own club instructors. The National camp is a great help in getting youth involved in aviation and it has led many to aviation careers. Norman has now had many years at the helm and has done a great job of keeping safety at the fore.

We are still at the top of OLC in NZ and this year number 3 in Australasia. It is a major indicator of club cross country flying and there are now 18 pilots logging flights. Its an easy process to do and even relatively small flights add to the overall total.

Steve

SNIPPETS



David Cleverley and Neil Raymond at the winch end of operations.

Recent view from PK, near the ridge with Paul Blackmore



Tim Bromhead with a group of keen ATC cadets during the National ATC camp at Matamata. Our CFI Norman Duke was the commandant (as he has done for many years). 11 to 15th Dec

Derigging for decamp to Taupo. 7th Jan



You soon find out how many friends you have when you land out. Derek Shipley is very fortunate to have lots of friends. He has at least a dozen here to help him out of a big paddock with short maize.

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ZK-PGC

ZK-PGC being manufactured at the BRM Aero factory Kunovice in the Czech Republic.



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A GOOD DAY OUT

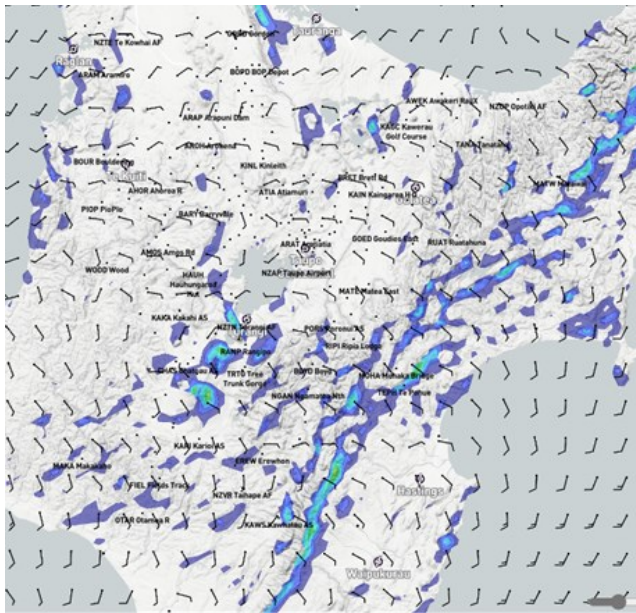
David Jensen

Saturday the 28th proved to a great day out...as evidenced by the 21 tows and 3 gliders going “around the lake”.

The forecasts 5 days before 28th were suggesting it would be a stunning day all over the central Nth Is. As is often the case the forecasts deteriorated the closer we got to Sat, albeit from “Stunning” to “Great” and then to “fairly good”...which in the end it was.

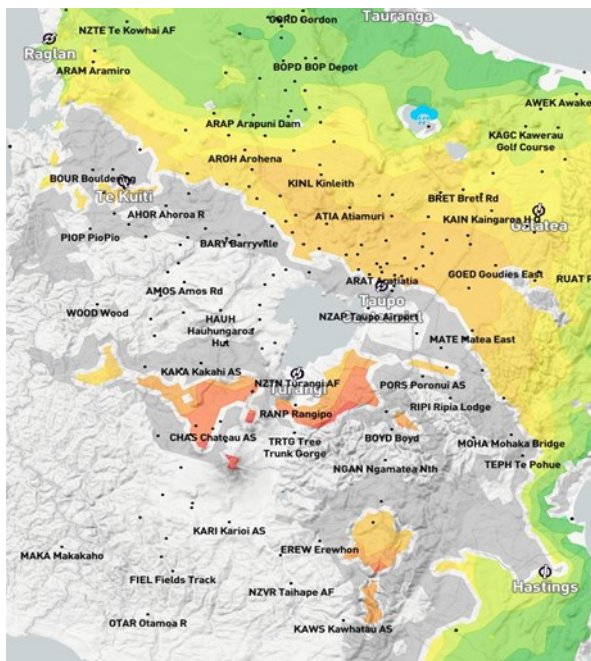
Why? If you remember snow had been forecast to almost sea level around Southland and the air flow for the Nth Is was to be southerly with an easterly influence as Ex-Tropical Cyclone Lola starting moving towards NZ.

If you look at the wind map for 2pm on Saturday (see below) it has a mix of SE winds to the south and E to NE north of Matamata. So would the air be too dry to form clouds? Yes south of the Desert Rd area. Or would the NE winds to



The other point to note is the likely convergence zone on the West Coast as the easterly butted up against the Southerly and sea breeze. It probably happened however we couldn't see any cloud formation and the local “convergence hunter” was disappointed.

However during the day we heard plenty of radio coms from the Hawkes Bay team flying up around the Ruahines etc.



This is a look at the forecast cloud bases at 2pm. What is of interest is how blue it was forecast to be south and west of the Desert Rd area and Taranaki. But as the last of the clouds ran out around the mountains the bases were also predicted to be 8-9000ft. And they were...actually the last of the clouds were 10,000ft (in controlled airspace...as always). Equally, the bases around the Kaimai's were a very acceptable 5-6000ft. How often do we get that in October????

It was an interesting day...an early start beckoned both because the forecast was for thermals starting at 10.30am, and we were likely to have plenty of gliders wanting a tow.

I'll quickly step through the day...launched at 11.15 am. We had to tow/motor across to the Kaimai's and get to 2500ft or more. There was a convergence on the eastern side of the ridge...in other words you had to fly out over the bush areas to pick up a climb. Climbs were 4-5 knots to 5-5500 ft. What a start!!

Then a glide into largely blue skies towards Tokoroa to pick-up the clouds around Mangakino.

From there the going was good all the way to Taupo and into the forest. The forest behind Taupo was really going off. Bases of 7000ft with really good thermals.

Now for the challenging stuff...getting across the northern end of the Kaimanawa's and onto Tuarangi south. This was the only part that felt really nerve racking...and not for the faint hearted. I accept that 18 meters helps...but an engine start amongst the mountains was not really a wise choice. So we had to get a climb in the blue. Success and then onto the Desert Rd area and 9000ft plus beckoned.

From there (once Tim had his video of Ngarhoe) we chose to try heading west and around the western side of Lake Taupo. I thought it looked daunting...in fact I was for baling out (excuse the pun) and heading back the way we had come. Thanks to a good bollocking from the other 2 we persisted with the plan.

The trip north was blue and still (I think largely because the lake air was washing out any thermal development) until we got to Titiraupenga where the air came alive. A 6 knot climb got us all close to final glide. Home for tea and biscuits.

A couple of other observations if I may...

Thanks to the towing crew and a much better organised pre-lunch gaggle.

It helps flying with others...both because of the peer pressure but also because it can get a bit lonely out there.

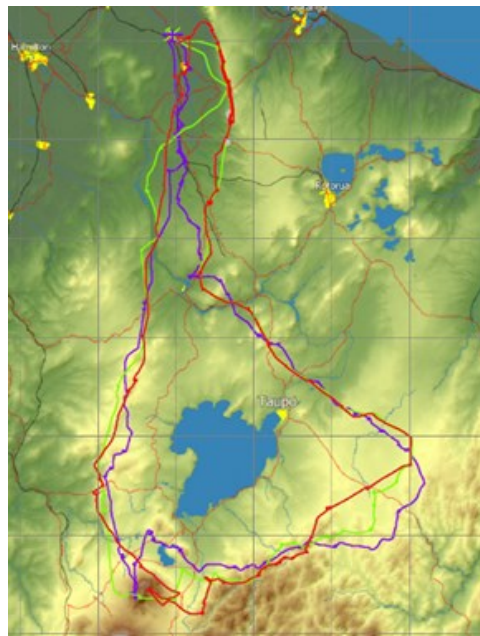
Trust the forecast...it said it would start early and it did.

We are starting to see some real critical mass building around X-Country flying out of Matamata. Enthusiasm builds enthusiasm.

We have the rest of the soaring season ahead of us with a much better El Nino forecast which should help...who needs Omarama...

Any X-Country flight is a good flight...whether it's 50km Badge flight or something bigger.

You should replay your flights on SeeYou...there is always plenty to learn.





Central Plateau Contest 4th to 12th Nov

Open

#	CN	Contestant	Club	Total
1	VR	David Jensen	PKO	3,694
5	BE	Neil Raymond	PKO	2,510
6	OP	Tim Bromhead	PKO	1,000

We only had 3 pilots enter (all open). **David Jensen** had a convincing win and **Neil Raymond** did well for his first contest at Taupo. **Tim** only flew on one day (which he won), but was unwell for the remaining days. Good example of "IM SAFE" practical judgement. 7 in the field.

NZ Northern Regional Champs 18th to 25th Nov

Open

#	CN	Contestant	Club	Total
4	BE	Neil Raymond	PKO	2,548
5	CW	Sarel Venter	PKO	2,544
7	OP	Tim Bromhead	PKO	2,223

Racing

#	CN	Contestant	Club	Total
1	YL	Care & Muller	PKO	2,683
2	PK	Bob Gray	PKO	2,607
3	XP	Ian Wood	PKO	2,436
5	ML	Derek Shipley	PKO	2,383
6	GJ	Phil Rees	PKO	2,343



Steve Care and Henry Müller receiving the Regionals Racing class trophy from Contest director John Etches

Sports

#	CN	Contestant	Club	Total
3	EZ	Rae Kerr	PKO	469

All 3 classes only had 3 days flying (min requirement for a Regionals). **Tim** had an unlucky first day and although he won the next 2 days, there wasn't enough days to make up the difference. **Neil and Sarel** did well to place 4th and 5th.

In the Racing class (field of 7) it was mostly made up of Piako members. The points were close and Piako members 1st, 2nd and 3rd. **Steve Care and Henry Müller** in YL, **Bob Gray** with various club members in PK (only 76 points behind) and **Iggy Wood** in XP (first time podium finish).

Auckland Soaring Champs and South Island Gliding Champs –Jan

Our only representative in the Auckland Soaring Champs was **Dave Johnson** in VM. They had great weather and covered some huge distances over the week, in an enterprise contest. In a big field, Dave managed a very credible 3rd place.

Derek Shipley flew in the South Island Champs at Omarama, but was up against some much higher performing gliders in strong conditions. He managed a couple of 4th placings and ended up in 7th overall

NZ Multi-Class Nationals Taupo 19th to 28th Jan

Open

#	CN	Contestant	Total
2	OP	Tim Bromhead	2,502
3	VM	David Johnson	2,172
5	XB	Brett Hunter	2,059
10	BE	Neil Raymond	1,178
11	CW	Sarel Venter	1,047

Racing

#	CN	Contestant	Glider	Total
8	ML	Derek Shipley	Jantar Standard 2	652
10	XP	Henry Muller	Discus b	486

Each of the 2 classes had 15 contestants and there were 4 contest days (min for a Nationals). The weather didn't play ball and it was easy to blow a day, putting the pilot out of the running. Best performances went to Tim Bromhead 2nd place and Dave Johnson 3rd place in the Open class. Brett had a problem on the first day, but would otherwise have been in the running for his usual podium finish.

Henry Muller made a promising start and even won a day. However he landed out before the start on the last day, which turned out to be the longest of the competition.

Racing Class winner was Mark Wilson in former Matamata base Libelle GX



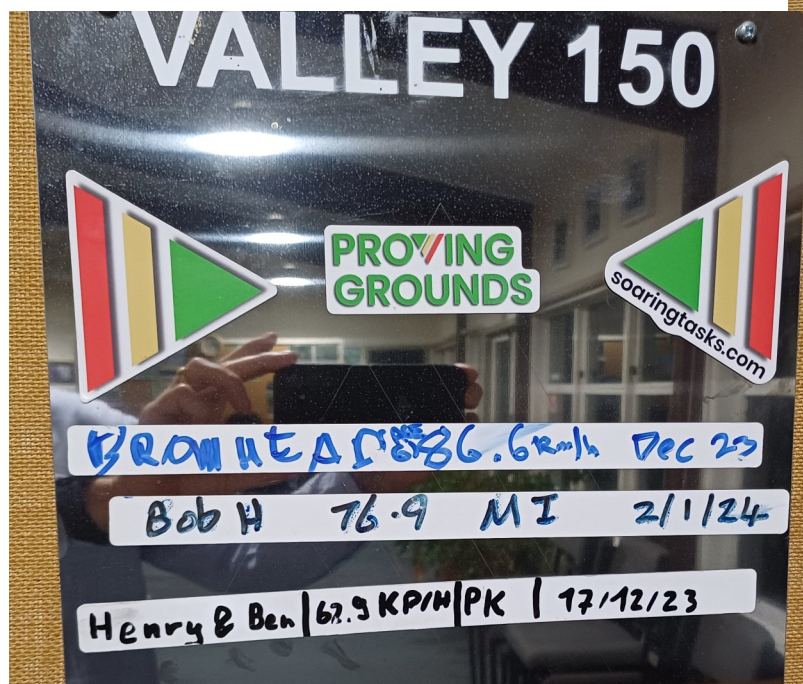
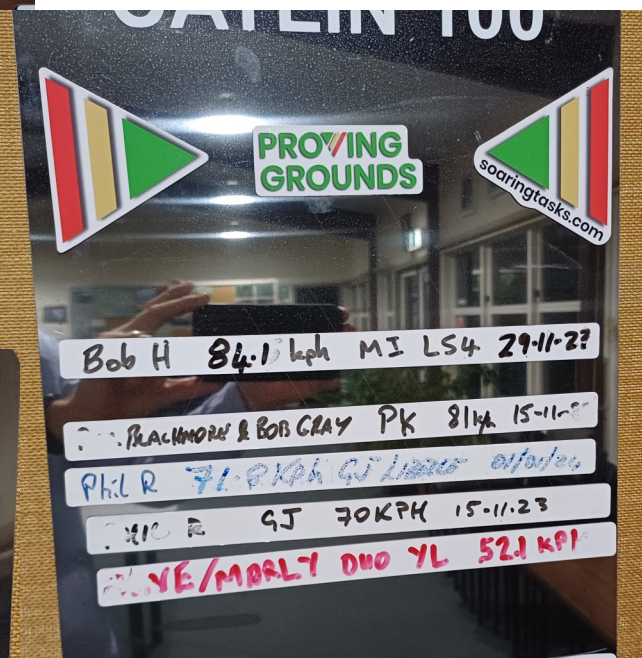
On-line Competition

#	<u>Points</u>	Club
1	99,263.19	Beverley Soaring Society (WA)
2	53,467.44	Tocumwal Soaring Centre (NSW)
3	45,095.64	Piako Gliding Club
4	29,348.50	Kingaroy Soaring Club (QLD)

We are No 1 in NZ, but major highlight is that we are number 3 in Australasia and number 10 in the world. There are quite a few clubs going onto “**WeGlide**” and we only have 6 pilots loading flights onto it, but surprisingly we are again number 1 in New Zealand. Tim Bromhead and David Johnson are the biggest contributors for both formats. I am not sure how it works, so maybe an article for the next Flypaper for someone to contribute?

Name	<small>U25</small>	<u>Flights</u>	<u>Duration</u>	<u>Overall Points</u>
Tim Bromhead (NZ)		21	92	7,447
David Johnson (NZ)		19	87	6,514
Sarel Venter (NZ)		46	85	5,910
DP Jensen (NZ)		16	67	5,566
Henry Müller (DE)	▲	19	62	4,661
Philip Rees (NZ)		25	66	3,932
Brett Slater (NZ)		24	64	3,421
Ian Wood (NZ)		9	23	1,176
Charlie Irvin (NZ)	▲	9	16	1,124
Bob Gray (NZ)		5	11	991
Bob Henderson (NZ)		6	13	857
Colin Kelly (NZ)	😊	6	13	818
Paul Blackmore (NZ)		14	21	812
Steve Thrupp (NZ)		7	13	809
Royden Hooker (NZ)		9	13	760
Ross Hyndman (NZ)		3	8	186
Steven Care (NZ)		1	2	103
Neil Raymond (NZ)		1	4	0.00

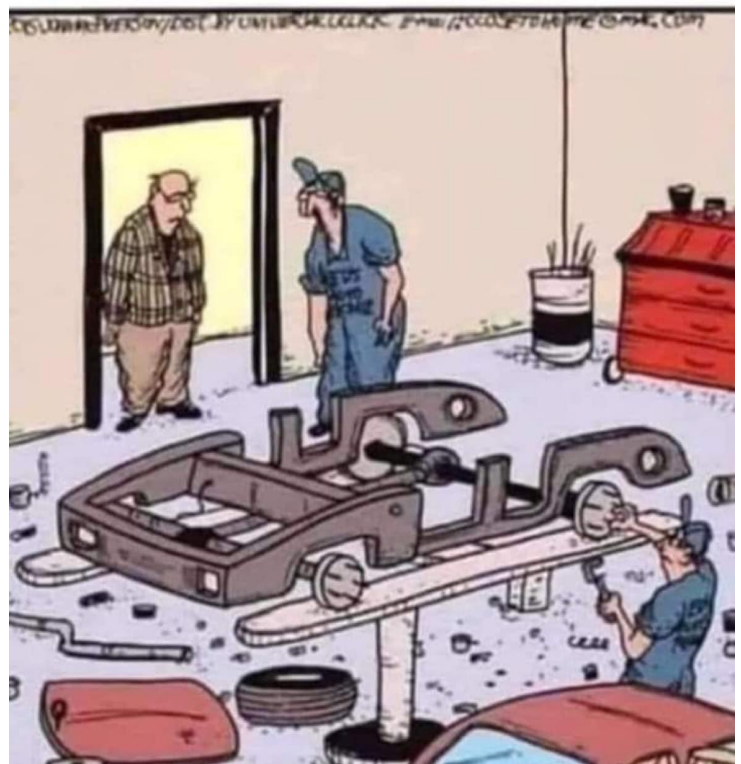
PROVING GROUNDS AND CLUB TROPHIES



Dave Dennison has placed the Proving Grounds results on the club web page, under glidingmatamata.co.nz/pilots_info/club_tasks. So you can now see who is in the lead from home.



"Turns out it was a marble in the ashtray"



UPCOMING EVENTS

7th to 15th Feb	National Club Class Champs at Greytown
10th to 16th Feb	Vintage Kiwi week
17th to 24th Feb	Central Districts Champs at Waipukurau
25th Feb	Morrinsville ATC winching
2nd to 10th Mar	NZ Grand Prix contest at Matamata
29th Mar to 1st Apr	Easter weekend

PIAKO GLIDING CLUB COMMITTEE 2023/2024

President:	Iggy Wood
Vice President:	Tim Bromhead
Secretary:	Charlie Irvin
Treasurer:	Sarel Venter
Club Captain	Steven Care
Chief Flying Instructor:	Norman Duke
Chief Tow Pilot:	Phil Rees
Bar Manager:	Sarel Venter assisted by Derek Shipley
Maintenance Officer:	Colin Kelly
Committee:	Genny Care
	Phil Rees
	Bob Gray
	Colin Kelly
Seconded	Gareth Cartwright
User Group Rep:	Dave Dennison
Winch Master:	Neil Raymond

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