

# The Flypaper

Volume 2019, Issue 4

6th June 2019

**AGM Sat 22nd June at clubrooms 4pm**

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CNC back in action.  
Photo 20th May

Our Morrinsville members Zhane Collinson (student) and Bill Mace (instructor) about to launch 22nd May



Left to right—Iggy Wood (President), Tony Davies, Luke McPake (new member), Carl Henderson, Trial Fighter's Svetlana and Trevor, and Steve Care -Wed 29th May

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It's great to see '**CNC**' back following its crankshaft repair. I could be wrong but it seems to be generating a few more horsepower than previous. Highly technical engineers and scientific experts are currently investigating to see if this is in fact the case and we will report in the next flypaper.

Following a very successful winch day with the Tokoroa ATC (32 launches including club flying), there was some much needing work to be done on the starboard **drum brake**. Our maintenance man **Neil Raymond** came to the rescue and has done some fantastic work, involving the removal of the drum and central bearings. It is very fortunate that he has homemade some special tools to enable this to happen and that we have the crane type lifter that Rob Owens obtained for us several years ago. There has also been some work done on the **parachutes**, but probably a bit more still to be done. Both parachutes were obtained from Lasham (in the UK) and have lasted close to 20 years. They then cost close to \$1,000 each. One has fared exceptionally well, but the other is a bit worse for wear, possibly a winch driver hasn't cut the power before it has hit a barbed wire fence gggrrrhhh. It could have happened many years ago. The shrouds can become tangled over time and the easy fix is to undo the shackles to realign them. They should now open much better at the top of the launch.

Club **AGM remits** have to be in to Joan by **this Saturday 8th June** . [winefamily1062@gmail.com](mailto:winefamily1062@gmail.com) It's the one chance for you to have a say in your club each year, so please take the opportunity to be involved. There will be more on the new glider at the AGM and a possibility that debentures will be called for soon.

The **mid-winter dinner** and awards night, will be on Saturday 20th July 7pm at the Matamata Club, 9 Waharoa Road East (behind Mitre 10). Cost is \$35 per person. Please book through the following link:- <https://forms.gle/jdvxpEVrqARsuA439> It is reasonably secure, as it is an https site. If you are unable to work the link out, maybe find a kid to help. Alternatively contact Genny on 021 973167 or Steve on 027 3491180. It is the social event of the year, so don't miss out. You might be one of the award winners!

Winter is upon us, so please pay particular attention to the weather. Further on there is a great article from longstanding member Chris Money on a recent day at the club, that is well worth the read.

There also some changes to our pre take-off checks that every one needs to take note of.

Steve

### Snippets

Last to land! YL catching the setting sun on final glide from Te Aroha. Ridge day 19th May



New member Luke McPake all smiles flying with Bill Mace 8th May



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Royden Hooker 22nd May

Tokoroa ATC winch day 5th May



## NEW PRE-LAUNCH CHECKS

After many decades, our pre-launch checks have changed to follow BGA recent changes and adopted the pre-boarding checks that Australia have. Personally, I am very much in favour and congratulate the BGA for thinking about this one very carefully. Our new students have taken to it extremely well, but it will take a while for some of us established gentlemen to un-learn and re-learn. Hopefully, it will have a positive impact on the all too common incidents of missed brakes or canopy check.

### Pre-Boarding Checks

**A = Airworthy** If already flown today this could be a brief walk-around check. Before first flight of the day check maintenance release and DI signed. Seat cushions adequate and not compressible. Parachutes (if used).

**B = Ballast** Glider loading is within placarded limitations and trim ballast, if required, is secure.

**C = Controls** Check all controls, including airbrakes and flaps, for correct sense and full deflections.

**D = Dollies** All dollies and ground handling equipment removed.

**E = Expectations** What might be encountered in the first part of the flight? Wind speed and direction, likely turbulence or crosswind, where you want to be towed to (aerotow), or where you will fly to after release (winch).

### Pre-Takeoff Checks      now C,B, S,I,F,T, B,E,C

**C = Controls** Check flight controls (elevators, ailerons and rudder or equivalents) for full, free and correct movement.

**B = Ballast** Ensure pilot weight(s) plus ballast are within placarded limits, and that any required ballast is fitted and secured.

**S = Straps** Check harness(es) correctly fastened and adjusted.

**I = Instruments** Altimeter set at QNH and other instruments and avionics (including, radio, nav systems, GPS and transponder if fitted) set and functioning.

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**F = Flaps** Check for full travel in both directions and then set for take-off.

**T = Trim** Check for full travel in both directions and then set for take-off.

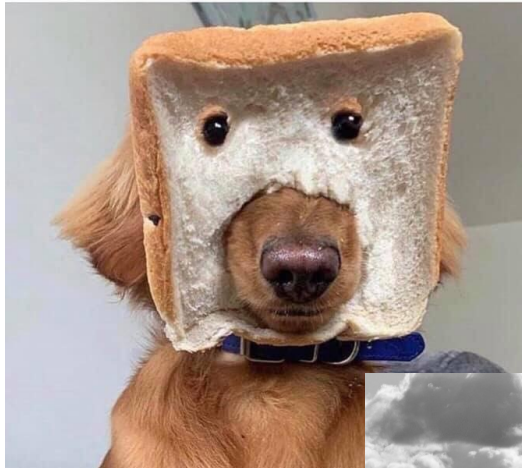
**B = Brakes** Check fully open and even, then closed and locked.

**E = Eventualities** Briefly review options and responsibilities for action in the event of a non-normal situation immediately after the launch commences.

**C = Canopy** Check closed and locked.

Just remember that there will be the odd bit of training material around, that still has the old checks on them, previously C,B S,I,F,T, C,B,E. If you are a student and you catch an instructor out (quite on the cards), point him in the direction of the MOAP (Manual of Approved Procedures) which has now been updated. But; be kind because you are very unlikely to ever catch him out on anything else.

A pure-bread



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Caution and good governance are an essential part of gliding or:

If you want to make the weather God laugh, tell her about your plans.

Sunday the 19<sup>th</sup> May when viewed through the rose-coloured lens of Metvuw and RASP on the previous Wednesday evening gave me hope that a chance was in the offing to be hanging magically in autumnal sun above the glorious Kaimai Ranges.

Many things had aligned to assure me that all would be well, work was under control, domestic points had not been squandered and the weather god would take care of me.

So, Sunday dawned, I dutifully dropped my reason for being off at the airport, in plenty of time for her flight to Singapore, then happily set course for Waharoa, The Painted Lady, (hello Chelsea Bun) and a relaxed gliding experience.

As I crested the hill at Tahuna I could see the ridge was capped in cloud, but well, that would clear.....

On arrival at the airfield I set about washing GUL, assessing an issue with the motor that controls the engine out and in. And giving our aircraft a thorough level of TLC before signing the DI book. Once all that had been completed I was ready to drag the glider out into the sun. I had heard the first of the tows getting underway, wandering outside I turned my eyes west and thought, "I'll wait a while" as there appeared to be quite an extensive squall coming. At this point in proceedings Dennis Crequer duty instructor for the day drove over and said that in his opinion hurrying was would be pointless. He had suspended launches until the weather cleared, five launches had happened by this time so I headed for the club house and tea with Julian.

We sat on the veranda considering the weather obscured ridge, commenting that "we were happy to be sipping mugs of tea and not dealing with the now solid rain that eliminated the ridge completely.

At this point in the story: the phone in the club began ringing, it was Eric, saying he had seen a glider landing in the rain near his farm, and he was setting to check that all was well, the troubles begin...

Julian checked with Dennis at launch point and yes, two gliders had landed out safely, one returned and two were still airborne. Patrick Lalor had decided to put NI in the Te Aroha race course (we do "love" that spot) LR was in a paddock not far from the airfield. Neil and I set off to collect John Currie while Luke McPake and Mark Shrimpton headed for Te Aroha.

John's paddock was a fantastic example of a good surface facing into wind with heaps of room, he had used only a small portion of it.

While we put LR in the trailer he pointed out that the maps pockets inside the cockpit were full water! Oh yes, it had been raining indeed, my point here is that both pilots made the decision get on the ground and elected to land in good safe options.

We hurried poor John along, as I still wanted to fly, I bought UL down to launch point and got ready to go, only to find the engine would not run for more than a few seconds, after many attempts I surrendered and considered taking a tow behind the recently refurbished CNC.

The Point.

It was at this stage of proceedings that I had a good talk with myself, it was after three in the afternoon, I had been up since six thirty, driven for 200kms (with another 200 to go), dealt with some technical issues while GUL was in the hanger, helped on a retrieve, then found that self-launching was not an option and was now considering getting airborne behind the tug on cross a wind day using 28!

Was I happy to fly?

I decided that I was certainly on the animated side of calm, so opted to put the plane away and go home.

The point of this communiqué was that the day reminded me that our sport will always benefit from good decision making both in the air and on the ground. Dennis did a fine job of running the day in conditions that required attention, the John and Patrick made good decisions once the weather reduced their options.

It is a privilege to be part of this sport, and fly the way we do, for the fun of it!



John Currie's paddock just out from the tunnel and next to the Railway line, beside some large sheds. Could be a good alternate to the goat farm paddock?

Patrick Lalor's first paddock landing; safely down in Te Aroha racecourse



Chris Money and Paul Castle having a fantastic flight last Sunday 2nd June in glider UL. I am sure it helped make up for his no fly on the 19th



The Flypaper

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Our enterprising youngest and newest Piako Gliding Club members, Joshua and Charlotte Donderwinkle are out most weekends, with dad Rob, helping around the club with ground operations and enjoying occasional flights. To help fund their flying they have decided to offer exterior car cleaning services to club members, charging \$10 for an exterior wash and dry. It is encouraging for the club that our youth membership is growing.



Club Captain's Genny & Steve





## THAT'S NOT MY JOB!

This is a story about four people named: **Everybody**, **Somebody**, **Anybody** and **Nobody**. There was an important job to be done and **Everybody** was sure that **Somebody** would do it. **Anybody** could have done it, but **Nobody** did it. **Somebody** got angry about that, because it was **Everybody's** job. **Everybody** thought **Anybody** could do it, but **Nobody** realised that **Everybody** wouldn't do it. It ended up that **Everybody** blamed **Somebody** when **Nobody** did what **Anybody** could have done.



Mmm– interesting!!  
19th May

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Nice clear ridge day last Sunday 2nd June. Nick Odom in the front seat. Only 2 gliders flew, GYL and GUL. Day was going to be called off due to only 1 booking, but John Currie was keen to tow and happy to make the trip from Rotorua. He spent quite a few hrs at the club and only did the 1 tow. Both gliders got 1hr 20min, but more company would have also been nice. Thank you John!





CEO

General Manager



Manager

Assistant Manager



Employee

Intern

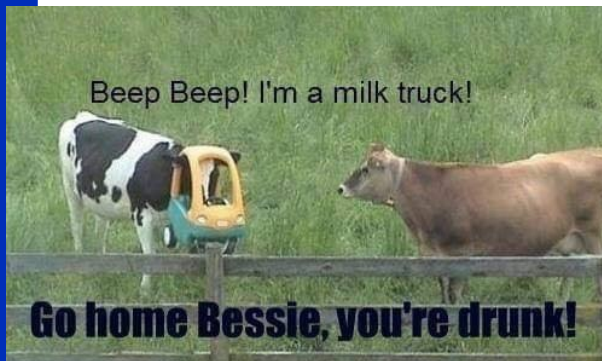


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Flaps set, undercarriage down.

### UPCOMING EVENTS

8th Jun	Remit deadline for PGC AGM
8th & 9th Jun	GNZ AGM Wellington
22nd June (Sat)	Piako Gliding Club AGM 4pm
30th June (Sun)	ATC Thames winning –20
6th & 7th July	ATC Hamilton winning—20 each day
20th July (Sat)	Piako Gliding Club Mid Winter dinner & prize giving.

### PIAKO GLIDING CLUB COMMITTEE 2018/2019

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President:	Iggy Wood
Vice President:	Julian Mason
Secretary:	Joan Wine
Treasurer:	Dave Dennison
Jnt Club Captains:	Genevieve Healey Steven Care
Chief Flying Instructor:	Bob Gray
Chief Tow Pilot:	Tony Davies / Scott Montagu
Bar Manager:	Sarel Venter assisted by Derek Shipley
Committee:	Malcolm Piggott Tim Bromhead Rob Munn
Maintenance Officer:	Neil Raymond