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The Flypaper



Volume 2019, Issue 5

30th July 2019

Greg Wills all smiles, after his first solo Wednesday 24th July. Well done Greg and summer just around the corner.



Patrick Lalor heading up the winch in NI 30th Jun



Mid-Winter dinner and Awards night Saturday 20th July; well attended. 53 members and guests. More inside on the Awards.

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Our AGM has come gone and there are only a couple of changes to the committee. Joan Wine has been our Club Secretary for the last 12 years and doesn't fly. She express an interest to step down several years ago, but has done such a fantastic job of looking after the club, that it was always going to be very difficult to find a replacement. We are very pleased that Patrick Lalor has stepped up to the plate and is now our new Secretary after a few months of training from Joan. Well done Patrick and thank you Joan for being such a big part of team Piako for so many years.

We have also said farewell to Bill Mace who has filled most of the roles on the committee (Club Captain, Bar Manager, Airfield User Group Rep) including President, when he led the club through one of it's most successful periods ever. He was also President of the Soaring Centre for many years and a longstanding Instructor. His drive, enthusiasm and contributions to the club over the last couple of decades will be sorely missed.

Winter is here, so it's not unusual to lose a few days to adverse wx. There have also been plenty of days when there is no lift, but light winds and the winch is out. We are not only getting in lots of flying, but find ourselves putting gliders away in the dark, a sure fire indicator of healthy activity. 6th and 7th July we had ATC Hamilton and did 57 winch launches in total. The Sunday before it was Thames ATC (only 4 cadets) but we did 21 winch launches. Out of the 78 winch launches 23 of them were club launches.

Our Mid-Winter dinner and Awards night was very well attended by 53 members and visitors. Notable was the absence of some of our newer members, who were also award recipients, due to clashing events.

NI has a new canopy cover thanks to a very generous Andy MacKay, who donated a spare one he had to the club. It has had quite a few modifications to make it fit, so it isn't the flashiest in town. Please make sure that it is used all the time when the glider isn't flying, and when the glider is flying safely stow it in the glider. We have a nice interior and best way to destroy it is to leave it exposed to sunlight.

20th July we had a surprise audit from CAA (Doug Hamilton) and GNZ (Dave Moody). It was a surprise in that we only had a week or so's notice. Never-the-less we did reasonably well, with almost no medicals due and very few BFR's outstanding. We are fortunate our new Chief Tow Pilot, Scott did a heap of recent work updating Tow Pilot records. We were missing our Emergency Plan and other safety information that we had on display in the clubrooms and it was also needed in the caravan. Safety is important, so please to not remove or throw out these items. There will also be a few changes to flight following, which we will published in the next Flypaper.

There is an article on Cross Country which hopefully be of help to our newer pilots.

Snippets



Working bee clearing the blackberry and gorse from the gliding road sign; instigated by Ralph Gore. Sat 13th July



Lunch



Ralph Gore, Rakesh Allen, Graham Cawte, Brett Hunter, Scott Montagu, Malcolm Piggott, Godfrey Larsen, Roger Brown, Steve Care and Genny Healey.

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AGM 22nd June

Chase Cahalane and Steve Care landing on runway 22, to beat a west tracking shower. Sunday 16th June



Winch Snippets



Winning Thames Atc 30th June. Tim Bromhead in back seat of PC

Paul Castle wing running 30th June



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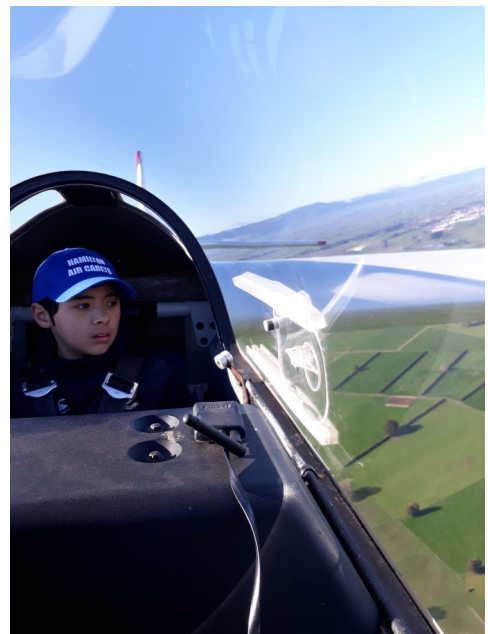
REGAIN



Winning Hamilton ATC group 7th July



Cadet Avon flying PC from the back seat



Stepping Stones around the Airfield and to Thames

Any cross-country task requires some planning and more so for newer pilots. In our area we generally provide good information on paddock selection, but in other regions early cross-country emphasis is to go from one landable paddock or airstrip to another and ensuring that one is always within reach. It isn't a perfect system for us, because farming patterns can be so changeable and it is much easier for a known good paddock to be unexpectedly covered in a crop, stock, or divided into smaller paddocks. However, having no idea whether there might be a landable paddock ahead is not a perfect system either. I have listed some possible outlanding areas around the airfield and for a new pilot heading to Thames, but also included possible hazards. Using Google Earth is a great resource but be aware that the images can be out of date with reality.

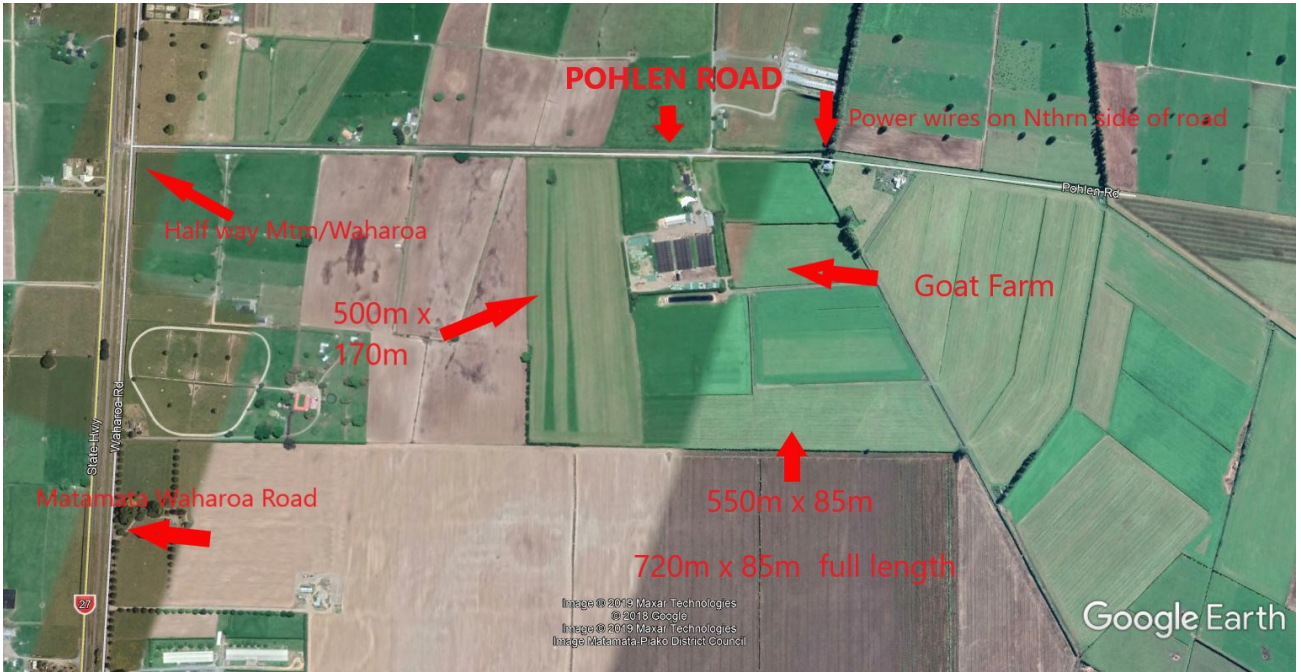
There are very large and usable cultivated paddocks around the airfield (and beyond) at this time of year, up until mid-December, when many turn into very tall un-landable crops. This often leaves smaller uniquely Waikato dairy paddocks. However, in recent times there has been an increase in goat farming in our region and generally the goats are kept indoors. The large paddocks outside the buildings are cut regularly and feed to the goats. They are great of us glider pilots, because there are few fences and no stock in the paddocks. There is a very large one half-way between Matamata and Waharoa, making it perfect if you find yourself a bit short on final glide from the South. There is another one half-way from the ridge to the airfield. It isn't perfectly into wind in a westerly but good length for a safe landing.

The Pohlen Rd Goat farm is very easy to find, but when I ask experienced pilots, many don't know where it is. It is almost exactly half way between Waharoa and Matamata. The 2 biggest paddocks are 500 metres long and very wide. The longest part is 700 metres long, so long as there isn't a fence, which I understand there isn't. It can be approached from any direction, although the Northern boundary has power wires on the far side of the road. Another hazard might be long grass in the peak spring growing season.

The Wardville Rd Goat Farm is very handy alternative if a glider is unable to get back to the airfield from the ridge. The longest paddock is 530 metres and it can sometimes look like the



paddocks are divided, but often it is just the boundary of their daily grass cutting. The main paddocks face roughly North/South, so in a good Westerly you either need good cross wind skills, diagonal approach or choose the Southern paddock. Landing can be from any direction. It can be tricky to find. It is South of Wardville and the Southern boundary borders the Railway line from the Tunnel to Waharoa. It is also almost exactly half way and the best way to find it is to look for the buildings.



North is up on all slides



Wardville Rd Goat farm looking to the South from North



I was going to include the paddock that John Currie landed in. It is 230 metres facing west, is in front of the tunnel with a large row of chicken shed buildings on the South part of the paddock. However, the approach is a bit interesting. You would have to approach next to a tree and over a 30ft gully. In a decent westerly, the tree will create turbulence and the gully generate severe sink. It would be OK in light winds. Unfortunately it is very easy to spot, but there are better paddocks 2km north of this (380 metres long) with a less radical approach. One is a paddock south of and runs parallel with Wardville Rd. All these paddocks are candidates for ending up in crops or maize, so I have not included.



Te Aroha racecourse is a very popular landing spot for gliders. But newbies should be aware of the hazards. The main straights are very long (450 metres) and the back straight is even longer than Raglan. Downside is that it is narrow, 24 or 25 metres. It feels much less. The landing area in the middle at best is short and I can't remember it being in just 2 paddocks (150m each as shown above on Google Earth). Often the middle has heaps of horsey stuff in it as well. It can always change, but be aware it is unlikely to be usable. Landing on the back straight has an observation tower right in the way, on the approach to the West. It doesn't help when you are trying to land as straight as you can. Look out for the possibility of a barrier across the track extensions.

Landing on the home straight is easier, but still very narrow (25 metres). Don't drive your car and trailer onto the home straight, especially anywhere near the barrier. I was told off for doing so and I guess there is potential for course officials to completely ban us from using any vehicle to retrieve our gliders.

The inner rings can be just as landable, but as with all of the barriers, any of them can be made wider or narrower at any time; some being shorter than a glider wingspan.

Big hazard is Race day, although we have had a couple of pilots land on the back straight when a Race day was on. I wouldn't recommend it.

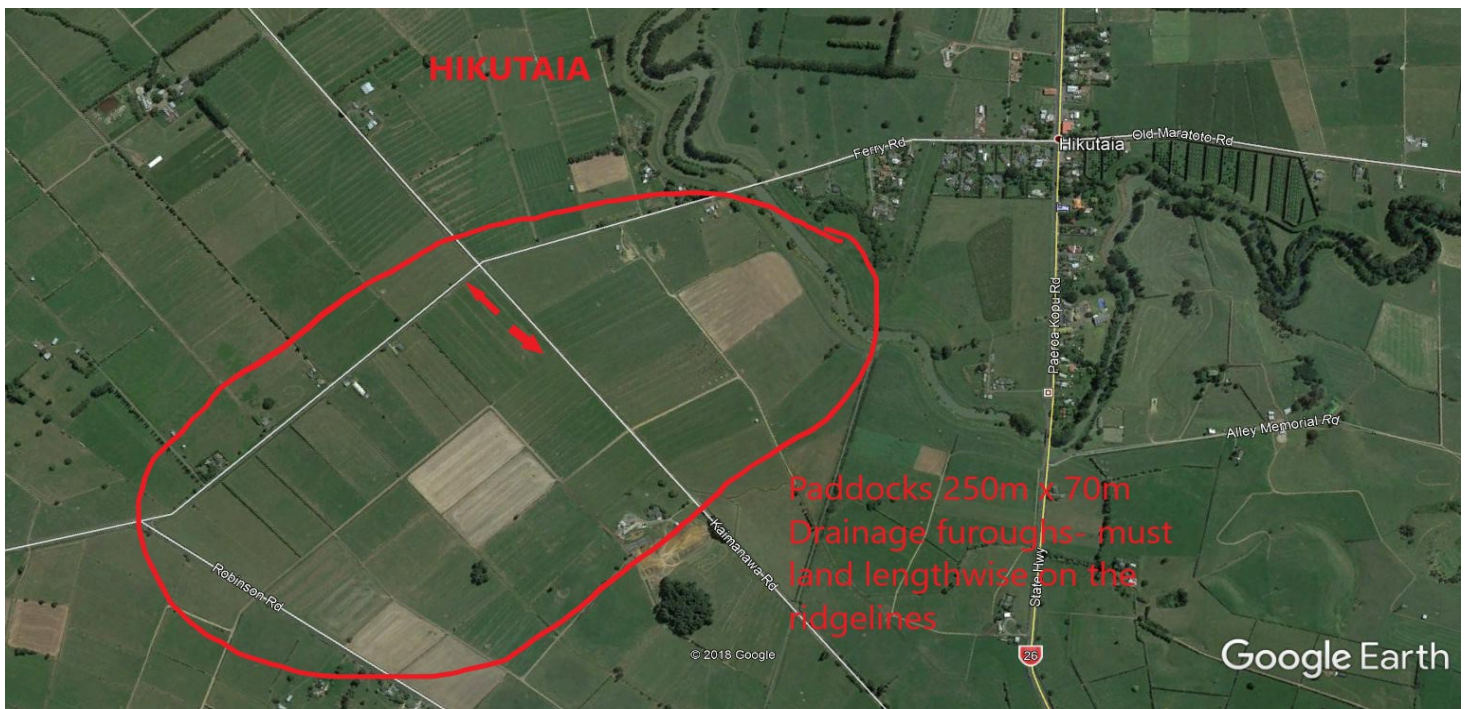


The old Te Aroha airfield is long gone, but the row of very long paddocks (850 metres) is still there. Direction is North West/South East, so not far off our 10/28 runway. Some are divided, but the paddocks are so long that it doesn't really matter. They are swamp paddocks, so they will be very wet in winter and very rough surface in summer. Some will be in maize in summer, but there are plenty to choose from and most unlikely they will all be in maize.

It's a long way from the ridge, so more of a resource on a thermal day.



Thorp Rd is about half way between the Tirohia saddle and Paeroa. These paddock aren't as long as other paddocks I have shown, but still plenty long enough for even an average pilot. They are in the lee of the Tirohia spur, so I have no idea what will happen if or when the wind farm goes in. The paddock's around Paeroa itself are much smaller, so its good to keep these one's in mind especially if you can't make it back over the saddle going back. These face West but there are also others facing North/South that you could also choose if the wind favoured it.



It's quite important to read the conditions when you go North along the ridge. If you go from Te Aroha to the Tirohia spur and end up lower (or it doesn't feel as buoyant as it could) then think twice about how well the ridge might be working further North (where the lift gets weaker).

Once you get to the Paeroa bowl, take your time and climb if you can. It will make the next jump much easier. If you can't climb then, rather than backtracking, you may be better to slowly carry on towards Hikutaia, where there are good paddocks and the possibility of finding lift along the way. It's a matter of staying within reach of Hikutaia and then Thames. On the return, then before you leave the reach of Thames, make sure you can reach Hikutaia and then Thorp Road.

The paddocks at Hikukaia are like Thorp Rd (around 250 metres) but generally wider. They may not be straight into wind on an average ridge day and because they have drainage furrows/ridges, it is really important to land on the top of one of the ridges without drifting, (never try to land across them). Being able to land in a straight line is really important and like old Te Aroha airfield, the paddock surface will be rough in summer. These paddocks are a little way out from the ridge, so it is important to successfully work the lift before you get too low or drift too far back. This can be difficult for early pilots, because these sorts of decisions are very new and thermalling or ridge flying skills still being honed. Landing choices further back in the Maratoto valley are much less. At times in summer you can get high enough at Paeroa to make it all the way to Thames in one glide.

Using stepping stones is a way to give new pilots a bit of confidence when going cross country. It isn't the whole answer and not the only solution to good early cross country. None of the landings I have talked about are less than 250 metres, some airfield size. Getting landings down to 100 to 150 metres in a variety of wind conditions will give confidence landing in these and smaller paddocks.



2018-2019 Trophies and Awards



Tony Davies winning the Presidents Pot, the 2018 Bill Mace OLC award and his 500km Diamond Distance



Dave Dennison with the Tom Martin Trophy, Ken Bartlett trophy and 50km Silver Distance

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Patrick Lalor was another doubles winner with the De Renzy Pot and the Les Reisterer short course Trophy (against 3 other competitor's, but could not attend the evening.



Sarel Venter wins this years Catlin Trophy

Brett Hunter with the Care 200 trophy. Barbara looks just as pleased as he does! 10 other entries; Bretts handicapped speed was 156kph, Raw time 1hr 8min for 200km



David Jensen winning the Dave McPherson One Diamond award and pulling a funny face. Iggy looks on with a politely confused expression.

Steven Care receiving a club Life Membership award



FAI and other Awards

Chase Cahalane - First Solo

Joseph Rouch – First Solo

Gareth Cartwright – QGP

Patrick Lalor - QGP

Royden Hooker – Silver Height

Dave Dennison – Silver Distance

Patrick Lalor – Silver Height

Mark Shrimpton – Silver Height (Pending)

Sarel Venter – Gold Distance

Bob Gray – Diamond Distance & 3 Diamonds

Tony Davies – Diamond Distance

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Tim Bromhead receiving the Buckland Soaring award at the GNZ AGM in Wellington 8th June



Steven Care receiving the FAI Paul Tissandier Award from FAI President Bob Henderson.

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UPCOMING EVENTS

5th Oct (Sat)	Start of Season Briefing (all members)
26th to 30th Oct	MSC Cross Country Course
3rd to 10th Nov	Central Plateau comp - Taupo
9th to 16th Nov	SI Regionals & Club Class Champs—Oma
24th to 30th Nov	Nthrn Regionals—Matamata
5th to 14th Dec	Youth-Glide at Omarama

PIAKO GLIDING CLUB COMMITTEE 2019/2020

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