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The Flypaper

Volume 2019, Issue 6

9th Sept 2019



Luke McPake at 7,500ft on 6th Aug. Air Traffic Control very co-operative



Maurice Weaver back in the air in his Ventus 2cxt BZ 31st Aug

Greg Wills on the ridge 24th Aug



Past member David Muckle flying 6th Aug. He even decided to throw in a few spins for good measure.

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Despite multiple weekends of wet weather, there have been a few very good ridge days over the last month (as you can see from the front page). **Spring is officially here**, so time to dust off the cobwebs and get a bit of flying practice in, before the season gets here in full force.

29th Sept to 6th Oct there are a team of Piako members heading to Kingaroy in Australia for the **Aust Club Class** Nationals (there is an unlimited class as well). The season there starts much earlier. Brett Hunter is representing the Piako Gliding Club in a Discus and Maurice Weaver is flying with Trev Terry in a Duo Discus. I understand Ralph Gore is also going and Tony Van Dyk from Wellington. There is a 'big' field of 48. Good luck guys!

A big welcome to our newest member Adrienne Laing. We hope you enjoy the challenges of learning to glide.

There are plans afoot for the Matamata Soaring Centre to run a **Grand Prix** type competition at the airfield during our annual Christmas Camp 27th Dec to around the 30th Dec incl. Personally I have no idea how a Grand Prix works, so maybe we can have a write up in a Flypaper before the December issue? Any volunteers?

Our most important upcoming event is our **Start of Season Briefing**. Our sport does have an element of risk, but it is and should be managed risk. For those new to the club, it is a compulsory Safety Presentation to get us into the right mindset for the rest of the season. For those that are unable to attend, there will be repeat in Wed 9th Oct at 10-30am.

There is also a presentation at the club at 10-30am on Saturday from Mike Borgelt on Variometers. Free light lunch. More later in this FP.

There has been some very recent developments on the airfield, in that the flying school '**NZ Aviation**' has gone into liquidation. What this means for us is a bit unknown at the moment.

The DG1001 team have made a call from club members for part of the debenture pledges for the new glider. Your contribution is extremely important and without it, it will be difficult to usher in a big new direction in the clubs future. If any of our newer members are interested in helping out, please ph Sarel Venter 021-02825879 or Gareth Cartwright 027-6558812

Steve



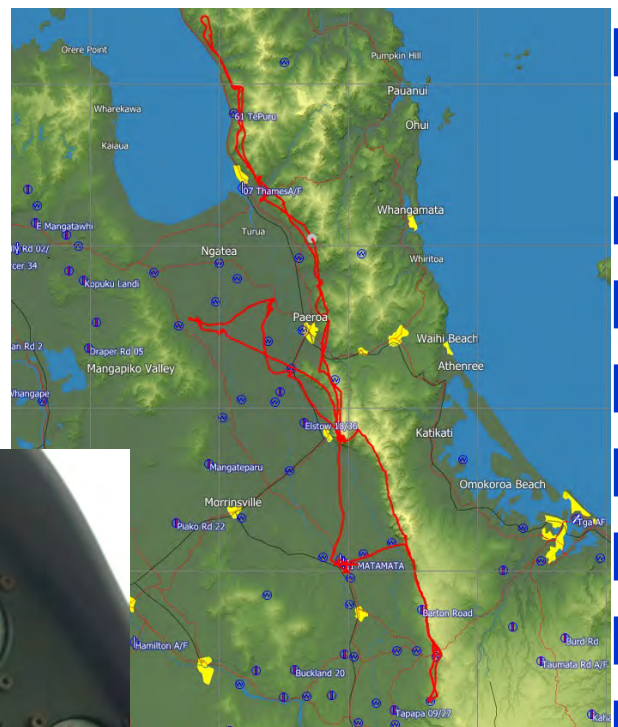


View from 7,500ft 6th Aug

Right-Patrick Lalor in PC 24th Aug
Below-Maurice Weaver on the same day.



Right—VR, XB and BX flew
300km on the 28th Aug



David Jensen in VR managed
to find a thermal on the edge
of the swamp Average 8.4kts

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Te Aroha Racecourse

Te Aroha Racecourse



There is a warning in the last Flypaper article that landing spots can change. Flying past Te Aroha racecourse last weekend I noticed the usual landing spot suddenly had some pretty significant obstacles that weren't there before ie hurdles (photo above). Flying past again this Saturday they were all gone; so a good example of not to take it for granted that it will always be available. The centre is cut up into 6 very small paddocks. One of the inner rings looks reasonably wide to land on, so might also be an option.



Polar waves 18th August

Snippets



Patrick Lalor was unable to attend our awards night. He is here receiving the DeRenzy Pot, the Les Riesterer Short Course Trophy, QGP and Silver height.



Likewise for Gareth Cartwright who received his QGP

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PIAKO GLIDING CLUB CURRENT FLYING MEMBERS FAI AWARDS

SEPT 2019

NAME		QGP	SILVER				GOLD			Diamond			
			Height	Duration	Distance	SILVER	Distance	Height	GOLD	Goal	Height	Distance	3 DIAMONDS
			1,000m	5hrs	50km		300km	3,000m		300km	5,000m	500km	
Dennis Crequer	F	X	X	X	X	X	X	X	X	X	X	X	X
Steven Care	F	X	X	X	X	X	X	X	X	X	X	X	X
Tim Bromhead	F	X	X	X	X	X	X	X	X	X	X	X	X
Bob Gray	F	X	X	X	X	X	X	X	X	X	X	X	X
Bryan O'Brien	F	X	X	X	X	X	X	X	X	X		X	
Godfrey Larsen	F	X	X	X	X	X	X	X	X	X	X		
Roger Brown	F	X	X	X	X	X	X	X	X	X	X		
Maurice Weaver	F	X	X	X	X	X	X	X	X	X	X		
David Johnson	F	X	X	X	X	X	X	X	X	X	X		
Julian Mason	F	X	X	X	X	X	X	X	X	X			
Tony Davies	F	X	X	X	X	X	X	X	X			X	
Ralph Gore	F	X	X	X	X	X	X	X	X	X			
David Jensen	F	X	X	X	X	X	X	X	X				
Sarel Venter	F	X	X	X	X	X	X						
Robin Britton	F	X	X	X	X	X		X					
Brett Hunter	F	X	X	X	X	X		X					
Rainer Kunnemeyer	F	X	X	X	X	X		X					
Norman Duke	F	X	X	X	X	X							
Chris Money	F	X	X	X	X	X							
Genevieve Healey	F	X	X	X	X	X							
Malcolm Piggott	F	X	X	X	X	X							
Ian Wood	F	X	X	X	X	X							
Neil Raymond	F	X	X		X		X						
Derek Shipley	F	X		X									
Royden Hooker	F	X	X										
Dave Dennison	F	X			X								
Patrick Lalor	F	X	X										
Mark Shrimpton	F	X	X										
Gareth Cartwright	F	X											
Andy MacKay	F	X	unknown										
Graham Cawte	F	X	unknown										

The above was up to date a couple of years ago and I have done what I can to keep it up to date since. It is a good idea to check your own GNZ records by going to the GNZ web site and look under 'About' 'OnLine Membership System' and Login. There is a bit of an explanation if it is the first time you are logging in or you have forgotten your password. It is also a good way to check if your personal details are showing as correct.



Our Treasurer is extremely efficient in his role. Here he is retrieving a \$5 note from the front of PC. There is an instructor in the back seat giving instructions. The safety rope is for retrieval purposes, should he inadvertently fall into an interdimensional shift.



Auckland Gliding Club Prizegiving



Your Club Captains' attended the Auckland Gliding Clubs annual prizegiving 24th August. While it wasn't quite up to Piako standards, they did have some big names attend. Above is Morrie Honey receiving a big flight award, although I am not sure why the people in the background aren't paying much attention. He is into his 80's, many decades and thousands of hours of gliding. He owns our old club PW5 and flew it from Drury to the other side of Taupo and back to Drury, a distance of about 430km. Although it was a truly remarkable flight, he managed to get into serious trouble with CAA over it. He didn't report his position very well with others and could not talk to the club because of the distance involved and hills around the airfield. SAR were alerted and no one knew where to start looking. Despite this, he is a truly remarkable man. It shows even a PW5 can fly a very long way if you point it in the right direction.

The man presenting the prize is even more of a legend. Terry Delore is from Christchurch. The highest FAI distance award anyone in our club has ever held is 500km. Terry broke the world distance record of 2,100 km in the 80's, but has also flown flights of over 2,500km. He has held and holds an unbelievably large number of world distance and speed records. He has done 1,000km more than 50 times. He is one of the worlds most celebrated glider pilots and it is almost impossible for me to give true justice to his achievements in one short paragraph. Terry gave a very interest talk on Springfield's Dynamic tow plane and possible logistics of flying a glider from Stewart Island to Cape Reinga. He is an inspirational speaker and good planning/preparations such a big part of his accomplishments.

To the right, in the white shirt is the skinny version of Simon Gault of MasterChef (celebrity chef judge) and TV personality fame. Simon started gliding in the early 80's and is a very active member of the Auckland Gliding Club. He has also has many top level flying achievements and yet another aviation legend. Most of his gliding these days is in his syndicate Arcus M (Bravo Foxtrot).

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Attention All Glider Pilots

Make sure you come along to the:

2019 START OF SEASON BRIEFING

This is compulsory for all glider pilots

Tow pilots and associates are also most welcome

9.30am Saturday 5 October 2019

To be followed by a **free** lunch at midday (Saturday only, no free lunch on Wednesday) and club flying in the afternoon.

Gliding Clubhouse, Matamata Airfield

with a repeat of briefing at **10.30 Wednesday 9 October 2019**

boring shortened version only

*You'll receive all the latest
info and have a chance to
have you say about our
operations. So that
you're ready for this sea-
son's flying.*

Let the westerlies blow!

Bob Gray

FLIGHT PREPARATION

An important part of both safety and achieving goals, is preparation. The reason we are not able to is sometimes down to lack of commitment, time constriction, inability or not knowing where to find information needed, or perception that without preparation we can still achieve our goals. While the latter sometimes works, it makes the unexpected more likely (reduced risk management) and the outcome less probable. It is interesting to see the extreme level that top international glider pilots go to compared to the average competition pilot and it's clear to me that pilots at all levels benefit greatly from good preparation.

Weather

Gliding is very dependent on the weather. Knowing and understanding it is extremely important. There are now some great weather prediction tools that seem to be getting far more accurate than ever before. It is now possible to plan a flight the day before, with much more accuracy and all that is then required is your direct observation of what was predicted and what is actual. Yes, it is at times out, but less often than previous. It is also possible to prepare for weather related risks and mitigate those risks. The best weather resource we have is RASP, but it is wise to also use Metservice and Metvuw (all on the Piako Gliding Club website). Others worth looking at are <http://metflight.metra.co.nz/MetFlight.php> , <https://www.windy.com/?-37.746,175.271,6> , and a similar one <https://earth.nullschool.net/#current/wind/surface/level/orthographic=-186.06,-39.55,256> . There is a weather station at the top of the Kaimai's with a camera <https://holfuy.com/en/weather/622> and there are now 2 on the Cambridge hills at Ruru A <https://holfuy.com/en/weather/1041> and Ruru B <https://holfuy.com/en/weather/1042> . It isn't enough just to be able to look at these sites before or on the morning of a flying day. You have to understand what you are looking at. The SkewT-LogP for Piako Gliding Club has a wealth of information, but you need to at least have a bit of an idea what you are looking at. At the top of screen with the SkewT-LogP for PGC is a blue 'here' button, which give a full explanation. It is on each of the pages for wind, boundary layer cloud cover etc. Another very good weather site is <https://skysight.io> done by Mathew Scutter. It is a pay site but talk to Tim Bromhead first as he is the NZ agent.

Be prepared when a good day presents itself. I have seen pilots trying to make the most of dangerously cruddy days, but then give away a boomer simply because they didn't recognise it.

Glider, Trailer and Equipment

It is important for your equipment to be well prepared, whether it is your own glider or a club glider. One thing that is often overlooked is the wheel brake. I have had the misfortune to retrieve several damaged gliders, which might not have been if the glider had an effective wheel brake. An effective wheel brake not only is a safety issue but also a psychological confidence issue. Make sure you test it before planning anything significant. Always have a roadworthy trailer and good instruments in the glider. Understand operation of the vario, transponder, radio and GPS equipment. It starts with reading the manual for each instrument, but you also need to use its features several times to be confidently familiar with them. I would hate to add up the number of times pilots have shown up to a competition or about to jump in the glider for a badge flight and had no idea how their GPS works. The availability and operation of GPS equipment should be planned for days, weeks or even months in advance.

Airspace and Radio

To understand airspace takes preparation. Busting it, not only reflects badly on the pilot concerned, but all of gliding throughout NZ. Every glider flying cross country must have a current VNC onboard. You can gain a huge insight, by just spending some time looking at it to see what airspace there is around the airfield or a possible cross-country flight. Airspace and turn-point files are on the Gliding New Zealand web site under "For Pilots" "Pilot Resources". It takes time to know radio procedures, so prepare by studying radio notes as much as possible. There is good information in the Radio Telephony Manual CAA AC 091-9 AC 172-1 https://www.caa.govt.nz/assets/legacy/Advisory_Circulars/AC091-9-172-1.pdf

Personal

Being personally prepared is also a key factor in flying performance. The 3 C's, currency, competency and complacency. An approach that is too casual is not just a safety issue, it will significantly slow down your ability to achieve the great things that gliding has to offer.

IMSAFE Illness, Medication, Stress, Alcohol & Drugs, Fatigue, Eating & Dehydration. Aside from the physical aspects, they can rob you of sound judgement. Do all you can to be and stay healthy.

Whatever stage your flying is at, make sure that you have the skill and knowledge to do the task you are trying to achieve. To have real skill you must practice. A sudden surge of confidence might be real skill, but it might be a symptom of a Dunning Kruger effect shown in the last Flypaper

Cross Country

Basic requirements for cross country, are having the skill to land the glider you are flying in a short distance exactly where you need to in a variety of weather conditions and being able to select a suitable landing area. Good preparation means having lots of recent and previous flying experience in the glider you are flying. For me its min 6 hrs and 10 landings preferably recently, in that glider. Others will say that is way too much. For many it may not be enough, particularly new QGP's. In some gliders I have done 40 or 50 hrs before feeling prepared to head away. I have seen too many accidents where a common theme was new glider, low time and low time in it and heading off cross country.

To do well in Cross Country means knowing where the lift is well before you get there. That takes observation, knowledge and practice.

Students

Learning to glide to solo stage is by far the hardest part of gliding. Getting through it reaps some pretty big rewards, but it takes some preparation and effort. Get the most out of each flight by studying all you can about the training exercise you are going to do before you do it. Most instructors are more than willing to go through it with you, if they have time available. Check out the Instructors Manual – Section 2 <http://gliding.co.nz/pilots/training/instructors-resources/> , to see what they should be showing you. There are also student resources under the training section as well.

I have heard others liken gliding to a game of chess. First you need to understand the rules and moves. Then it is all about planning, knowing what will happen multiple moves ahead and developing an effective strategy.

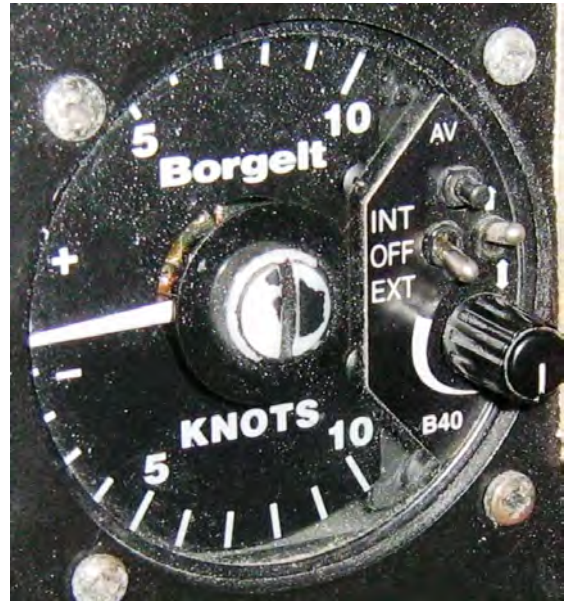
Steve



Lovely cloud street tracking straight to the ridge, half way back from Piarere on Sat 7th Sept

Variometer Presentation Sat 14th Sept 10-30am at Clubrooms

You may have noticed that some of our club gliders (and private gliders) have Australian Borgelt variometers in them. The one to the right has been in PC for around 30 years and still works perfectly. The Borgelt brand has been around for many decades and is sold all around the world. The owner is Mike Borgelt and he often visits our club, because his wife grew up and has family in Matamata. His latest vario's are extremely advanced electronic instruments and he is right up to date with the latest developments on response rates, total energy, influence of horizontal gusts and gps incorporated technology. He will have a presentation/talk at the clubhouse this Saturday 10-30am and will be well worth listening to. Other clubs are likely to attend as well.



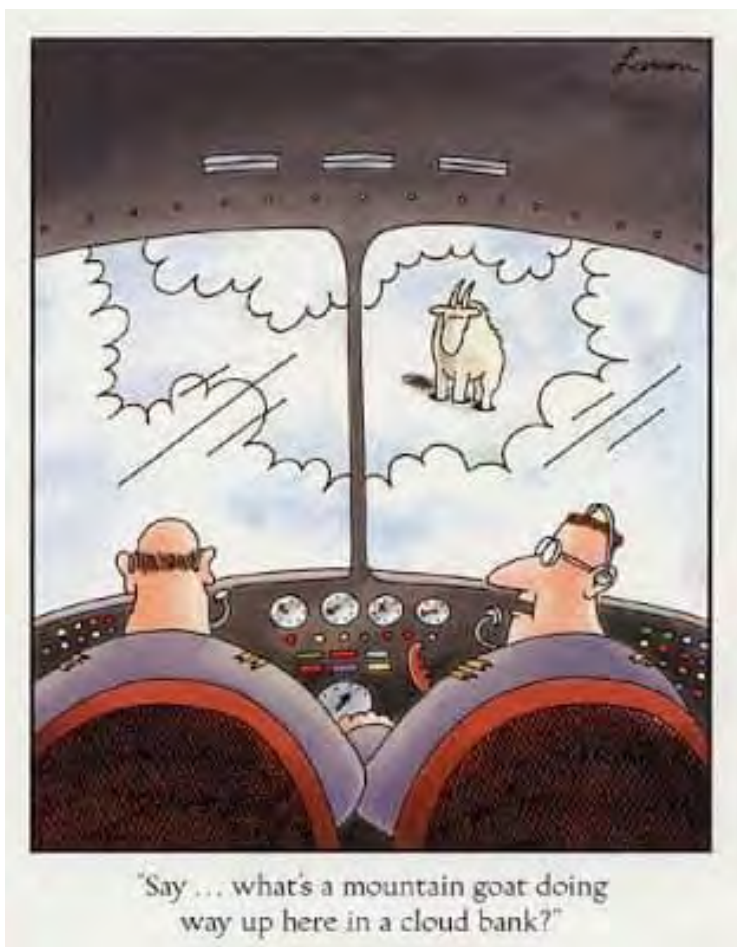
You can't glide without climbing first and a bad vario is tough going. The vario is one of the most important instruments in the panel. The more you understand the latest developments the better.

RSVP to genny.healey@gmail.com or sailplane@xtra.co.nz to enable planning numbers for lunch





Wow, I think you went too far with the plastic surgery!



**You often feel tired,
not because you've
done too much, but
because you've done
too little of what
sparks a light in you.**

UPCOMING EVENTS

14th Sept (Sat)	Variometer presentation 10-30am
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
26th to 4th Jan	Matamata Christmas Camp
27th to 30th Jan	MSC Grand Prix contest
5th Jan to 19th Jan	Raglan camp (indicative only)

PIAKO GLIDING CLUB COMMITTEE 2019/2020

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

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