

Inside this issue:

Pic's & News	1-2
Snippet's	3
Patrick Lalor— QGP	4-5
Derek Shipley— Competitions Jim Lyver	6- 7
Photo's	8
Steve Care— Wing Running & weak links	9- 10
Bits n Pieces	11-12
Upcoming events & Committee	13

The Flypaper



Volume 2019, Issue 2

30th Apr 2019



Joseph Rauch all smiles after his first solo. Wed 17th April

Patrick Lalor being congratulated by CFI Bob Gray on achieving his QGP; watched on by Steve, Iggy and Rob. Wed 27th March



Greg Wills eyeing up his circuit height Thurs 25th April

Last winch launch of the day; David Johnson looking on. Sun 14th April



Building a sustainable membership

RECRUIT

RETAIN

REGAIN

This edition has been delayed due to your club captains' tripping around the South Island for several weeks. It included a visit and fly at the Nelson Lakes Gliding Club where they winch only. A very friendly small group of pilots and scenery amongst the mountains is spectacular.

As everyone knows, our new tow plane CNC didn't get past one of its maintenance inspections and is in need of further significant expense. It is expected back early/mid May and we have been very fortunate that TZB was able to be hired from the Taupo syndicate, after considerable negotiation. Having a tow plane helps keep our trial flights and ridge flying going even though there are expenses getting it here.

To keep operating we have been doing more winching than we have in the past. At \$17 per launch, it is very economic. Even better if you catch a thermal and get a days flying out of it. Tim winched in his own glider 13th Apr and got 3hrs 18min for 227km. He had a further winch 20th Apr for 2hrs 36min and 146km. That average's a touch over \$5 per hour.

Dave Jensen and Brett Hunter have been bashing out some pretty good distances (over 300km) in the past few weeks, so winter isn't here yet.

Piako had a good representation at the NZ Northern Regional Contest at our airfield. Tim Bromhead managed 2nd in the open class. Dave Dennison '1st' in the Racing class, Sarel Venter 6th and Derek Shipley 9th. Apologies for no photo's??? Maybe next edition.

The club has 2 new instructors on the panel, Dave Dennison and Sarel Venter. Well done guys. Tony Davies has stepped down from the panel and Chief Tow Pilot duties. We are very grateful for all he has done, particularly in dealing with all of the difficulties we have had around CNC. Scott Montagu is now our new Chief Tow pilot. After many years of service Joan Wine is stepping down as Secretary at our club AGM on 22nd June. She has been a member of our club for 12 years and doesn't even fly. Committee meetings just won't be the same and her extreme efficiency hard to replace.

Yes, we have more new members. Welcome to Luke McPake, Max Hewson, Nick Pearce and associate John Etches. Total membership is 84, which includes 14 associates.

As per the front page, recent highlights are Patrick Lalor achieving his QGP, Joseph Rauch going solo and Tim and Dave's podium finishes in the Regionals.

Following are very good articles from Patrick on his QGP experience and Derek Shipley on all of his recent contest flying.

Steve & Genny

Snippets

Our newly rated instructor Derek Shipley gives Sebastian Kawa (worlds greatest competition glider pilot ever) a lesson on airflow over a wing.



Building a sustainable membership

- RECRUIT
- RETAIN
- REGAIN



Paul Knight

Dave Dennison and helpers gave the clubhouse a much needed clean out and sort out of the cupboards. There were many days of work involved, so great work Dave. Pictured here with Tony Davies and son.



Building a sustainable membership

RECRUIT

RETAIN

REGAIN



My experience getting a QGP

When asked to write something about getting my experiences getting my QGP I wasn't really sure what to say that would be interesting to a group of who have already done it/are in the process of but here goes...

I started glider flying at Piako with a trial flight in November 2017. I had been gliding once years before in Auckland, loved it and had always wanted to get my licence. It was, and still is, just as good as I remember. I had more epic experiences during training that I can possibly list off here but of course my first solo was something I doubt I'll forget!

As with learning anything complex, there can be some frustrations – I'm sure everyone has those little things they can't seem to kick (One of mine was these 'banana' base legs that I tended to do over and over again). I think the frustrations are probably pretty normal and for me, the harder you work for something, the more rewarding it is when you finally crack it.

In terms of advice for people working towards their QGP – I'd say number one is stay as current as you possibly can. I am lucky enough to have the time to fly relatively often and that continues to be a big help to me. The other one would be to get out and get as much varied experience as possible, try out different soaring techniques on different days – no two are ever the same. For me, one of these variations was paddock landing training with Seamus (An Auckland Instructor) and his Grob motor glider. The training itself was exceptionally valuable and the entire experience was so different to the 'normal'.

I would like to extend a massive thanks to the entire instructor's group for all the time and effort they put into training me and all the other students that continue to flow through. We are so incredibly lucky to have such a great group of very experienced people willing to give so much time to the student group – it is really appreciated!

One of the many things I really like about gliding is that you never stop learning – I certainly don't intend to stop learning anytime soon and it feels like getting a QGP is really just the start. I'm looking forward to getting into some cross-country training, learning how to 'stretch my legs' some more and enjoying the flying. See you out there...

Patrick Lalor

(Editors note—Banana Base Legs are allowed in gliding, particularly if you have just had lunch)

Building a sustainable membership

RECRUIT

RETAIN

REGAIN

Patrick taking up his first passenger—his Mum



After two seasons of flying in club gliders on the unlimited flying scheme I found myself at the point where buying my own glider started to look like the way to go.

Having taken the plunge and bought myself a glider (well 2 actually), I committed to making the most of ownership by getting in as many hours as possible and flying in different locations. The obvious way to do this was by flying in comps. To that end I haven't missed a North Island comp this season, five in all, and I've enjoyed it so much, I'm hoping to do the same next year.

Taupo started the season off in November with the Central Plateau Competition. Promoted as being more of a fun intro than a hard-edged event, it's a great way in. It's relaxed, but it's a comp. You find out more about how to organise yourself, and by the end of the week, you feel you might be able to organise yourself well enough to do another. You also start to realise how supportive the environment is. Some of the terrain around Taupo can be a little daunting, but after a while it becomes a more familiar backdrop, and you can 'manage' your flights to keep landable areas within range.

The Auckland comp in January was another beginner friendly event. Basically the contest is run along the lines of heading off in the most favourable direction and putting together the best cross country flight you can (so a bit like an IGC flight and scored in a similar way). There are bonus points to be had by overflying certain ground features, but for a beginner you can head for the best weather giving yourself a good chance of a flight more ambitious than on a club flying day, knowing you have the back up of a retrieve crew. Make it back to the field and they tell me you score very well.



The Nationals were at Taupo, and it was no hardship going back there. For all that it sounds more serious, the same supportive environment prevails, and good humour is a constant. It was a two-week event, so a tough call for people with less free time, but some folk just do the first or second week, some just a few days. The more gliders on the grid on any given day, the better. Sebastian Kawa's presence at the event has been well documented. He was a very engaging chap on the ground, but somewhat distant in the air...I never saw him anyway. He gave me some tips for flying the Jantar, so extreme I still don't know if he was pulling my leg.



It was great to go down to Hood airfield at Masterton, for the Central Districts event. I'm really hoping to see as much of New Zealand as possible from a glider, and this was not an area I had ever been to before. Had I flown better I might have seen more still. There's more hope for the beginners here as the paddocks are reassuringly

prairie like over much of the area. I thoroughly enjoyed the visit to Masterton.

The Regionals at Matamata is more of a logical choice for PGC members for all of the obvious reasons. Nonetheless the likelihood is that you can attempt flights you wouldn't think about when club flying, and so get the feeling of 'stepping out' into the unknown. And almost definitely you will end up wanting to step out a bit more.

I camped at all the comps, except the Regionals. And the whole season had the feel of a camping holiday with gliding as the theme.

There is a hell of a lot of effort put in by the folk who support these events. Some are competing and running various parts of the show at the same time.

Including club flying, I have comfortably passed 100 hours of gliding this season, a good lump of that being in the comps. So, the glider purchase is justified so far.

The number of hours is one thing, but the extras that come from doing comps, make them very worthwhile for anyone who can make the time. Hour for hour your own improvement will be greater if you fly competitions. You will be surrounded by a lot of experience and even if only some of it rubs off, you'll be moving forward. And it's just damn good fun.

Derek

ML in an airstrip near Bennydale



Jim Lyver very kindly lent us his new Foxbat LFD as a tow aircraft, when CNC was diagnosed with its serious illness. It certainly helped fill a gap and no problems launching the singles. However, it did struggle a bit with the twins.

Jim has given the club huge support in recent months and we all very grateful for his outstanding thoughtfulness and kindness.



NI's twin sister NH at the Nelson Lakes gliding club. Nice glider but not a patch on our girl.

Flying perfection, even with a bit of anhedral in the wings.



Building a sustainable membership

RECRUIT
RETAIN
REGAIN



"Mike echo oscar whisky! I repeat!
Mike echo oscar whisky, how do you copy? Over"

WING-RUNNING

Often the role of wing running is just left to anyone standing around and the prime purpose appears to be just to hold the wing off the ground. Most of us know the process better, but can familiarity breed contempt? The truth is, that it is one of the most important parts of a safe launch and there have been plenty of incidents and accidents at other clubs and around the world, where invigilance played a part.

Many treat aerotow and winch much the same, but in fact there are differences. The ground run on an aerotow is much slower and it may be safe for a pilot to pick up a wing if it touches the ground, the grass on the runway is short and the pilot is skilled enough. A winch launch everything happens much quicker. A wing touching the ground can end in disaster, no matter how skilled a pilot is or think they are,

An important aspect of wing running, is to make sure the wings are truly level at the start. It is not just a case of looking about level but balanced to the point where there feels to be no up to down pressure on the wing. It can be harder in a cross wind, but that is when it is most important. Some wings must be held much lower than others ie ASW 20 (low) verses Duo Discus (high). It is even more critical for a pilot with water ballast on board or even worse, half water ballast. Even a slight imbalance will lead to the water sloshing to the outboard of the lower wing and the inboard of the higher wing. As the launch progresses the lower wing will go down further, creating an imbalance that is impossible to correct.

For an aerotow the wing runner, should do just that (run). We do get quite casual with our training gliders as the wings are easier to keep level. If a lot of up or down pressure comes onto the wing, then let the wing tilt that way slightly, so the pilot knows to counter with aileron. If a lot of pressure is resisted and you suddenly let go, the wing will (for the pilot) unexpectedly drop. Often the pressure is because the wing wasn't level in the first place, but it can be other reasons as well i.e. cross wind or off-centre belly hook (ASW 15). Gliders with aerotow belly hooks are much more critical to avoiding ground loop problems.

The wing runner is responsible for ensuring that there is no conflict with other aircraft. This means a good look out for aircraft on finals (often GA aircraft are a long way out and very low) and base. The pilot(s) cannot see behind, so this responsibility is critical to safety. A casual glance doesn't cut it.

It is also a good idea for wing runners to see the glider brakes and canopy are closed properly. Some pilots launch with partial open airbrakes (not a practice I recommend) but they should tell you beforehand that is what they are doing.

For aerotow, use the bat and make launch signals clear for the tow pilot. If anyone around the launch area sees any potential conflict, yell 'stop stop stop'. The wing runner should also yell 'stop stop stop' and hold the bat vertically above your head, until the pilot releases. I have found this doesn't work once the 'all out' signal is given, but suggest you try anyway.

For winch, our current system does not give as much control to the wing runner as the radio in the glider is being used. Therefore, it is even more critical that the launch does not proceed until the wing runner has called that it is "all clear above and behind". Before the 'take up slack' call is made the wings should be made and kept very level.

You could say that we haven't had any problems, so why write about nothing important. We have a lot of newer pilots and others that can get complacent, so info on processes is a good thing for our safety culture.

Safe launching!

Steve Care



BGA have notified their members that they no longer recommend the double weak link system for winching, due to some incidents and an accident which this may or may not have been a factor. The idea of the double system is that the weak link does eventually wear out and the slotted one will prevent loss of the strop.

If using the winch double weak link system, it is important to make sure that one has a wide slot and the other, holes only. Never put 2 of the same type together as it will double the breaking strain. If any doubts, just use one weak link.

The winch weak links are colour coded and they have numbers stamped on them. Make sure that you use the right one for the glider you are flying. Chart is on the caravan wall and/or check your flight manual, It is the only physical thing protecting the glider from structural damage.



Building a sustainable membership

RECRUIT

RETAIN

REGAIN



Club stand at the Morrinsville A&P show on 2nd March. Well done Roger Brown for organising this.

Hamilton Ranger winch group 10th March.



Gina Chaney—Waikato Rangers

Just need to find that pot of gold. Its there somewhere.

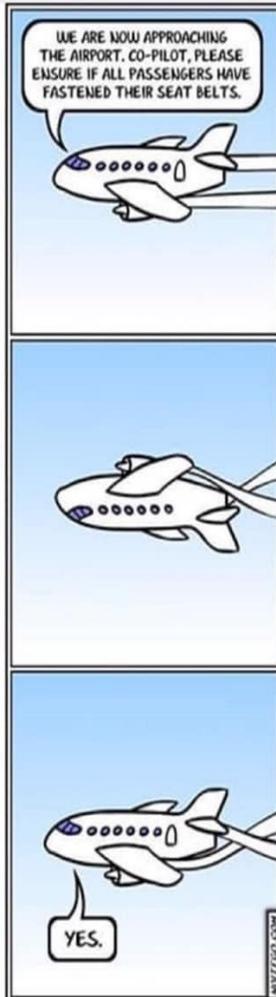




Derek– really!!!!

Building a sustainable membership

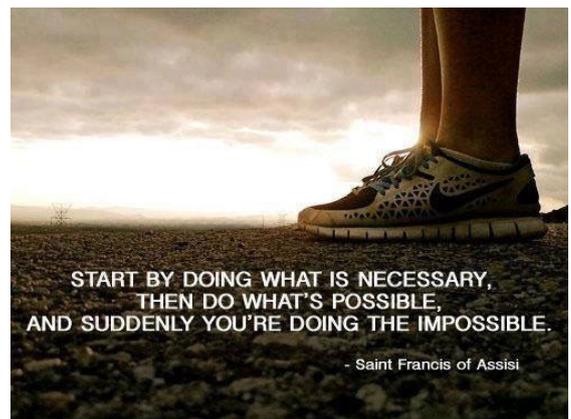
- RECRUIT
- RETAIN
- REGAIN



I don't trip.



I do random gravity checks.



UPCOMING EVENTS

4th & 5th May	ATC Rotorua & Tokoroa winning—20+20
26th May (Sun)	Matamata Soaring Centre AGM 11am
2nd June (Sun)	ATC Thames winning - 20
8th Jun	Remit deadline for PGC AGM
8th & 9th Jun	GNZ AGM Wellington
22nd June (Sat)	Piako Gliding Club AGM 4pm

PIAKO GLIDING CLUB COMMITTEE 2018/2019

Building a sustainable membership

RECRUIT

RETAIN

REGAIN

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