

# The Flypaper



Volume 2022, Issue 2

18th Aug 2022

Club Mid Winter Dinner and Prize Giving  
 Start of Season Briefing

Saturday 17th Sept  
 Saturday 8th Oct

Our new glider is nearly here. Photo is from Iggy at Masterton, where it is getting its final CAA checks etc before it comes to Matamata next week.



Steven Thrupp all smiles after flying ASW 20c GRA. He and Dennis Crequer has recently purchased it from David Johnson, who has bought GVM, a Discus 2cT

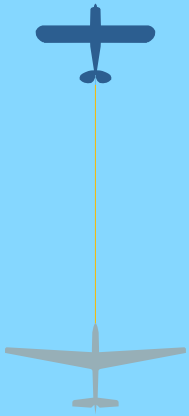


A very soggy looking Waihou River and Hauraki Plains (mid July). David Jensen



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Persistent precipitation and low cloud bases are becoming standard this winter. We seem to be having more cancelled days than flying, but there has also been the odd occasion when everything lines up and it is soarable. Just remember that spring is only a couple of weeks away.

Now is the time for annual maintenance and planning for next season. Tim started the ball rolling by getting a new trailer and selling his old one. Quite a few have been installing ADSB before the Dec deadline and a few have bought new gliders. I was hoping to get a photo of Walter Lowens new glider (Mini Nimbus b GKR) but will have to save for the next Flypaper.

The committee have faced quite a dilemma, now that we can not go to Raglan during the Walsh. They decided on Taupo and sent a survey to all members who so far seem to overwhelmingly support the move. 33 pilots have responded and only 2 who needed more time to think about it and 5 who will not go due to distance/accommodation etc. If you haven't yet replied (there are only 2 questions) the link is here:- <https://forms.gle/CzKJ43fapzcr696F9> and in the email sent out 11th August. It is likely that our tow plane will remain at Matamata, but it depends on numbers going.

The upcoming mid winter dinner and prizegiving will be at the Matamata Club (in Matamata township) on Saturday 17th September. It is always a very good social evening with a good meal and a celebration of those that have had some successes over the last 12 months. A link has been sent by email, but it is as follows:- <https://forms.gle/PpM5NEC9eXj8PnQ9> Everyone is welcome, including family and friends.

Piako Gliding Club is still well in the lead in NZ for OLC points. Changeover to next year is Tuesday 20th Sept. Something of interest is that we were 8th in the whole of Australasia last year. This year we are 4th, against some very big clubs.

When GPK arrives, instructors will need to get familiar with the glider. Most will need at least 5 flights, in line with the MOAP. From there they can start issuing type ratings for club members. Hopefully club members will want to take up passengers, but just remember in addition to normal requirements you need to make sure you logbook is endorsed for passengers and your medical is up to date. Shortly there will be an open day to celebrate the biggest purchase the club has ever made.

Steven

## Snippets

Aiden Cartwright in the front seat of PC on the Kaimai's with Tim Bromhead. 13th Aug



Another view of GPK at Masterton

DELIVERING  
HIGH QUALITY  
GLIDING  
OPPORTUNITIES  
TO MORE  
PEOPLE

PGC AGM 18th June



Photo of David Moody MSC President thanking Linda, club cleaner for many years of service. She has retired, so if you see the carpet needing a vacuum or the kitchen floor needs a wipe, your initiative will be much appreciated.

### More snippets



David Johnson in GRA 5 years ago. GRA was first owned by Life Member Ian Finlayson.



The club has a new glider trolley. Gliders need to first be rolled onto the concrete then onto the trolley. It then can be taken off for the next glider. There is a pump up thingy at the back to lift the glider.



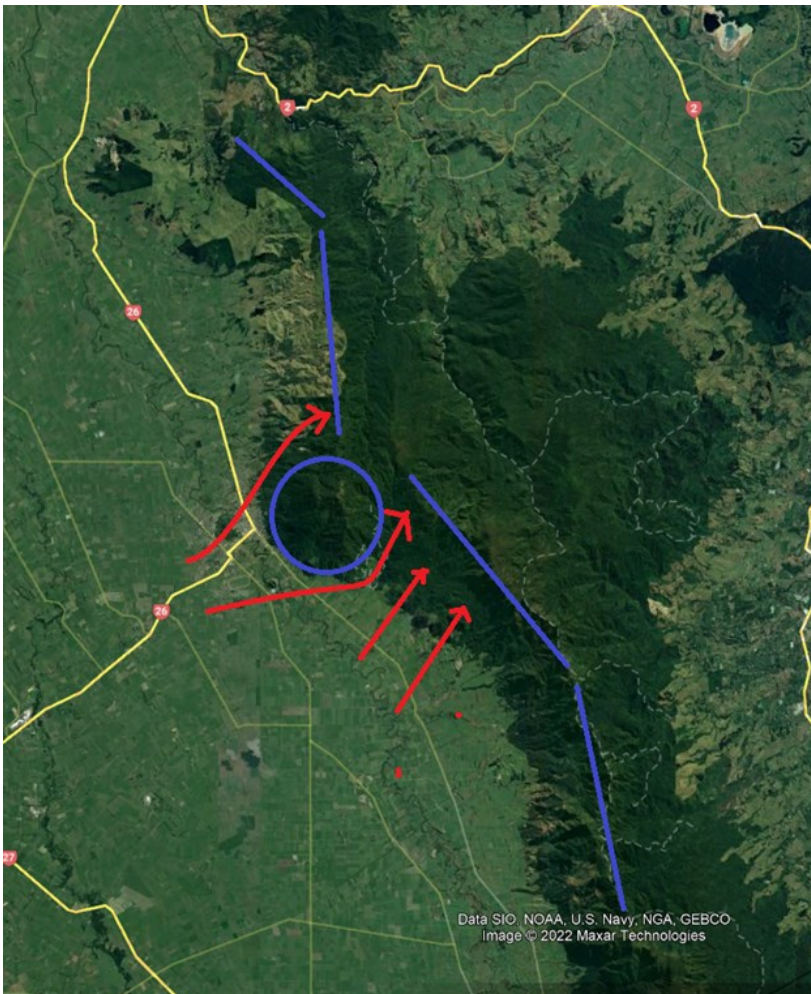
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## Te Aroha...what's not to love....

David Jensen

Watching a recent YouTube video from the local Media Production House (or should I say Production Van) "Tumultuous Times with Tim" but more commonly known as Pure Glide (with a turbo...hmmm a minor oxymoron) it got me to wondering about Mount Te Aroha and the frequency in which it doesn't deliver the goods...lift!! This is probably best illustrated by the number of flights that have terminated at the Te Aroha Racecourse (myself included). Why???

If you look at a map of the Kaimai Ranges, it's easy to see the Mountain sticks out almost on its own.



The Blue lines represent the general shape of the ridge, and the big circle is Te Aroha. The wind has a habit of splitting and travelling around the mountain rather than over it....especially at low level (less than 1000ft). I've watched a glider with a very experienced pilot only 200ft below me run out of wind, and therefore lift, and consequently become a Racecourse statistic. I had 2-3 knots on the vario...and before I claim credit for superior skills, prior to that point we had had no challenges staying aloft (a great word we should use more often...to quote Pure Glide).

So the mountain can "get" the best of us.

So what should we do?

Height always helps. If in doubt about the likelihood of lift around the front of Te Aroha keep enough height get right around and onto the ridge again.

Stay close to the front of the hill. I see a lot of gliders way out in front of the hill wondering where the lift went (actually I see this all the time along the ridge). A couple of points to note. Always keep a close eye on your speed and add a few knots to avoid a wing drop in turbulence. Second, remember that you will likely be below the top of the hills and therefore your view of the horizon will be displaced. This is important and if you don't understand the concept talk to someone who does. And third, avoid turning into the hill, especially attempting to circle in lift close to the hill. There is a lot to think about in these situations.

You will often find you have a headwind until you get near the town. Very similar to traversing the zone behind Thames.

Can you cross behind the mountain? Plenty of pilots do this, particularly when travelling north. Keep in mind that it can get quite rough behind the hill and the way out is often a 180 degree turn back south. Not a pleasant experience in very rough sinking air but achievable. Do not contemplate turning towards the east... there be dragons that way.

Keep an eye for any wind indications on the ground. Always do this because your instruments, no matter how flash, will only tell you what's happening in real time in the piece of sky you are currently occupying. They won't tell you what's happening in front of you, what will happen in 10 minutes time, or what is happening below you. Around Mt Te Aroha there are good ponds just to the north of the town, the river, and flood water and a swamp almost in the town itself. On the day that Tim filmed his "epic struggle" (perhaps "minor tussle" would be a better description) there was no wind indication on any of the water surfaces in and around the town...warning warning Will Rogers...

Generally, on any day one side of the mountain will probably work better than the other. This is predicated on the principle that the wind will probably not be blowing exactly perpendicular to the Kaimai's. So, a wind of 250 degrees or more it's likely to work better north of the town in the bowl around the access road to the top. But then the contra is true - the area south of the mountain might be doubtful, especially if you are getting low. The reverse is true...of course...

A couple of other interesting things about Te Aroha. Firstly, it's a bloody hard climb on foot. Second, keep looking ahead as gliders will appear at short notice (like gorillas in the mist) as they come around the hill. Flarm helps, as does radio calls...but keep them short - "GOP Te Aroha, 1200ft South-bound" will suffice. And third, if your radio makes odd noises, it's because the Gov't is using that big tower to exert it's influence on the masses...otherwise known as TV and cell phones.

And if you do get caught out and land in a paddock or the racecourse...so what!! Its all part of the fun.



# PRE-BOARDING CHECKS

Everyone does a pretty good job of remembering their pre-takeoff checks (even older pilots get the BEC at the end). But it seems that few remember the pre-boarding checks. They are important and will be even more important with the new glider. A B C D E

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).

The ballast for the new glider is not easy to see and it is something to always check before flight.. The tail ballast weights are mainly for spin training and I have just learnt that the front ballast weights are underneath a cover. Checking knowledge of the pre-boarding check can be part of the BFR. Please don't just learn them; do them (even if its your own glider, you are a new or even very experienced pilot)



## OLC— NEW ZEALAND—PIAKO GLIDING CLUB

YEAR	PLACE	POINTS	DISTANCE	FLIGHTS	PILOTS	
2022	1st	68,946	62,973km	365	16	So far
2021	1st	63,464	63,628km	346	16	
2020	1st	54,813	53,523km	294	15	
2019	2nd	43,782	43,693km	284	14	
2018	2nd	35,380	35,138km	208	14	
2017	4th	24,995	25,099km	135	14	
2016	3rd	16,786	16,514km	97	11	
2015	3rd	23,486	23,543km	92	10	
2014	3rd	18,444	18,413km	101	7	
2013	11th	3,042	3,333km	13	3	

## Australasia 2022

1st	248,225	<a href="#">Beverley Soaring Society (WA)</a>
2	197,521	<a href="#">Gliding Club of Victoria (VIC)</a>
3	80,018	<a href="#">Temora Gliding Club (NSW)</a>
4	68,946	<a href="#">Piako Gliding Club</a>
5	62,696	<a href="#">Geelong GC (VIC)</a>
6	60,393	<a href="#">Kingaroy Soaring Club (QLD)</a>
7	47,517	<a href="#">Auckland Gliding Club</a>
8	43,597	<a href="#">SportAviation Tocumwal (NSW)</a>
9	27,557	<a href="#">Melbourne Gliding Club (VIC)</a>
10	26,701	<a href="#">Bendigo Gliding Club (VIC)</a>
11	26,021	<a href="#">Lake Keepit Soaring Club (NSW)</a>
12	21,085	<a href="#">Southern Riverina GC (NSW)</a>
13	20,680	<a href="#">ACTION</a>
14	20,664	<a href="#">Beaufort Gliding Club (VIC)</a>
15	19,374	<a href="#">Warwick Gliding Club (QLD)</a>





## FROM THE ARCHIVES

The following photo was sent to me by former club secretary Chris Hector, along with a few other archives. Quite scary to think it was 1996 (26 years ago). It was to celebrate when we first got the PW5 GSN. There are still quite a few of the faces floating around.

Back row left to right:- Les Reisterer, Robin McRae, Alan Eccles, Steve Care, Roger Brown, Gerald Van Vliet, Sonia Van Vliet, Rosemary Gatland,(unsure), James Turney.

Middle row:- Sandy Norman (whom SN was named after). Linda McRae, Julie Hall, Trevor Atkins, Ian Hector, (unknown), Phil Smith, Peter Miller and wife.

Front row:- Robin Britton, Chris Money (I think with Dorothy the dog), Ralph Gore, Tracey Gore, Pam Gore, Sue Money, Josh and Sam Money, other child (unsure)





The glide angle of the KA 4 Rhonlerche II was 17.5 to 1 at 42 kts. Not enough to get back from the ridge. No comparison really to the new GPK.

This was Piako's first glider ZK GBO.

### Specifications (Ka-4)

Data from Sailplane Directory, Soaring and Type Certificate 7G6,<sup>[1][2]</sup> The World's Sailplanes: Die Segelflugzeuge der Welt: Les Planeurs du Monde,<sup>[3]</sup> manufacturer<sup>[1]</sup>

#### General characteristics

- **Crew:** one
- **Capacity:** one passenger
- **Length:** 7.3 m
- **Wingspan:** 13 m
- **Wing area:** 16.34 m<sup>2</sup>
- **Aspect ratio:** 10.3:1
- **Airfoil:** root: Göttingen 533 15.7%, mid: Göttingen 533 15.7%, tip: Göttingen 533 12.5%
- **Empty weight:** 220 kg (485 lb)
- **Max takeoff weight:** 400 kg (882 lb)

#### Performance

- **Stall speed:** 30 kts
- **Never exceed speed:** 92 kts
- **Rough air speed max:** 64.8 kts
- **Aerotow speed:** 64.8 kts
- **Winch launch speed:** 48.6 kts
- **g limits:** +4.7 -2.3 at 92 kts
- **Maximum glide ratio:** 17.5:1 at 42 kts
- **Rate of sink:** 1.1 m/s (2.2 kts) at 33 kts

### DG1001 Club Neo

#### Technical Data

<b>Wing span</b>	<b>m</b>	<b>18</b>
<b>Wing Area</b>	<b>m2</b>	<b>16.72</b>
<b>Aspect Ratio</b>	<b>/</b>	<b>19.38</b>
<b>Length</b>	<b>m</b>	<b>8.57</b>
<b>Height</b>	<b>m</b>	<b>1.8</b>
<b>Max Speed</b>	<b>kts</b>	<b>145</b>
<b>Min Speed (at 550kg.)</b>	<b>kts</b>	<b>36</b>
<b>Min Sink (single seated)</b>	<b>m/s</b> <b>kts</b>	<b>0.62</b> <b>45</b>
<b>Empty Mass (incl basic Instruments) ca</b>	<b>kg</b>	<b>410</b>
<b>Water Ballast (optional)</b>	<b>l</b>	<b>160</b>
<b>Max Take-off mass</b>	<b>kg</b>	<b>750</b>
<b>Max Take-off Mass for Aerobatics Cat A</b>	<b>kg</b>	<b>630</b>
<b>Max glide</b>		<b>40:1</b>



**phonetic alphabet**

<b>A</b> alpha	<b>B</b> bravo	<b>C</b> chunky
<b>D</b> drape	<b>E</b> egg	<b>F</b> fingler
<b>G</b> guy fieri	<b>H</b> horp	<b>I</b> i forget
<b>J</b> jorp	<b>K</b> risten Stewart is not a great actress	<b>L</b> ike she is okay, but, just, not great
<b>M</b> mup	<b>N</b> nup	<b>O</b> oboe
<b>P</b> pwom	<b>Q</b> quimple	<b>R</b> Rob Schneider
<b>S</b> soup & tequila!	<b>T</b> tequila & soup!	<b>U</b> umm?
<b>V</b> kevin	<b>W</b> wu-tang	<b>X</b> ex-wife
<b>Y</b> why	<b>Z</b> zee last letter in the alphabet	

Reduce confusion with this standardized NATO alphabet chart.

obvious plant

BLUELINE BANTER NEW ZEALAND



## UPCOMING EVENTS

17th Sept	PGC Mid winter dinner and Prizegiving
8th Oct	Compulsory Start of Season Briefing (clubrooms)
22nd to 26th Oct	MSC Cross Country Training Course at Matamata
5th to 12th Nov	MSC Contest at Matamata
19th to 22nd Nov	Northern Regionals at Taupo
5th to 9th Dec	National ATC camp at Matamata
12th to 16th Dec	Youthglide Camp at Matamata
26th Dec to 5th Jan	PGC Xmas Camp
1st to 7th Jan	AGC competition at Drury
6th to 20th Jan	Piako camp at Centennial Park Taupo
3rd to 12th Feb	NZ Club Class National Champs at Matamata

### PIAKO GLIDING CLUB COMMITTEE 2022/2023

DELIVERING  
HIGH QUALITY  
GLIDING  
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President:	Iggy Wood
Vice President:	Tim Bromhead
Secretary:	Dave Dennison
Treasurer:	Sarel Venter
Club Captain	Genevieve Healey (Jnt)
Chief Flying Instructor:	Bob Gray
Chief Tow Pilot:	Scott Montagu
Bar Manager:	Sarel Venter assisted by Derek Shipley
Committee:	Steven Care (Jnt Club Captain)
	Scott Montagu
	Colin Kelly
Maintenance Officer:	Colin Kelly
	Seconded for project purposes Gareth Cartwright