



# The Flypaper



Volume 2023, Issue 1

24th Jan 2023



Aidan Cartwright (age 15) goes solo during the Christmas Camp.



Josh Donderwinkle (age 14) after his first solo at the Youthglide camp

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We have a new member, who has the same name as another member. He was on the ATC course and also had his first solo during the Christmas Camp. Well done Max Claxton<sup>2</sup> age 16.



Brett Slater, yet another first solo during the Christmas camp.



Ross Hyndman all smiles after a perfect soaring flight in his new glider ASW 27 GKW. Ross says the flames have to go!

**DELIVERING  
HIGH QUALITY  
GLIDING  
OPPORTUNITIES  
TO MORE  
PEOPLE**

- Wow, another Flypaper so soon! We'll try to get things a bit more regular, now that one particularly important event is behind us.
- Some pilots (including myself) are having an interesting time trying to work the new Air Avionics ACD 57 in PK. We have a couple of tips further on in this Flypaper.
- The upcoming GNZ Club Class competition at Matamata looks well represented by Piako pilots, so let's hope we put on some better weather than our December competition. 38 entries to date, so it's going to be one of the largest held in the last few years. For comparison, the GNZ Multi-Class Nationals currently on at Omarama only have 11 entries. Derek Shipley is competing and in 4th place so far.
- A very good sign of a healthy Gliding Club is the number of 1st solo's being done. We have had 4 during the month of December, with 1 more that is close.
- Steven and Genny are now married. It was intended to be only a very small wedding with only a couple of guests. It did expand slightly and we apologise that we weren't in a position to open it up to club members. Everything went well. Thank you to Rainer, Anna and Iggy for some special help and those who pitched in to make the event memorable for us.
- Our decamp to Taupo was marred by some early bad weather, but it improved, and some huge distances achieved by our "turbo" team of David Jensen, Tim Bromhead and David Johnson. There were multiple trips around Lake Taupo. A couple of our newer pilots even managed a cross country adventure with Tim in PK. The only negative was that one of the Taupo members caught COVID towards the end of the camp and unknowingly passed it onto one of our members. If anyone that was down there and is experiencing symptoms, please get tested and isolate.
- I neglected to highlight in the last Flypaper that we had 2 entries in the Springfield Soaring Contest at Christchurch (16 entries). Our own Brett Hunter managed a very credible 3rd place and Derek Shipley 7th.
- The Auckland Soaring Champs only had 1 day of flying (14 competitors), but won by Tim Bromhead (full review on his YouTube channel **PURE GLIDE**). David Johnson featured as well in 4th place.
- Steve

## SNIPPETS



Josh Donderwinkle getting the traditional YouthGlide dunking. I am pretty sure that Josh is only the 2nd youth member of the club to go solo at age 14 and only just pipped in age Aiden (15) and Max (16).



Iain Anderson, deservedly very pleased with himself after getting his Pawnee and tow rating with the club. He is on the roster already. Good one Iain.



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Phil McKinnon and his new glider MC. MC used to be a PGC club glider and was in private ownership in the club until the late Ben Stimpson bought it. It's nice to see it back in the club.

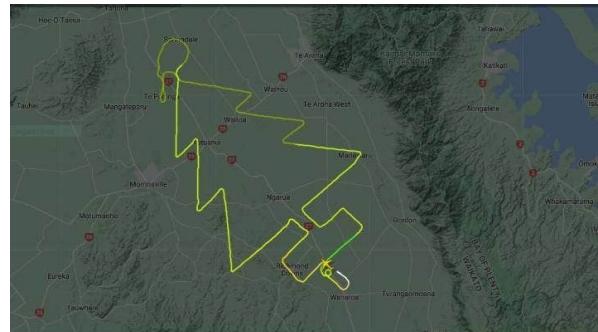
Neil Raymond's new glider, Ventus 3 fes GBE. Latest technology, high performance and an electric motor in the front. Brett Hunter might need to watch out once Neil gets used to his new toy.



## More snippets



Flight in easterly wave with a former member of the Taupo Gliding Club. 6,500ft. Could have been the first fight for PK into airspace if the instructor didn't press the wrong button on the ACD 57



Scott Montagu has been painting pictures using the tracking maps again; this time in his Corby Kestrel. The gliding club got a good mention in the 'STUFF' article. Thank you Scott!



I wonder who is more nervous? Gareth and Aiden Cartwright.

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New Years eve dinner attended by 14 Piako and Auckland members.



Geoff Soper photo of Derek Shipley at the Auckland contest.

# CLUB TROPHIES



There are lots of club trophies still up for grabs. So far 25km and 100km tasks have challenges, but the 150km, 200km and 300km trophies are still up for grabs. So far the weather hasn't played ball, but it would be sad to see no-one go for them. See the club web site and 'Proving Grounds Piako Gliding Club' for details.

## FAI BADGE FLIGHTS

FAI awards are an internationally recognized gliding achievement. We have more 3 diamond pilots in our club than we have ever had, but there seemed to be fewer new achievements last year than we have had in the past.

**Silver C** 1,000 metre gain of height (3,280ft)  
5 hour duration  
50 km distance flight

**Gold C** 3,000 metre gain of height (9,843ft)  
5 hour duration  
300km distance (max 3 Turn Points)

**Diamond Height** 5,000 metre gain of height (16,405ft)  
**Goal** 300km (max 2 Turn Points)  
**Distance** 500km (max 3 Turn Points)

There are lots of rules and often the challenge is not only the flying, but knowing what the requirements are. Find an Official Observer (we have 14 in the club; they are shown on the GNZ web site under Official Observers) and instructor to take up the challenge. They are a good lead into Competition flying, where there are also lots of rules.

## PK's Trim



Button indicator



Trim spring release lever.

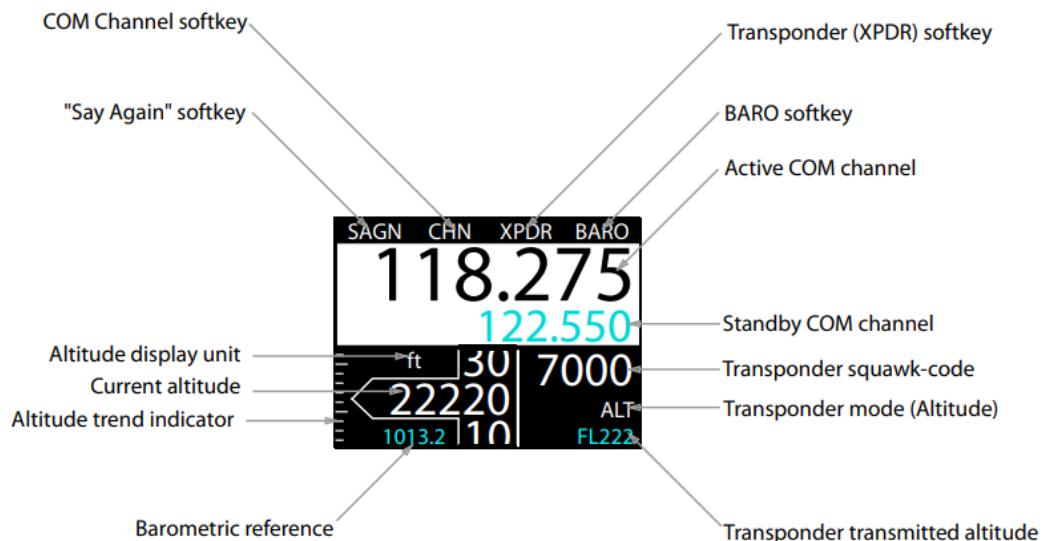
The trim on PK is incredibly simple, but it appears someone has been using force to try and adjust it. The purpose of the green button on the left hand side is mainly an indicator. The trim is adjusted by pulling the green lever at the bottom of the control stick, ideally with your little finger. It releases the spring enabling you to move the stick to where you want and releasing it will lock the position again. Don't move the button without the spring being held in the release position. Don't touch the button, unless you know exactly how it works and only to get the last bit of forward or back trim with the lever pulled.

**Never use force to adjust the trim.**

# GPK's 'Air Avionics' ACD-57

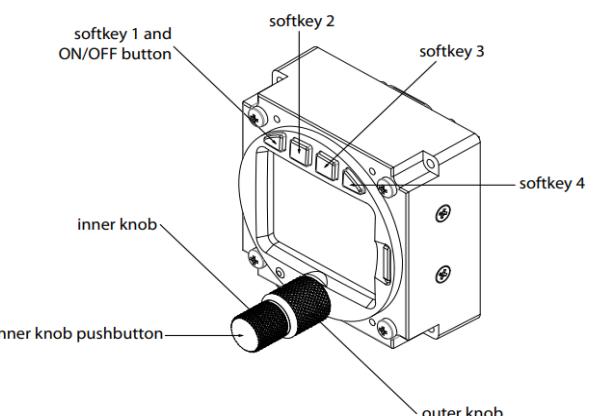
Along with our flash new glider (GPK) are some flash new instruments. It's easy to get into trouble by not getting a setting right either pre-flight or during a flight. All the instruments have manuals online, but there are also copies in the glider flight manual.

This article is on the Air Avionics ACD 57 (Air Control Display 57mm), because it is 3 instruments in one and for the back seat, is the only source of pressure altitude (although the S100 has GPS altitude on the first page). Next issue, I may put a bit about the LX NAV S100; installed in both PK (front and back) and XP.



Along the top of the instrument are 4 button's. On the home page the left one is SAGN (a Say Again feature that we don't have). Next 3 are CHN (Channel for the Radio), XPDR (Transponder settings) and BARO (Barograph which is the Altimeter). Pressing the one you want will take you to the page for that feature.

At the bottom, there is a rotary knob which has inner (narrower, at the end of the knob) and outer (larger one closest to the instrument) rotary functions. The end of the knob can also be pressed to activate some functions and acts as an enter button.



The home screen shows all 3 functions- Radio, Transponder and Altitude. If you go into any individual screen ie Radio to change the frequency and you don't do anything for 10 seconds, the screen will flick back to the home screen.

## CHN button (radio)



- Volume – just ‘turn’ the inner knob, without the need to go to CHN screen  
Switch to standby frequency – just ‘press’ the inner knob, “ “ “  
*Warning - Pretty easy (front or back seat) to inadvertently change to standby and not realize.*  
To alter frequency, *manual* – CHN – rotate outer knob to alter frequency  
– rotate inner knob to alter decimal frequency, then enter (inner)  
To alter frequency, *memory*- CHN – MEM –rotate inner knob to select, then enter (inner)  
To alter squelch- rotate inner knob- SQL- turn on or off with button 4

## XPDR button (transponder)



- To change squark code – XPDR – use the outer knob to change the position in the squark code  
–rotate the inner knob to change the numbers, then enter (inner)  
To Ident –XPDR- IDENT *IDENT should show below the code on the screen*  
To change Mode - XPDR- MDE button changes mode between SBY (Standby) ALT (Altitude)  
ON (Mode A with no altitude). Keep it on ALT all the time. Mode shows below  
the code on the screen. *From personal experience, don't press the MDE button while talking to ATC, or you could end up inadvertently switching the transponder and ADSB off.*

## BARO button (altitude)



- To set the altitude before launch – BARO – Rotating the outer and inner knobs alters the barometer which is linked to the altimeter. Adjust to the airfield altitude. Push the inner knob to enter. *Do this as part of every pre-flight check.*

*The above are just the basics. There are a lot more settings available, but the above will help you avoid getting into trouble. For more detailed info, please refer to the manual.*

# ONLINE COMPETITION

#	Points	Club	km	Flights	Pilots
1	89,874.19	<a href="#">Beverley Soaring Society (WA)</a>	78,330.03	253	39
2	48,787.53	<a href="#">Gliding Club of Victoria (VIC)</a>	42,268.46	111	22
3	26,707.22	<a href="#">Piako Gliding Club</a>	25,767.67	180	19
4	25,161.61	<a href="#">Kingaroy Soaring Club (QLD)</a>	23,717.46	68	8
5	24,769.13	<a href="#">Alpine Soaring Mount Beauty (VIC)</a>	19,560.78	86	5

NAME	Flights	Duration hrs	Overall Points	Average Speed
<a href="#">Tim Bromhead (NZ)</a>	14	54:45:00	4,333.29	86.4
<a href="#">David Johnson (NZ)</a>	14	59:29:00	3,587.88	72.56
<a href="#">Colin Kelly (NZ)</a>	20	42:11:00	2,848.66	43.1
<a href="#">Sarel Venter (NZ)</a>	17	41:34:00	2,726.50	42.2
<a href="#">DP Jensen (NZ)</a>	9	33:22:00	2,671.36	86.02
<a href="#">Philip Rees (UK)</a>	16	58:57:00	1,856.23	31.62
<a href="#">Derek Shipley (UK)</a>	10	25:13:00	1,695.26	41.91
<a href="#">Ian Wood (NZ)</a>	18	53:57:00	1,656.40	26.93

## SPRINGFIELD ENTERPRISE COMPETITION 19th TO 22nd Nov 2022

Place	Pilot	Glider	Points
1 ZF	Terry Delore	ASH 25 M	2,342
2 MS	O'Neill & Aldridge	Arcus M	2,298
3 XB	Brett Hunter	JS3	2,104
7 MJ	Derek Shipley	SZD-48-1 Jantar Standard 2	1,264
1			

## AUCKLAND SOARING CHAMPIONSHIPS (Enterprise) 1st TO 7th Jan

Unfortunately only 1 day flying out of 7, but Tim managed 1st place and David Johnson a very credible 4th place in his new glider. 14 entries.

#	O P CN	Contestant	Glider	Total
1		<a href="#">Tim Bromhead</a>	Ventus cT	1,000
2		John Robertson	DG-300 Elan	959.9
3		Conal Edwards	Arcus M	775.9
4		<a href="#">David Johnson</a>	Discus-2cT	764.9

David Johnson and his new glider. VM



## MORE SNIPPETS



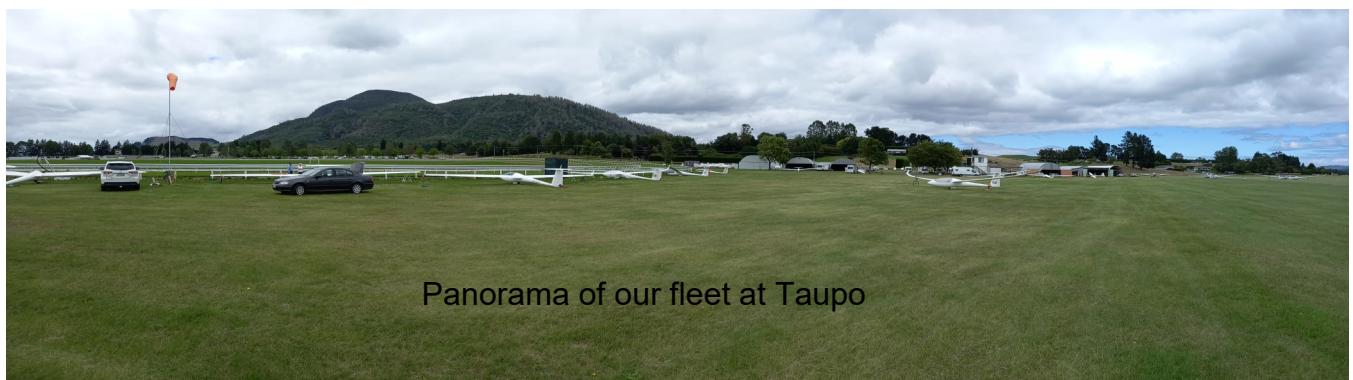
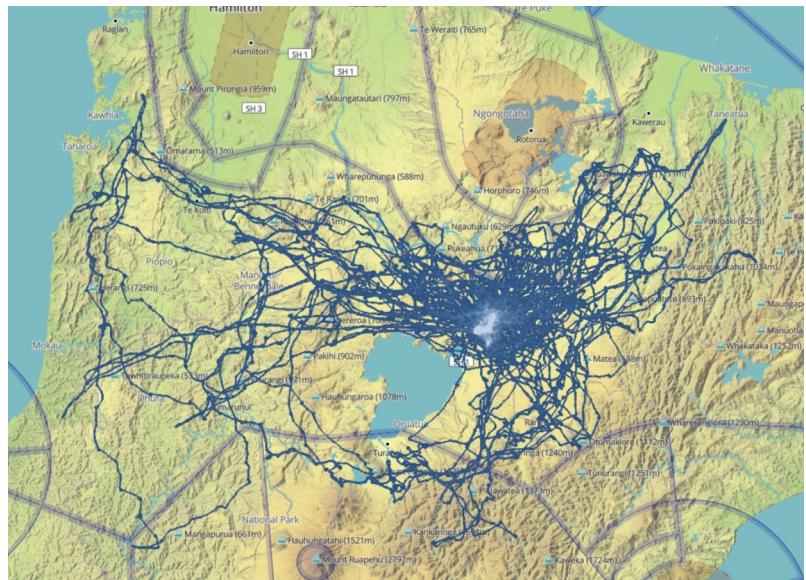
Not to be outdone, PC (on the same day), landed in an even bigger paddock (goat farm near Te Aroha). Will Verland and Sarel Venter (I think).

Charlie Irvin landed out with Tim Bromhead in PK near Piarere. Huge paddock and they probably had time to reflect on the blueness of the sky above them.



Glider tracks of flights done from Taupo during our 2 week stay. Scary to see just how much of the countryside was covered. Nearly Whakatane, Kawhia, Taranaki airspace, deep into the Te Urewera and Kaweka ranges

Left, Tim looking down on Mt Tarawera (near Rotorua), flying from Taupo



Panorama of our fleet at Taupo



View of Mt Tauhara from the East.



Will Verland in PK



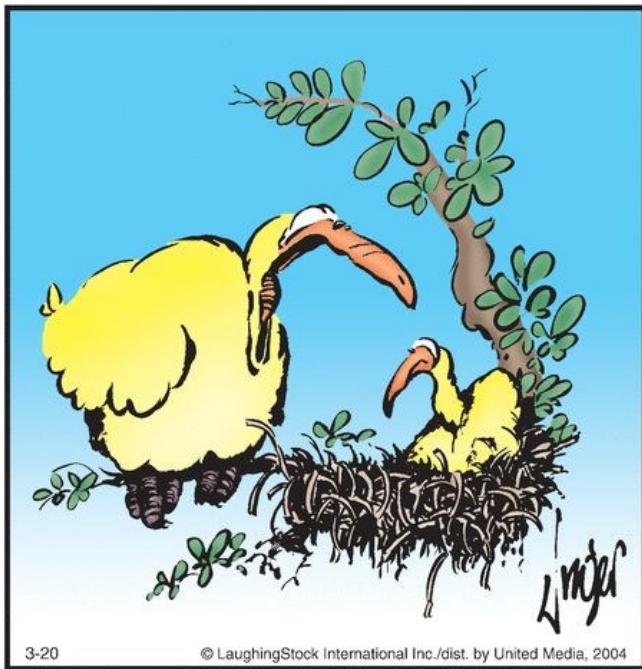
Tim looking down on Jason Shields GHW from Hawkes Bay, over some rough terrain near National Park/Turangi.



Spin pictorial



Lots of activity at Taupo



"I had over 200 hours of flying time  
when I was your age."



**I'M A PILOT**  
TO SAVE TIME LET'S ASSUME  
THAT I'M NEVER WRONG



## UPCOMING EVENTS

19th to 28th Jan	GNZ Multi-class Champs—Omarama
3rd to 12th Feb	NZ Club Class National Champs at Matamata
18th to 24th Feb	Central Districts Regionals—Waipukurau
26th Feb to 3rd Mar	Vintage Kiwi meet—Stratford
4th to 11th Mar	Central Plateau Comp—Taupo
18th to 25th Mar	GNZ Grand Prix—Matamata

## PIAKO GLIDING CLUB COMMITTEE 2022/2023

<b>DELIVERING HIGH QUALITY GLIDING OPPORTUNITIES TO MORE PEOPLE</b>	President: Iggy Wood
	Vice President: Tim Bromhead
	Secretary: Dave Dennison
	Treasurer: Sarel Venter
	Club Captain: Genevieve Care (Jnt)
	Chief Flying Instructor: Bob Gray
	Chief Tow Pilot: Phil Rees
	Bar Manager: Sarel Venter assisted by Derek Shipley
	Maintenance Officer: Colin Kelly
	Committee: Phil Rees Colin Kelly Gareth Cartwright