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The Flypaper

Volume 2019, Issue 2

18th Feb 2019



Chase Cahalane
after his first solo
on the 26th Jan

Likely looking bunch of fine
gentleman at the Taupo VK
rally 19th to 25th Jan. Chris
Money, Paul Castle and
Godfrey Larsen.



Tim Bromhead in
BA flying around Mt
Tarawera during the
Club Class Nation-
als at Taupo

Patrick Lalor after his
Silver C height gain



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A big thank you to all those that helped out at the Raglan camp. We only lost 1 day due to weather, but this year was a bit unusual in that there was very little lift around. The only real soaring day was the last day, when Tim found southerly wave lift over Mt Karioi. There were lots of tows and we had to get more fuel part way through the camp. Many thanks to all those that help make the camp a big success; Tony Davies, Jim Lyver, Tim Stegehuis, Dave Dennison, Gary Woolerton to name a few.

We had 3 of our pilots competing in the Auckland Soaring Champs. Tim Bromhead, Brett Hunter and Derek Shipley. Brett managed to get 5th place in a pretty big field.

Our flying during the Walsh worked out exceptionally well, but more by good luck than anything else. On the Saturday all the Walsh pilots disappeared off to Tauranga, leaving only the usual weekend traffic to deal with the Tower. The following Sunday and Wednesday, although busy, were both ridge days. Being able to depart the control zone made life much easier for us. Our own Tracey Gore was one of the instructors for the Walsh and this year received an award which will assist her to get her B Cat power instructor rating. Well done Tracey!

The Club Class Nationals were held at Taupo this year (in conjunction with the Matamata Soaring Centre contest) and attended by Tim Bromhead, Bob Gray and Derek Shipley. Tim was 2nd after winning right up to the last day. He had 7,731 points and missed the top podium by a heartbreaking 4 points to Mike Strathern on 7735 points. Bob and Derek managed very credible 5th and 8th positions respectively.

Recent club flying has also had some very close misses as well. Mark Shrimpton and Patrick Lalor were both short on their Silver height gains (3,280ft) by 25ft and 43ft respectively. GPS is way too accurate these days! However both of them managed to get even better days a week later and secured their height gains by much wider margins. Persistence does pay! Congratulations guys.

We had a first solo by Chase Cahalane and making the most of the good summer weather, clocking up lots of time in the air.

Flying at the Taupo contest was **Sebastian Kawa**, who is without doubt the greatest gliding contest pilot **ever**. He has won 15 World Championships and 6 International Grand Prix. Two of our club pilots got to fly with him, so there are must read articles following.

We are continuing to gain more new members. A big welcome to Greg Oosthuisen, Max Hewson (Neil Raymonds nephew), Zhane Collinson and Nick Pearce. Also new associate members Ron Henneker (former early 1960's member), Jill Lang (most will remember her as Jill Thomas a former tow pilot).

Snippets from Raglan

Raglan from high



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Double tow from the back glider. Lots of white hat reflections.

Waikato Expressway



The Vintage Kiwi Rally Taupo 2019

Six Piako members put their 'Vintage Kiwi hats on' and took their sailplanes to Taupo in support of the 'Taupo 2019' Vintage Kiwi Rally. There were a total of 15 sailplanes that had assembled at Centennial Park airfield for the event. The weather was generally fine and hot, but with what was a confused mixture of wind, thermals, wave, and with some [at times] ridge lift all thrown together with, no consistent winner. However, it was soarable, but such challenging conditions are nothing new for these Vintage Kiwi 'veterans' with everyone enjoying these highly variable 'none text book' type of flying. The team achieved some good flying hours. Late afternoon starts seeming to be the order of the day dictated by the conditions, but which allowed plenty of time to drive into Taupo and 'do over' the shops of course. This also allowed for plenty of discussion time back at the airfield putting the 'gliding world to rights' as you do as you wait for the conditions to settle.

Two overseas travellers from the UK arrived whilst visiting family in NZ, to have a bit of 'look see' to how our NZ Vintage Kiwi Rally's operate here in the colonies. They are both involved with the organization of the next Vintage Rally in the U.K later this year. They both had a couple of flights in the Taupo ASK21 and were somewhat taken by surprise by the magnificent views that Taupo and the volcanic plateau offers. Something that we, might just take for granted perhaps. [Yes, we are spoilt one has to say]

A group of scale modellers headed by Bill De-Renzy of Matamata also flew their incredible scale model sailplanes as part of the Vintage Kiwi camp. They had a great couple of days flying these amazing large-scale models. Believe it or not they would aero tow launch behind one of two scale model Pawnee tow planes. Sadly, they lost an immaculate model KA8 due to a control server locking up. Because of its large size it truly had a haunting look as it spiralled from height in to the ground. Would it get rebuilt? Of course. That is what modellers do.

The Vintage Kiwi rally ran through to the Friday which is when some of the upcoming Club Class Nationals and the M.S.C. Contest competitors were starting to arrive. One of those early arrivals was the current World Gliding Champion, Sebastian Kawa from Poland who is touring parts of NZ. Some of Vintage Kiwi team got to personally meet him, [remind me not to wash my hand after surviving a reasonable firm hand shake from him.] A real nice and genuine person one has to say and a real privilege meeting him.

Friday was the best day with everyone stretching their legs with flights to Arapuni, and Atiamuri dams, the Broadlands high country and to various points down the valley towards Reparoa. A great time was had by all it seemed.

Roger



Toby



WORLD BEATING CONTEST FLYING

David Johnson

Last week I was privileged to fly a competition task of 471.98km at a speed of 126.53 kph in the MSC gliding champs at Taupo with the world multi class champ, Sabastian Kawa.

Already around the club people are asking me what the secrets are. I jokingly say that will cost you \$200. It is very easy to say fly fast between thermals... pick out the best climbs and climb in the core of the thermal however it is not until you fly with the master over a cross country competition course do you even start to grasp what is going through his mind.

Rather than going into detail on the flying side (that will cost you \$200 lol) I would like to tell you about the man and how as his student for the day I found him and the experience.

Sabastian is a medical doctor, obviously well-educated and speaks great English with an eastern bloc ascent.

From early in the day the preparation for the days comp was regimented. The glider was washed, ballasted and on the grid before briefing at 10 am. Job done so we could then concentrate on the briefing.

Briefing over and while most of the other pilots are gridding their gliders Sabastian spend a good half hour on his laptop looking at all the predicted wind strength/directions, thermal strengths and energy lines over the task and at all times of the day to make plans for the best start time and to make decisions on how far to fly into each turn point circles. Several of the other pilots hang over his shoulders to see what the master is thinking.

At the launch point before take-off Sabastian's eyes are already skywards looking at conditions not only around the field but also out into the distance. Just before take-off another wash of the wings and canopy with soda water and a microfibre cloth. He explains that the slightly acidic water is the best for cleaning just before launch.

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Once in the air the intensity in the cockpit seems to go up a notch. Before going anywhere, the motor was started and checked. A quick trip out to almost the first turn point and back to check thermal strength and test energy lines

Though the start-line the intensity goes up a couple of gears and the master is now searching the skies ahead for the next 20 km looking at all the cloud's and potential energy lines... joining the cloud developments into invisible pathways though the sky.

He sits there with his left hand raised rubbing his fore finger and thumb together for much of the flight as his mind seeks the best passage.

At low altitude over country that most of us would be cr...ping he doesn't seem to be fazed, flying on searching for lift like we were at 5000ft. If we missed a climb at low altitude all he says is HUUMMMM ... as if a little frustrated that his skills has failed him.... But moves on quickly to find a honking thermal.

As a instructor Sabastian has taught me more in 5 hours that I would have learnt by myself in 5 years flying my RA..... at times he got frustrated to the point of almost angry with me and my lack of skill and I sooo understand how he must feel. Would I fly with the master again... at a heartbeat... value for money...? I would pay twice as much!!!!!!

David Johnson

Left to right - Keith
Essex, Tony Budd,
Sebastian Kawa and
Derek Shipley



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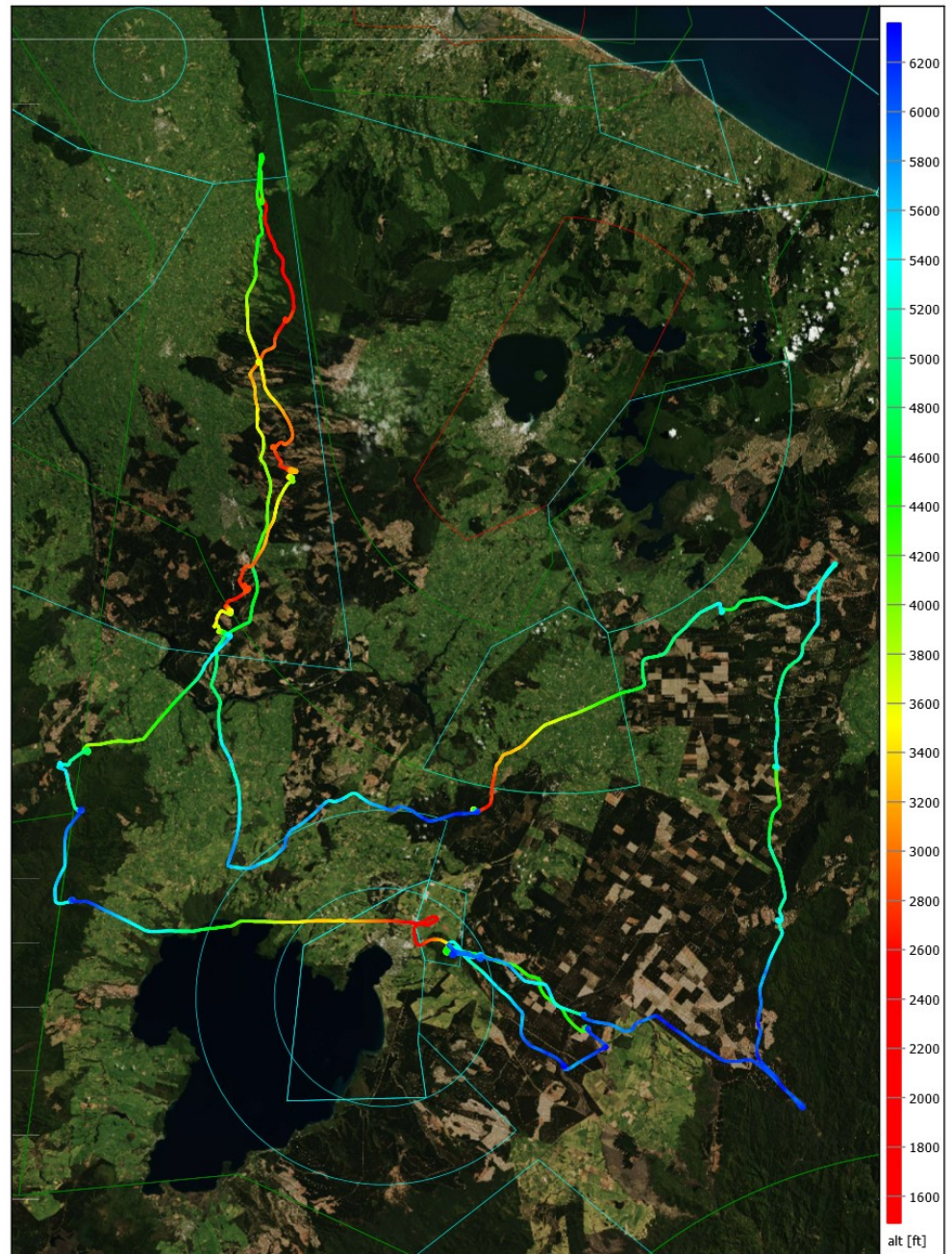
Route

924_TT (3).igc

Date: Sunday, 3 February 2019

Pilot: Sebastian Kawa

Glider: Duo Discus



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David managed to fly with Sebastian on the best day of the contest. Sarel Venter also had a full day with Sebastian, but conditions were one of the toughest. They still covered 236km before starting the motor. Sarel also found him very calculating and planning ahead all the time. At one point they waited for 15 mins for on track conditions to improve, but at other times, not stopping for lift that was weaker than expected. He knows which side of the cloud should be working and exactly where lift should be found. Also always described direction in relation to the wind ie upwind/down wind rather than North/South or Left/Right.



Sarel with Sebastian and others at a pre-flight planning discussion.



Tim and Derek in very nice looking land-out paddocks



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AROUND THE CLUB



Hangar working bee 2nd Feb.

New member Nick Pearce
with Neil Raymond



Winch day with Matamata Scouts
9th Feb.



Breakfast at 8-30am, kindly
supplied by the Scouts.



Stephanie Cope helping clean out the bar.

Paul Knight, Roger Brown and Godfrey Larsen enjoying a break from their working bee efforts.



BATTERIES



The club is missing a battery and charger for NI following our decamp from Raglan. We have also lost a metal bar, a bit over a foot long for opening the fuel drum screw in bungs. It is flat, wide at one end and narrow at the other. Both ends have a short 90 degree bend.

If anyone accidentally left either of these items in the boot of their car, or know where they might be please let Steve know on 027-3491180 and return it to club hangar.

There have been a couple of recent instances where batteries have gone flat either before or during flying. It could lead to serious consequences if a pilot was unable to hear or make an important radio call. The reason is a bit of misunderstanding of how the chargers work. If the light on the charger is green, it could mean that the battery is fully charged or the only power going to the charger is from the battery. When you put a used battery on charge, the light should be red. If it isn't then it is very likely there is no power going into the battery and it will not charge.



Red means it is charging the battery

FROM THE TREASURER

Financial Update

It has been disappointing that CNC has needed more repairs and maintenance than anticipated. Luckily our friends at Tauranga Gliding Club have been able to lend us their Pawnee PNE while ours has been out of service. The lack of tow revenue from CNC has compounded the costs of tow plane repair.

Insurance premiums for our gliders have increased from previous years. The bigger problem with the glider insurance is that the new terms are very unfavourable. With more time to look for alternative sources of insurance, and hopefully a claims-free year, we hope to improve our insurance situation next year.

More members and more flying have long been the keys to long term financial success of the club. The good news is that membership is up, and flying activity is also on the rise.

Flying at the Raglan camp was slightly curtailed by Waikato Council limitations on airfield use, bad weather and tow plane availability. Overall, the camp was a success with some enjoyable flying by club members, exposure of gliding to a wider audience and generating revenue for the club. Total revenue from the camp was about the same as last year.

Financial performance of the club for this year to date has been mixed. Not quite as good as hoped; but looking good for the rest of the year.

Some reminders about record keeping and financial policies:

1. All non-standard transactions and claims for reimbursement should be reported by email to treasurer@glidingmatamata.co.nz. It is useful to write an explanation on the docket and/or on the daily envelope, but this is not sufficient by itself. Ideally the treasurer should not have to go through envelopes and dockets. Explaining transactions to the treasurer in person at the club is not reliable and you should still send an email.
2. Add a separate line, with explanation in Voucher #/Note column, to the flying record for non-standard charges.
3. If you are unsure what are correct charges, refer to website: http://glidingmatamata.co.nz/about/fees_prices/. If you scroll down far enough you will probably find the info you are looking for. Note that there is no glider charge for student members (less than 26yrs old and in full time study) while flying twin gliders with an instructor. Normal members' rates apply for solo flying. This does not apply to youth who are not in full time study. Record rate as "Launch Only" on the computer.
4. Make sure that there is an entry in the "Launch" column. This is needed for GNZ stats.
5. Tick column for all youth and student flights (less than 26 yrs old).

6. If landing or take-off times of club gliders are missed, record best-guess of times in the computer records. Times are needed for glider maintenance records even if not needed for charging (e.g. trial flight or UFS pilot). It is slightly less important for private gliders, but many pilots appreciate getting their times from the duty pilot and it is vital that everyone is accounted for at the end of the day.
7. Record self-launch gliders even if there are no charges; these flights contribute to the statistics we are obliged to report to GNZ.
8. Split payments (i.e. part cash, part eftpos) are hard to deal with; put whole amount on the card if you don't have enough cash.
9. Visa and Mastercard credit and debit payments cost us money. It is acceptable for occasional use by visitors, but not for club members who should know better. I am often asked, why not apply a surcharge for these payments? The answer is that the treasurer doesn't want to deal with the additional recording and accounting requirements. Record credit card transactions as "EFT POS" on the daily flying record.
10. Flying charges should be paid at the club before leaving. Collection of flying fees is the responsibility of the duty pilot, not the treasurer. Send an email to the treasurer if it is absolutely unavoidable (e.g. EFTPOS machine broke) to pay later by bank deposit. The payment should include enough detail in the reference so I can figure out who it is from and what it is for.
11. Press the *Save File* button as often as you like during the day, especially before moving the computer or switching to another window.
12. Press *Close File* only once at the end of the day when all entries are complete.
13. Avoid closing the file using the X at the upper right hand corner of the window.

AutoSave Off

PGC Daily Flight Records v24Oct2018.xlsm - Excel

David Dennison

File

Home

Insert

Page Layout

Formulas

Data

Review

View

Help

Power Pivot

Tell me what you want to do

Share

Comments

Pilot Info?		Payer?		Youth?		Now?		Save File		Close Day		Main Menu				
No	Front Pilot	Payer	Rear Pilot	Age	Glider	Launch	Height	Take-off	Landing	Duration	Rate	Charges \$	Paid	Non-Flying Charges	Voucher # / Note	No
1	Joe Bloggs			✓	GEO	CNC	2000	12:00		1:00	Launch & Glider	\$ 102.00	EFTPOS		Time estimated	1
2	John Smith		Instructorman		GEO	CNC	3000	12:15	12:45	0:30	Trial Flight	\$ 180.00	Voucher		Voucher # 666	2
3	Joe Bloggs									0:00	No Charge	\$ 35.00	EFTPOS	\$ 35.00	Purchase Log Book	3
4	Joe Bloggs									0:00	No Charge	\$ 475.00	EFTPOS	\$ 475.00	Membership Fee	4
5	Chris		Paul		GUL	SELF		13:00	13:07	0:07	No Charge	\$ -	No Charge			5
6																6
7																7
8																8



Club member Jim Lyver in his new glider, the mighty SZD Cobra JE.

CFI Bob Gray helping some of our students with some QGP Theory. Chase Cahalane, Rakesh Allen and Patric Lalor



WHAT DO WE LEARN FROM COWS, HIPPOS AND ELEPHANTS?



It's impossible to reduce weight by eating green grass, salads, and walking.

PS—Paul Knight is still looking for a hangar space for his glider. Ph 027 6288077



UPCOMING EVENTS

	2nd to 9th March	Central Districts Champs (Masterton)
Sat/Sun	9th & 10th March	Ranger Group (40) Winching
	16th to 23rd March	MSC Nthrn Regionals (Matamata)
Sat/Sun	30th & 31st March	Hamilton ATC group (40) Winching
Sun	2nd June	Thames ATC group (20) Winching

PIAKO GLIDING CLUB COMMITTEE 2018/2019

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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
Bar Manager:	Sarel Venter assisted by Derek Shipley
Committee:	Malcolm Piggott Tim Bromhead Rob Munn
Maintenance Officer:	Neil Raymond