



The Flypaper

Volume 2016, Issue 2

September 2016



Annual Awards Dinner

Our annual awards dinner was held on 20 August.

Award winners are listed below. Congratulations to all the participants.

I am told that the dinner was excellent and that a good time was held by all who attended. Thanks to everyone who contributed to the evening.



Inside this issue:

Annual Awards 1

Use of Club Gliders 1

PW 6 Damage 2

Flarm Update 2

OLC contest summary 3

Housekeeping 3

OLC results 4

Model air-planes 5

Upcoming Events 5

Award	Recipient	Accomplishment
Catlin Trophy	David Muckle	100 km course
Les Riesterer Trophy	David Dennison	25 km short course
DeRenzy Pot	Malcolm Piggott	Most improved new pilot
Care 200 Trophy	Malcolm Piggott	200 km course
Tom Martin Trophy	Iggy Wood	Friendship and service
X-Country Trophy	Tim Bromhead	Highest OLC ranking

Use of club gliders at events

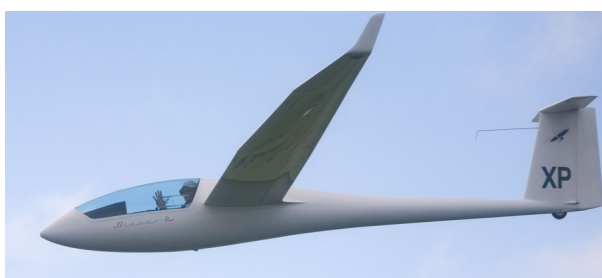
The committee has approved Tony Davies to use GXP in the regional contest in November. Good luck Tony!

The tradition is that if more than one qualified member applies to use a glider for an event, the CFI will arrange a fly-off to decide who will use the glider.

So far, we have had one

request to use GXP for the club class nationals in Jan. Contact Julian by 15 October if you wish to contend for the chance to use GXP

at the nationals. Cost for using club gliders is \$40/day; (no charge for cancelled days). The UFS does not cover this charge.



Building a sustainable membership

RECRUIT

RETAIN

REGAIN

PW6 Damage



Our PW6 glider was damaged in a heavy landing in August. The pilot suffered moderate injuries, but we hope to see him back in action at the club fairly soon.

I assume that the CFI, ROO, NOO, CAA, etc will let us know if there are any lessons to be learned from the incident in due course.

The glider is technically repairable, but it will likely be out of action for a long time. Preliminary estimates of the repair costs are on the order of \$50,000.

The committee believes that we need two twin gliders for events such as Raglan Camp, ATC training and busy summer flying days. In addition, the weight limits imposed last year on GPC are a major constraint on its use.

Iggy is investigating short

term options to hire a suitable twin glider from other clubs and/or individuals.

In the longer term, we need to consider options to replace the PW6 with a new or used training glider.

Our PW6 has only about two years at current usage before it reaches its certified life of 3000 hours. We have been unable to get clear advice on requirements to extend its life. It may require a return to Poland, or may prove to be simply impossible.

Given these circumstances, the committee is negotiating with the insurers to see if we can get the repair costs paid out to us, to be put towards the cost of a replacement glider.

At the same time, we are investigating options for acquiring a replacement

training glider.

In the past few years, the club has covered our operating costs, but we have not built up a reserve for replacement of major assets. If we want to upgrade to a new or nearly new glider, we will have to take on major fundraising and/or debt financing efforts.

In the next few years, we are also faced with major decisions to make about our tow plane. We have funds set aside to put a new engine in the Pawnee when the time comes, but we do need to consider whether it makes more sense to spend this on a different tow solution.

So the club has some weighty decision to make. Let your committee members know what you think.

Flarm update

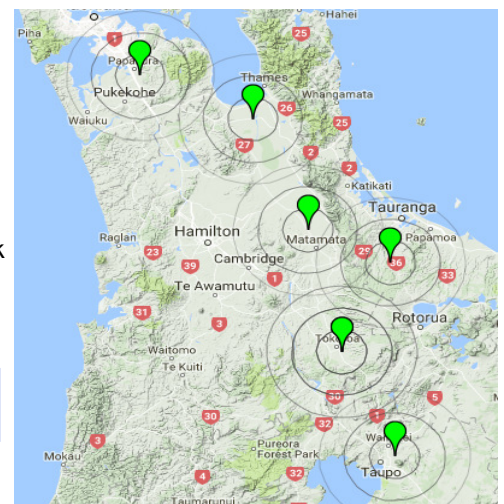
Flarm units have now been installed in PC and in XP. It may take a bit longer to get the flarm into the Pawnee.

In addition, the MSC has funded a network of ground receivers. Thanks to the hard work of Julian Mason we should be able

to track flarm-equipped gliders on the internet all the way from Drury to Taupo.

You can view tracks at the link below:

<http://live.glidernet.org/#c=-38,176&z=9>



OnLine Contest Results

A summary of the 2016 results is presented on the following page. Sorry about the rotated tables, but it is the only way I could make it fit.

For the 2nd year in a row, Tim Bromhead is the clear top of the PGC rankings. Tim is followed by a tight grouping of Bob Gray, Tony Davies and Bill Mace. Well done everyone!

It is no surprise that Glide Omarama is the top NZ club and Omarama is the top NZ airfield. However it is nice to see that Piako was next in the club rankings.

Taupo was the 2nd ranking airfield for 2016. With competitions and other events planned at Matamata this year, I think that Matamata is the place to be for X-country soaring this year.

It was suggested that we should only count flights at Matamata for the club OLC championship. It seems Tim is tired of winning all the time. Personally, I think we should encourage members to fly from other locations. In any case, Tim was still comfortably in the lead counting only flights from Matamata.

Tim also had the highest scor-



ing single flight from Matamata. The flight was 2 trips along the ridge for 427 km @ 107 kph. Looking at the trace, I would have been very nervous at 1037 feet altitude at 28 km north of Thames airfield!

New members, don't forget to change your OLC profile so your deeds count towards the greater glory of the Piako Gliding Club!

Housekeeping Reminders

The water leak that is making the swamp adjacent to the tap has been reported to MPDC.

Bird nesting season is here. Prior to use, please check all aircraft, the tow car, the winch and the tractor carefully so as to make sure we do not have fires or control problems from bird nesting materials.

At the end of the gliding day please assist those who follow you by doing a bit of housekeeping. The list is compiled because these things have not been done at some stage during the last month.

Tow car: The battery will be replaced, so we should not have to jump-start it.

1. Reverse the tow car into the hangar so that the next people can get to the engine bay to jump-start the tow car if someone forgot to do step 3.

2. Windows up.

3. Remove the ignition key from and leave it dangling – the battery goes flat if the key is left in.

Caravan:

1. Remove the rubbish and put it in the bin.

2. Ensure the electrical master key is disengaged.

3. Close the windows and door of the caravan.

Hangar

1. Ensure that the doors are locked with the door pins and safety pins inserted. (If the safety pins are not inserted, the door pins can be jiggled out and the doors opened.)

2. Set the alarm (1# sets the alarm – just in case you have trouble with the other numbers!)

Clubhouse:

1. All doors and windows (including toilettes) closed and locked.

2. All cash and flying sheets put away and door to bar locked

3. Set Alarm.



2016 On-Line Contest Results (Top 10)

NZ Pilots			
Rank	Name	Club	Sum
2	Max Stevens	Gliding Wellington	3,523
5	Peter McKenzie	Central Otago Flying Club	2,835
7	Tim Bromhead	Piako Gliding Club	2,510
8	Philip Plane	GlideOmarama.com	2,474
11	Gavin Wills	GlideOmarama.com	2,393
12	Patrick Driesen	Auckland Gliding Club	2,318
14	John Robinson	Central Otago Flying Club	2,286
18	Steven Wallace	Auckland Aviation Sports Club	2,134
19	FRANK SAXTON	Nelson Gliding Club	1,934
20	DP Jensen	Tauranga Gliding Club	1,854

NZ Clubs				
Rank	Points	Club	km	Flights Pilots
1	45,611	GlideOmarama.com	46,544	164 6
3	16,787	Piako Gliding Club	16,514	97 11
4	14,378	Central Otago Flying Club	13,570	53 4
5	13,443	Auckland Aviation Sports Club	13,201	73 10
6	13,368	Gliding Wellington	14,229	31 1
7	9,548	Tauranga Gliding Club	2,310	11 4
8	9,245	Taranaki Gliding Club	9,295	132 10
9	6,657	Nelson Gliding Club	6,521	34 3
10	5,626	Auckland Gliding Club	6,215	23 6
12	4,036	Omarama Gliding Club	4,137	13 3

PGC Pilots			
Rank	Name	Club	Sum
7	Tim Bromhead	Piako Gliding Club	2,510
25	Bob Gray	Piako Gliding Club	1,528
26	Tony Davies	Piako Gliding Club	1,493
27	Bill Mace	Piako Gliding Club	1,434
38	David Muckle	Piako Gliding Club	1,052
47	Julian Mason	Piako Gliding Club	916
54	Steven Care	Piako Gliding Club	724
63	Noel Bailey	Piako Gliding Club	451
64	William Kamp	Piako Gliding Club	399
82	David Dennison	Piako Gliding Club	219

NZ Airfields				
Rank	Points	Airfield	km	Flights Pilots
1	29,521	Omarama	80,530	372 47
2	6,440	Centennial Taupo	17,692	118 20
3	6,016	Matamata	15,610	122 24
4	1,874	Lake Station	4,871	35 6
5	1,721	Alexandra	4,423	25 2
6	1,635	Drury	4,446	26 10
7	1,490	Whenuapai	3,773	34 8
8	1,016	Waipukurau	2,650	23 7
9	1,011	Stratford	2,531	90 7
10	632	Paraparaumu	1,676	6 4

Matamata model airplanes



In most of NZ, model airplanes are restricted to a height of 400 ft AGL and should not operate in the vicinity of an aerodrome. The modelers have permission from the users group, council and CAA to operate at Matamata up to 900 feet AGL; that is **1,100 feet** on your altimeter. It is important to be aware of the potential hazards of model airplanes and to take them into account when flying near the airfield.

For special events the model ceiling may be raised to 1,400 feet. This should happen only a few times per year, and should be notified in NOTAM or AIP supplement. The next high flying day is planned for 8 October.

Modelers normally operate at the northern end of Runway 04/22, flying to the southeast of the runway. The modelling club monitors the MBZ frequency and if you urgently need to use runway 04/22 - *e.g. getting low returning from the ridge* - you can call and ask them to get out of the way. They will not answer your radio call, but hopefully they will comply with your request.

Model operations are not mentioned in the current aerodrome charts, but it does say: *All pilots should avoid using the overhead join procedure at Matamata aerodrome.* This clause was inserted for parachutes and

winch launching, but that advice should help us avoid models as well. The next update to the charts should include a description of model club hazards.

Only a few models have instruments to measure their altitude, so they should be keeping well below their ceiling. If you observe them flying above 1,100 feet let them know and also send a note to the CFI so we can bring it up at the users' group. Of course, any near miss or other incident should be reported through our normal procedures.

The model club is planning a national event at Matamata from 2 Jan to 7 Jan. They are planning to use Runway 10/28 for that time. We should be operating from Raglan at that time and therefore unaffected. But if you are at Matamata during their nationals, the other runway (04/22) will be available for normal airfield operations.



Upcoming Events

1-2 Oct : Visit from Taupo Gliding Club, weather permitting (3rd time lucky?)

1-2 Oct : 19 Squadron ATC training. Winch launch and aero towing available.

8 Oct & 12 Oct: Start of Season Briefing

9 Oct—Start of instructors' course

29 Oct - 5 Nov: Central Plateau Comp at Taupo

19-20 Nov: X-Country Coach-

ing Clinic

21-25 Nov: X-Country Course

26 Nov -3 Dec: North Island Regional Competition

4-10 Dec : ATC National Camp

26 Dec -1 Jan: Matamata Christmas camp

2 Jan -15 Jan: Raglan Camp

2 Jan - 7 Jan: Modellers National meeting at Matamata. Airfield is available for other users during this event. Details

to be published in AIP Supplement.

8-21 Jan: NZ Multi-class Champs at Omarama

27 Jan-4 Feb: Club Class National competition

25 April: Land-out BBQ

The Walsh flying school runs from 11-25 Jan.

Let your Cub Captain know about anything missing from this list, or any events you would like to see at the club.