



The Flypaper



Volume 2017, Issue 7

12th Dec 2017



Inside this issue:

Pic's	1
News	2
Pic's	3
OLC & Paddock Landing	4,5 6,7
Pic's	8
Recent Activity	9
Upcoming events	10



One of our newer members Dr Ali Shokri approaching the airfield after a 2hr flight in good conditions last Wednesday. You can even see the smile on his face from the back seat!



Above— Regionals action.



Right—Yes is does have an engine! Check ✓

Building a sustainable membership

RECRUIT

RETAIN

REGAIN

Fantastic summer soaring days are here. Iggy was kept busy Wednesday 22nd November with 23 Flights. Thanks to Bill Mace who looked after some of the trial flights while Steven Care concentrated on Ali Shokry and new member Nic Odam who are both on their A Syllabus.

The Northern Regionals are Sunday 26th November to Saturday 3rd December. The daily briefing is at 10am. All members are welcome to attend these briefings which are a great learning opportunity. Join in if not competing by helping out on the grid or be retrieve crew. There are 24 entries with some late entries anticipated. Watching a Competition launch is spectacular.

In the last month Sarel Venter and Derek Shipley have achieved their QGP and are both entered in the Novice class in the Regionals. Sarel in GD, Derek and Genny sharing SN and Malcom Piggott in NI. Derek and Malcolm Piggott are both one leg away from their Silver C Badge and Genny has achieved hers.

Behind the scenes Neil Raymond has taken the slop out of PC's tail and repaired the air brake. We are very fortunate as a Club to have Neil, Nigel Brinkworth who keeps the trailers serviceable and warranted and Paul Castle who with Nigel repaired the hangar rails. When we work together and combine our various skill sets we can achieve much. Gareth Cartwright, Sarel Venter, Rob Munn, Tony Davies and Dave Dennison have taken on the responsibility of Fund Raising for a new Twin Seater. If you can help or have any ideas please contact Gareth.

There will be a NEW YEARS EVE DINNER at the Club 7pm 31/12/17 during the Christmas Camp before the X-Country Course. We operate from Raglan 6/1/18 to 17/1/18 then head to Taupo 17/1/18 to 23/1/18. Taupo is a fantastic place to fly from. A friendly Club with onsite accommodation and plenty to do for the spouse and or children in Taupo and surrounds. We return to Matamata after the Walsh Flying School has finished. April 14th we will celebrate 60yrs of Piako Gliding Clubs first flight from Matamata on 4/4/1958 and remember nearly 50yrs of service from BZA which was purchased 9/4/1968. In between times there will be Monthly Wednesday night \$10 tea followed by a Learn from the Experts talk. Thanks Tim Bromhead for your excellent talk on preparing to go X-Country and Competition Flying. If you have a topic you wish some teaching on contact Genny at Genny.healey@gmail.com so the Expert can be arranged. Piako is fortunate to have 6 Instructor Trainers and a huge depth of knowledge and experience amongst our Instructors. Piako Members took the first 3 places at the recent Central Plateau Competition in Taupo. Well done Tim Bromhead, David Jensen and Brett Hunter.

Big welcome to our newest members Patrick Lalor and Nick Odum.

The above was written for Novembers Flypaper which unfortunately did not get finished. The New Years Eve dinner is now a BYO BBQ Pot Luck. Thanks for the good wishes everyone looking forward to catching up at the field. Genny

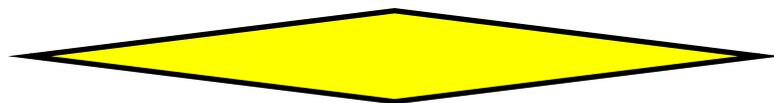


Yes, it's official! VC has a trailer. Photo's just after getting the WF. Steve with the helpers that got the last bit done.

Our newest QGP. Derek Shipley



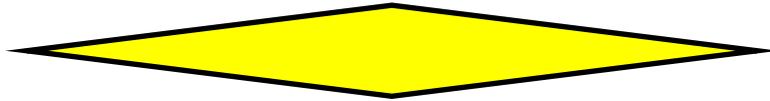
Photographic evidence that PC climbs better than EO. Last Wed on the ridge.



Statistic: NZ Club OLC 2018

Place	Points	Club	km	Flights	Pilots
1st	16,892	Glide Omarama	17.104	70	5
2nd	12,589	Piako Gliding Club	12,090	82	11
3rd	10196	Auckland Giding Club	10,676	45	9

name	Flights	Duration	Overall Points OLC-Plus	Speed-OLC average Speed
1 Tony Davies	11	28:49:00	1,893.08	48.14
2 Tim Bromhead	8	27:55:00	1,737.90	61.9
3 Bob Gray	8	26:57:00	1,703.81	63.8
4 Sarel Venter	15	27:33:00	1,498.18	27.28
5 DP Jensen	8	25:38:00	1,494.79	65.66
6 Malcolm Piggott	11	27:46:00	1,199.10	27.13



Oh bugger...looks like I'm landing-out...what can possibly go wrong??

Let's not focus on why you are now regretting "pushing on" or assuming "those clouds look like they're working" ...but weren't.

You are just going to have to suck it up and land. There will be heaps of time to relive your faulty decision making...usually while you sit waiting for your retrieve crew and the sky recycles into a stunning skyscape...and to make matters worse you spy a glider climbing away in a strong thermal. We have all seen those photos Tim posts of his glider sitting happily in a paddock with an 8 knot thermal in the background.... But I digress.



I'm going to assume you know all those things your instructor and the X-country course emphasised; pick out your paddock or strip in plenty of time, arrive with enough height, check the wind direction etc.

But what about those last-minute things that have the potential to increase your heart rate? Here's a few.....

Slope...and worse, slope with a tail wind.

Paddock surface – specifically holes, drains, obstacles, winter cattle pugging, crops.

Electric fences.

People, stock, and vehicles straying into your way...at the last minute...believe me it happens!!

Slope. We all know that we should land up a slope...right? The wind must be blowing fairly hard to change this plan...that's correct. But this means that Murphy's Law will apply - the airstrip or your ideal paddock will have a tail wind.

We don't practise landing with a tail wind very often, if at all. Therefore, what is going to happen??

As we are landing on a sloping strip we need to carry a bit of extra energy (read - speed) as we will need it for the round-out.

Also, we may be approaching at what feels like a steeper angle than usual.

The tail wind will be added to the extra airspeed making the ground speed feel really fast...approach speed 55knots plus 10 knots of tail wind = circa 65 knots over the ground.

So you are going to sense you're going too fast...keep a very close watch on your ASI and resist the natural temptation to slow down.

Keep in mind that if the slope is obvious then you're unlikely to run off the end of the landing area. Don't try landing just over the fence (like you do at home) ...unless you have to. Between the loss of energy on the round out, the slope and your wheel brake you'll stop fairly quickly (20 meters in a little Discus once).

Surface. Farmers are frustrating folk, their paddocks or airstrips are never as smooth as the field we normally use. They don't go out each day and fill in the rabbit holes, level centre pivot tracks, mark drains, or remove cattle in wet weather before their pug up a paddock.



Nice long paddock...hang on what are those stripy things?? Hump and hollow drainage...how inconvenient...

In some cases it's just going to be "bad luck". Once you are on "finals" there isn't much you can do. Focus on your planned aiming point, however if you think you can extend out or move left or right try but be careful. Deviating from a plan has risk. However, it's often not as bad as it looks and especially as it feels as you touch down. I've landed on pugging damage that felt like the wheel was being ripped off...but they are more robust things than we imagine.

Landing in the areas that are being converted from forestry to pasture will be rough, and likely have bits of timber still scattered about on the surface. I retrieved a glider out of a paddock near Taupo who hit a large partly submerged log. He couldn't see it from the air, I couldn't see it from paddock level...it was just plain bad luck. The pilot was OK, the glider was fixable...all that was at stake was his pride...and that's repairable. Although perhaps not helped by the "know-it-all" crowd back at base...hind-sight might be 20:20 but you have to be there in the moment. We could all keep that in mind sometimes.

And while we are talking about our rural folk...one of the greatest inventions of the 20th Century was the electric fence. There have literally been billions spent on electric fencing over the years. So keep your eyes open that there isn't one stretched across your chosen landing site.



Here's a popular airstrip used quite frequently by lost glider pilots...there's an electric fence across it...can you see it???

If it's a single strand portable fence (as in the photo above) then rather than panic just run into it. The wire is all plastic cord or tape these days...it'll break, it won't come through the canopy or any other horror scenarios. The portable standards (pig tail or otherwise) will probably chip the gel-cost or slightly worse...so what, you're down and safe.

People, dogs, motor-bikes, and bloody sheep. I've had to contend with all of these at some point. If you choose to land at a public park or school grounds then expect the worst. They can't hear you and pilots are the only people who walk around looking up at the sky. Sheep and dogs are generally erratic in their path...people less so. However, as we have had a pilot who has killed a sheep on landing-out, keep in mind what you would do if it's a kid. I try to avoid public areas...but I did have a lad on a quad bike drive across my path as I rounded out to land in a paddock...frightened me but scared the bejesus out of him.

So if I generalise all these general observations into one generalisation – landing-out has added risk, you'll have to think, plan and execute (bad choice of words perhaps) but it's do-able and it's fun. I've landed out about 50 times (which speaks more to my soaring ability) and have yet to regret it. We have



Editors Note

The above is a very good article written by David Jensen. It has particular relevance, as our club has had 4 paddock landing accidents in the last 2 months. Please read and don't forget your standard paddock landing training, which is actually much larger than David's article. W,S,S,S,S Wind, Size, Slope, Surroundings, Surface and the older acronym DAO Direction, Area, Obstacles. They are all important.

I have done more than 70 successful paddock landings and never had to land downwind. Wind is the most important and landing down wind exposes you to much more risk, even if it's 2 or 3kts. Yes, I can picture a situation where I might have to on an upsloping airstrip, so long as the tail wind isn't too much. I was also the Safety Officer at a Club Class Nationals a few years ago when 2 very experience pilots had to land downwind 10 – 12kts on the same large uphill sloping strip; on different days. They both overshoot, but fortunately successfully ended up in other paddocks. It appears they did not expect the air to be rising as they approached and rising more the closer they got. Full airbrake and flap clearly not enough. Counter acting that, are optical illusions that can cause pilots to undershoot in uphill sloping paddocks. There have been many accidents where this is the primary cause. If you have a head-wind in an uphill paddock the air is likely to be sinking, so you have a double factor that can cause an undershoot.

The root causes of our club accidents are not available yet, but please remember the basics that David has described and don't put yourself in a situation where you are making late decisions. If you are at 1,000ft agl or lower (except on the ridge) and don't have or are unable to have a paddock selected, you significantly increase the risk of having an accident. Doing a proper prepared circuit will give you options and help you not get too high or low.

Steve



13th Dec 2017



Our Tim. Winner of the Northern Regional Contest



Malcolm Piggott—Most improved pilot



Club Dinner 21-10-2017



ROUGH NEIGHBORHOOD
DON'T LEAVE YOUR PLANE UNATTENDED

Recent Flying Activity

21 st Oct	Sat	26 flights	Longest	David Johnson 2hrs 4min	(Auck with us)
			"	Roger Brown 2hrs 3min	
25th Oct	Wed	12 flights	"	Genny Healey 5hrs 15min	
1st Nov	Wed	2 flights			
5th Nov	Sun	5 flights			
8th Nov	Wed	5 flights	"	Genny Healey 1hr 59min	
12th Nov	Sun	9 flights	"	Malcolm Piggott 5hrs 17min	
15th Nov	Wed	11 flights	"	Sarel Venter 1hr 22min	
18th Nov	Sat	3 flights			
22nd Nov	Wed	20 flights	"	Dave D & Bob G 2hrs 40min	
25th Nov	Sun	12 flights	"	Derek S & Sarel V 1hr 17min	
26th Nov	Mon	1 flight			
29th Nov	Wed	5 flights			
2nd Dec	Sat	3 flights	"	Royden Hooker 1hr 19min	
3rd Dec	Sun	9 flights	"	Tim Bromhead 4hrs 40min	
5th Dec	Tues	21 flights			(Ham Boys High)
6th Dec	Wed	11 flights	"	Royden Hooker 1hr 53min	
9th Dec	Sat	23 flights			(Rodney ATC)
10th Dec	Sun	28 flights			(Rodney ATC)
13th Dec	Wed	13 flights	"	Bob Gray 5hrs 16min	
16th Dec	Sat	20 flights	"	Maurice Weaver 3hrs 19min	
				David Jensen 3hrs 18min	



Upcoming Events

11th to 15th Dec	ATC National Gliding Course at Matamata
26th Dec to 5th Jan	Christmas Camp Matamata
31st Jan	New Years Eve BBQ Pot Luck dinner
1st to 5th Jan	MSC Cross Country Course
6th to 17th Jan	PGC Raglan camp
18th to 23rd Jan	Poss trip to Taupo???
6th to 13th Jan	Audi Comp Drury—Poss includes NZ Club Class Nats
10th to 24th Jan	Walsh at Mtm—PGC at Raglan from the 6th
27th Jan to 10th Feb	NZ Multiclass Nationals at Matamata
17th and 18th Feb	Winching weekend
19th to 23rd Feb	Winch training week
17th to 24th Feb	Central Districts Comp at Waipukurau
26th Feb to 2nd Mar	Winch training week (if needed)

It's been a rough week but
I made it - how about you?



www.facebook.com/YouCantChangeFate

HAVE A SAFE AND MERRY CHRISTMAS

Genny & Steve