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The Flypaper

Volume 2018, Issue 7

30th Nov 2018

NEW FAI ACHIEVEMENTS



CFI, Bob Gray after completing 500km Diamond 17th Oct

Bar Manager, Sarel Venter completed 300km Gold, also 17th Oct



Chief Tow Pilot, Tony Davies also completed a 500km Diamond 4th Nov.

If you are wondering, 'no' he didn't do it in the Tow Plane!

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Lots of activity doing badge flights over the last couple of months. Well done to those that achieved their new awards. PGC had a period of about 30 years, where none of our members achieved an FAI 500km Diamond Distance award. Since 2010 we have had 6.

2010 Alan Belworthy

2011 Tim Bromhead

2011 Steven Care

2017 Bill Mace

2018 Bob Gray

2018 Tony Davies

Well done Bob and Tony. Yours truly also completing 500km again a couple of hours behind Tony on the 4th Nov.

Other good news is that NI refurb is complete, and it is now back on the line. With its very smooth paint job, the performance will probably be about the same as a JS3 (maybe not quite). But, we should all be very proud of the work that has gone into it and the team lead by Malcolm. Photo's next page.

Our team of 3 to the SI Regionals did very well! David Jensen winning the racing class and Brett Hunter winning a day in the open class. Articles follow.

Rakesh Allen (our youngest member) is also off to Omarama for Youth Glide in December. Best wishes for a great trip Rakesh.

Labour weekend was well attended by club members (including a dinner on the Saturday night). 23 flights on the Saturday, 30 on the Sunday and 35 on the Monday. We got the winch out on the Sunday and Monday, so many thanks to the winch drivers, instructors and all those that assisted in making it happen.

We have new conditions on our club glider insurance and it is important that all members are fully informed of these changes. A separate notification is going to all flying members. Please read this notification carefully so that you are all aware of details of the changes.

Our sojourn to Raglan is looming up. We are having difficulty this year with getting a fuel trailer. BP use to provide one free, but have now sold them off. If anyone knows where we can source one, let someone in the committee know asap. Dates for Raglan are Sat 5th Jan to Sun 20th Jan.

Big welcome to our newest member Gary Woolerton, who is from Morrinsville.

We also have a Christmas BBQ and open day in 2 weeks time Sat 15th Dec.

Steve

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Old and new NI. Yes real leather!



Snowman leader Mal-
colm Piggott

Three go mad in Omarama (David Jensen)

The adventures of GBZ, GVR, and GXB in the “place of flight” and the Southern Regionals 2018.

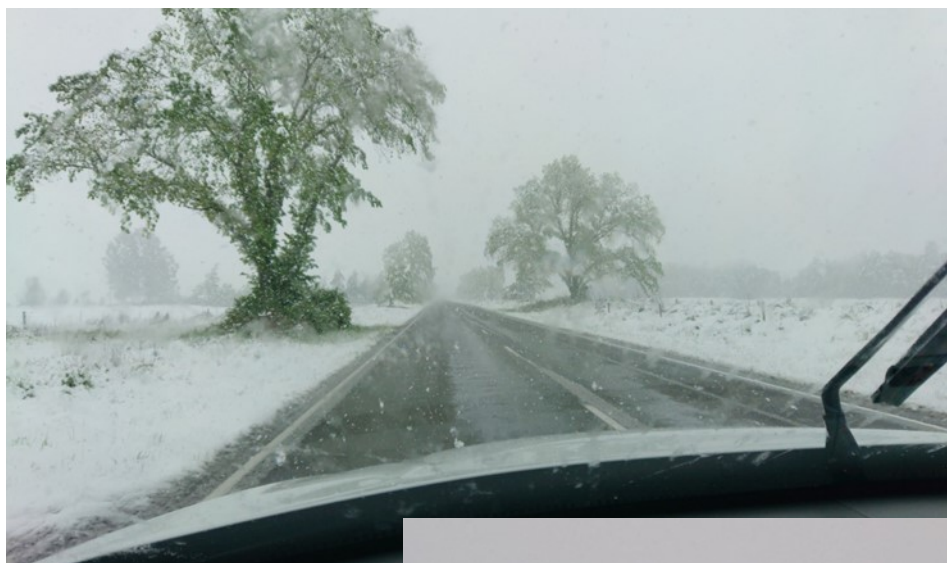
Actually, I should also add GVV, GVW, GRT and GVM from Taranaki, and Auckland, respectively.

It should be noted that 7 Nth Is pilots were present at the Sth Is event....so we can look forward to lots of Sth Is pilots coming north...yeah right. Although big “ups” to Mike Strathern and his K6.

The adventure began early when GVR’s trailer came unhitched from the car on a steep hill in Wellington in the early hours of the morning in the rain and 120kph wind. The break away chain also failed... in which case the driver could see the trailer recessing quickly in his rear-view mirror. The only thing that saved the day was the Cobra emergency brakes. Phew...however the light socket was destroyed so it was a careful drive through the streets of Wellington in the dark (now running late) to the ferry terminal. Running repairs got us to Omarama.

Next up was a very late spring snow fall on the road between Geraldine and Burkes Pass. 6 inches of very wet snow...quite unexpected and therefore a total distraction to the rental car and campervan tourists. OMG there are tourists everywhere...more on that later.

Arrived in Omarama...yay.



Day 1 – Practise day...or more precisely remembering how vast the landscape is in the Mackenzie Basin.

Next few days – various tasks mostly in thermals (some up to 11 knots on the averager) including some great fun runs up the Ben Ohau's, Hunter and Dingle ridges and down around the Dunstons. Thermalling at 8 knots to 8500ft amongst the rocks and peaks on the main divide is something special and nerve racking...at the same time.



Day 3...a wave day. Everyone talks about the wave in Omarama, and it is truly impressive, however no one ever talks about blue/grey wave days with no rotor cloud or upper cloud to mark the wave bars. So it's done on "feel", guesswork, and local knowledge. Therefore the intrepid team from the Nth Is felt at a disadvantage. BUT no...Nth Is pilots won both classes.

In between all this we had a no task day so went free flying along the Hawkduns. And at days-end there ensued one of the better displays of "competition finishes", low approach and over shoots, or beat ups (call it what you like) I've seen in a while. It does make one wonder why we focus on limiting this activity but remain happy with start gate gaggles and allowing ridge flying without Flarms.

And then no sooner had the contest begun than it was over for another year. No pilots or gliders were hurt in the making of the contest, a Flatlander (read Nth Is pilot) won the Racing Class.

Everyone remains in awe of Keith Essex (Alaskan helicopter pilot who is now based at Omarama in our summer), and the forecast was for more snow...so it was time to get out of Dodge and start the 1185 km trip home.

I learnt;

I still love flying there

It's still as challenging and frightening as I remember it...but awesome in the true sense of the word.

The Centre of Excellence concept is working...4 tow planes on site, up to 60 gliders based there, full time tow-pilots and instructors, and lots of help available. We could do this on a smaller scale at Matamata...but it would require Tauranga to front up to their long term problems and move over.

While, understandably, dairy farming is getting bad press the debate about how much tourism is too much tourism should be happening. There are tourists everywhere (excepting that I was a tourist in a sense). Effing Jucy vans and Brtiz vans, buses, rental cars and people. We couldn't get a park at the Church of the Good Shepard due to large bus loads of Chinese tourists...then we couldn't get a park in Tekapo to get a coffee, and then couldn't get past a rental car travelling at 40pkh taking photos of everything that moved...or didn't.

I hadn't seen the Kaikoura earthquake damage up close...a lot of road works are taking place...by next summer the road should be excellent...assuming we don't get another quake.

I'm going back next year if I can swing things...and perhaps I should be taking the Duo as well as the JS1.



David Jensen (with assistance from B Hunter, M Weaver, G Jackson, R Thorne, P Knight, L Sharp)...and yes it was a Brett Hunter used car lot given he had or does own XB, VR, VM and VW.

Further Omarama Adventures (Paul Knight)

Arrived home after a long drive from Omarama. Departed 11.00 am Friday and arrived Tauranga 8.30am Saturday to drop off VM for some instrument tweaking with Al Bel. After a coffee and chat it was on homeward to Pukekohe, arriving around mid-day. I unloaded the Cruiser and then feeling just a tad jaded, I put my head down for a little snooze. I must have fallen off the planet as Hein Kroef arrived in order to drop off some freshly caught snapper and I didn't hear him. Bugger! He could have tapped on my window.

The locals of Omarama were pleasantly surprised at the number of pilots arriving from the NI to take part in the 'Jerry O'Neil cross country course' or the SI Championship. Some participated in both. Russell Thorne, Christian and Andy Campbell from AGC with a cameo by Ross Gaddes and Murry Wardell. Pia-ko was well represented with Bret Hunter, David Jensen, Maurice Weaver and me. There were others from the lower NI.

The weather at Omarama this year was the opposite of last year with rain, snow and plenty of wind. Not much in the way of thermal flights but a fair bit of wave. Last year we had thermals up to 11,500ft but no wave. This year the wave was very difficult even for many of the locals to get established in let alone us novices from the NI, though the experts seemed to manage okay with Michael Oakley launching at 6.45am and managing to squeeze in just under 2000km before dusk. Andy Campbell from AGC in OP hooked up in the wave one day and climbed through to 24'000ft to knock off his diamond height gain by a tad. On this day there was some severe rotor which would have to be experienced to be (somehow, appreciated does not seem the appropriate word) believed. My last day flying saw me sussing out the wave to a limited degree resulting in a pleasing flight up to Mt Cook photo below.



Going to Omarama may not be as expensive as many may feel to be the case. I rented a furnished three-bedroom house with double beds in two rooms, bunks in the other and another bed in the lounge. Shared among a few others soon brings the cost down and spreads the catering duties. Chalets on the field are usually available as well.

Aero tows are expensive compared to what most of us are accustomed to, however; a tow to 1500/2000ft onto Horrible will normally do the job. If Horrible is a bit too slow, after getting to 4,500/5000ft you can pop around the corner to Hugo's Elevator which honks most of the time. Some of the well-heeled take tows to 6,000ft or more to save some hard graft. How does a tow in excess of \$400.00 to start your day feel?



One of our new member 'Stephanie Cope' (seen here with CFI Bob) has gotten straight into aircraft private ownership. She arrived at the field on the 31st Oct (Halloween) with a broomstick and matching attire.

The broomstick is fully airworthy, great L/D ratio, lots of knots, but instruments are a bit basic. Bob gave her a stern warning not to fly IFR.

Stephanie and her husband run an Air B&B in Matamata, (the Snuggly Duckling) if you are looking for more luxurious accommodation than the Soaring Centre bunkhouse.



Never fly VFR in IFR weather.

Labour weekend dinner 20th Oct.
35 attended with a good representation of Piako members





Unusual photo of CNC and no the propeller didn't come off.

The last time CNC flew was on the 19th Sept, after which it broke a cable to the constant speed prop. It has been out of the air now for more than 9 weeks and we have been very lucky to have been able to hire PNE from Tauranga to keep us flying. A replacement part has proved a nightmare to source. We are all hoping that it does get sorted soon, but there is little more we can do.



There are new cushions in the caravan for use in "our club gliders only". They are latest tech energy absorbing but it is important that you understand a bit about them. They are in 3 different densities. The **hardest** one is green, **medium** blue and **soft** pink. The covers are also green, blue and the pink is kind of a red dark colour. You need 2 cushions, possibly 3, but they are separate so that you can mix and match. Ideal is **green with blue on top** and the pink is more of an on top comfort cushion for lighter pilots. Difficulty is that taller pilots are going to struggle to fit in the glider with any cushioning underneath. Nothing can be done about that. Pink might give you a bit more comfort but almost no protection in a heavy landing.

There is no guarantee you won't damage your back in the event of a heavy, even with the cushions, but they definitely don't work if you don't use them.

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CFI's NOTES

RECENT OPERATIONS

Good to see that we've had some very busy instructional days recently with new keen students going through A and B cert training. A number of our student pilots are close to soloing and no doubt make the most of the coming summer soaring.

A couple of good westerly wind days resulted in Tony Davies and Steve Care achieving 500km flights up and down the ridge as well as another Care200 by Brett Hunter, this time without scaring any horse owners.

INSTRUCTOR PANEL

Ralph Gore has recently retired from active instructing and we thank him very much for many years of service to the club and the steady wisdom he brought to Instructor Panel meetings.

The instructor panel welcomes four new C Cat Instructor trainees, Malcolm Piggott, Sarel Venter, Dave Dennison and Derek Shipley who are going through training now and we hope to qualify them before the end of the year and put them to work at Raglan and on our airfield.

Instructor panel is discussing some changes to pilot training guidelines suggested by National Ops Team and will be feeding back comments to GNZ NOO.

Bob Gray

CFI PGC.



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Jim McLean very kindly repacking a mountain of club and private owner parachutes for us, as he has done for many years.

2nd Nov 2018

Matamata Real Estate Agent Jodi Hilliar (Harveys RE) was the highest bidder for a 2,000ft Trial Flight that the club donated to the Westpac Trust helicopter auction. After waiting most of the winter for a clear day, she had a great ridge flight with Steve C and enjoyed doing a good share of the flying. It's good to get positively known in the local community. 10th Oct



The club has been doing quite a bit of winching lately. If you want a rating (it's on the A syllabus form) just get a qualified instructor and winch driver organised. After that; just \$17, catch a thermal and fly all day.



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The club hosted 2 groups on the 10th/11th Nov. On the Saturday were an ATC group from Thames, who did winching and Sunday, a Young Eagles group from Hamilton who did aerotow. Longstanding member Chris Money did some excellent video of club activity with the Young Eagles for promotions. Many thanks Chris.

The Kaimai wind farm on the Tirohia spur is now open for public submission, with a closing date of 31st Jan. We have a team of Robin Britton, Dennis Crequer and Tim B is also assisting to present the gliding view point. If you have thoughts on the subject, please discuss with them.

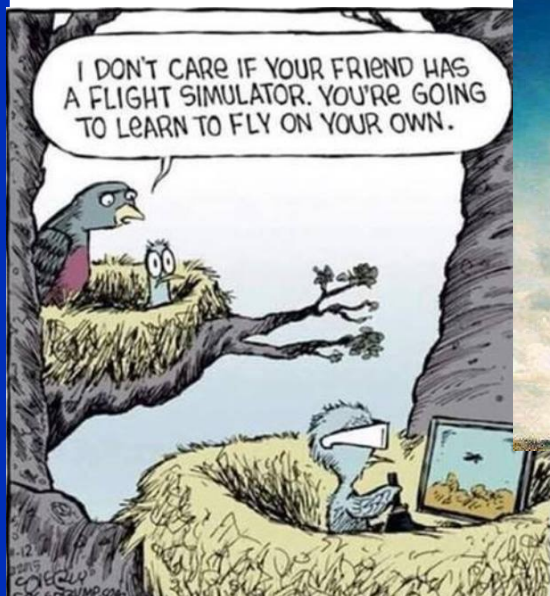


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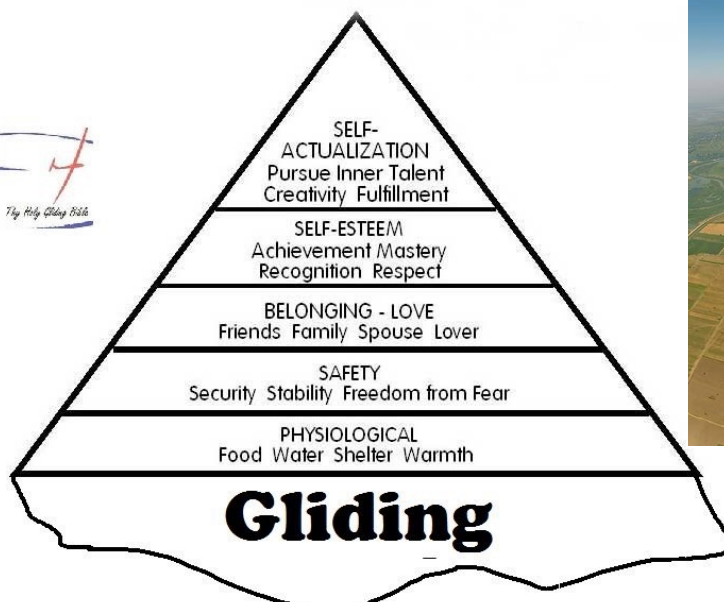
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When everything seems
to be going against you,
remember that the airplane
takes off against the wind,
not with it.

Henry Ford



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UPCOMING EVENTS

Sat 8th Dec	Teacher group 9-30 to 11am. Richard Small
6th to 15th Dec	YouthGlide development camp Omarama
10th to 14th Dec	ATC National Gliding Camp (Matamata)
Sat 15th Dec	Christmas BBQ & Open Day
26th Dec to 8th Jan	Christmas Camp (Matamata)
2nd to 12th Jan	Multi-Class National Champs (Omarama)
5th to 20th Jan	Raglan Gliding camp (Raglan)
11th to 25th Jan	Walsh Flying School based at Mtm airfield
27th Jan to 9th Feb	Club Class National Champs (Taupo)
16th to 23rd Feb	MSC Nthrn Regionals (Matamata) Proposed
2nd to 9th March	Central Districts Champs (Masterton)

