



THE PIAKO

FLYPAPER.

PIAKO GLIDING CLUB
Box 100
MATAMATA

President Anna Doerr ph 07888 8782

Vice President Bob Gray ph 07824 3088

Club Captain Dennis Cooke ph 07823 6677

Secretary Chris Hector ph.027 434 3493

Treasurer Murray Pinkerton ph.078463328

C F I Steve Care ph 07843 7654

Chief Tow Pilot Tony Davies ph 07835 5000

Fly Paper Editor

A Secret Committee c/o ph.092674432

Club House 07 888 5972

January – February Edition

Booking Desk [answer phone] 07827-8841

Web Site <http://www.glidingmatamata.co.nz>

Kaimai weather station 021 257 0586

From The Presidents Cockpit.

Autumn / Winter. Here, we come

Well, actually the weather is still more like summer, except that the days are getting shorter. It certainly feels more like summer than December and most of January. During the Christmas Camp we only had very few days where the flying was excellent, but people had fun anyway. Unfortunately, only a few club members did turn up on those few good days, possibly because they believed the weather report. The weather report usually had the weather right, just the timing wrong. NN did not get the workout it could have received, but I for one had fun flying a different type of glider than I would usually fly. Thanks Tauranga for giving us the opportunity and let's do it again?

The Walsh was busy, but we operated and some people had fun as well. Steve had to have a few discussions with the air traffic controllers as well as with some of our pilots, and I'm sure we all can learn things from the events that lead to these discussions. I'm sure Steve will say more about this.

The Soaring Centre Champs have attracted 28 competitors, and they and the many helpers had a great time.

Upcoming event: National Gliding Day on 12 March 2005. We will try and attract some more people from the general public who might just be curious or actually want to try gliding. Please make them feel welcome. We will organise a mid day BBQ and in general try and give them a good time. The plan for Easter is to have a good time at our own airfield. May be we can rustle up some local competitions? We will definitely try and get a meal going on Saturday evening. Anybody has any ideas as to what we might be able to do?

On Anzac day we'll have our traditional land-out BBQ – let's hope you can meet 'your' farmer?

Situation

Vacant

Our editing team for the newsletter has done an excellent job for the past few years and now would like to focus on other things. So, we have a "Situation Vacant" sign up. The secret committee has done an excellent job of encouraging various people to submit their contributions at certain times, collated the articles and edited where appropriate, and sent the flypaper out. I am sure they are happy to pass on their secret contacts to the new editing team, which have supplied them with news, stories, gossip, facts, Naturally, if there this is also an opportunity to show off your artistic streak if you feel so inclined. So, please, anybody who feels that they could contribute to the club by being our newsletter editor (or part of a new team), get in touch with the secret committee or somebody from the other committee.

Other than that – the weather is great – see you at the airfield
Anna

C F I Bits N Pieces

CFI BITS N PIECES

CONGRATULATIONS

It was very good to see Cameron Wine achieve his Silver C during the Xmas camp, even against a bunch of Auckland challengers, who just couldn't quite make it. All credit though, the Xmas camp weather conditions this year were difficult, to say the least. He also had a good attempt at Gold height, getting to over 8,000ft.

Well done Dennis Cook on getting 300 km Diamond Goal and Dominic Stevens on a Silver C height gain.

Phil Smith in GK narrowly missed out on Gold height, even though he got to 12,000ft.

COMPETITIONS

It was good to see 9 of our club members competing in the recent Soaring Centre competition. Our club made a clean sweep of winning every class (esp. Finn winning 3 of them), which I guess shows that there is some real competition knowledge and strength in our club.

WALSH

There were quite a few issues around our conduct during the Walsh Flying School. Initially the controllers told me that they did not want any gliders thermal ling in the control zone, or that we would at least require clearance to thermal. I explained that this was not practical for us and after some discussion it was agreed that we could thermal on the non-traffic side of the field. Where practical, we were to exit the zone. I affirmed, only if it was safe and well within reach of rejoin, or if we were going cross-country.

Part way through I was summoned to the chief air traffic controller. I was given a run down of some issues they had. A major was a pilot thermal ling in the base circuit area, then flying up the downwind circuit against the traffic and not responding to a radio call. This is a breach of airfield flying rules and must "never" happen even on a normal flying day, let alone with the tower operating. If low you must either join direct onto base (with clearance) or do an overhead rejoin.

His comments were: -

Clearances required:

-Before entering controlled airspace

-Before joining the circuit

-Before landing (however we recognise the inherent restrictions of operating a glider, we won't send you around)

If you are unable to comply with a clearance then inform the controller or request a different clearance. Clearances must be read back.

Separation from other traffic is 500 ft vertically.

Know your position and be able to report it when requested. Bearing and distance from a reporting point (i.e. 3 nm South of the Tunnel)

Know your position in the circuit.

Left-hand = aerodrome on your left/ left turns

Right-hand = aerodrome on your right/right turns

Thermal ling in the circuit is not appropriate!

You must maintain a listening watch on the frequency the controllers are using; they may request your position at any time.

The weekend after the above, I made a serious stuff up of my own. It helped me to understand how easy it is to get caught.

With a student in PC we decided to tow on the non-traffic northeast side to 2,500 ft towards some reasonable looking clouds, even though the clouds on the traffic side looked better. We released and had to glide a couple of km further north towards the cloud, but found nothing but sink. We tried desperately to find the lift but reach the point where we had to return to the airfield. The whole glide was in steady sink and by the time we were at 1500 ft I realised we were committed to a right hand circuit. for 28. At 1500 ft the radio calls were non-stop and I was unable to get a call in until I was down to 800 ft. The response was 'standby' and the radio calls suddenly went non-stop again. By the time I was down to 600 ft I just butted in that I was right hand and finally got clearance behind 4 other aircraft on final. The chief air traffic controller had a quiet word to me after. In hindsight I could have given a pan call, but should never have let the situation develop as far as it did.

Lessons I learnt.

1/ Always plan to be back at the airfield at a safe rejoin altitude, no matter what. It was my misguided determination to get away that got me into trouble.

2/ If you suspect a low rejoin, tell the tower early. I had plenty of opportunity earlier, but kept falsely thinking I would get away.

If you are low, tell the tower you are low and get a non standard clearance. I heard one of our pilots say that he was 3 nm south at 1400 ft. He got a standard overhead rejoin clearance for 28,

which he acknowledged (meaning he had to be 1500 ft overhead the tower) He didn't say a word more. At 400 ft on a straight in base, the tower saw him and gave clearance. The tower does not know what 1400 ft 3 nms out means.

All in all, we need to get much better at planning our flights while the Walsh is on although I also think it is very good for all of us to get use to air traffic control. It is usually the best soaring weather of the year. The Tower does make allowances for us and have generally been understanding. Perhaps later in the year we will run some training seminars, to brush up on our airfield and radio procedure.

PARACHUTES OPS

Just a reminder that if you hear a 3 minute parachute call in a particular sector, then you need to vacate the sector immediately, unless you are joining the circuit. We also have a responsibility to inform any visitors of the parachute operation on the airfield and how we fit in.

You must maintain a listening watch on 120.00 at all times.

BFR'S

Just a reminder on the issue of BFR's. If you do not have one, you are not permitted to fly other than as a second pilot.

PASSENGER RATINGS

There are only a couple of pilots in our club, who have passenger ratings. These ratings only last for 2 years and you must get your logbook re endorsed. You also need more up to date medicals than normal.

WINCH

We are likely start operating the winch once in a while. Please remember that none of us are particularly current, so always be prepared for cable breaks and respect both the upper and lower speed limits of the glider.

Make sure you have the right weak link for the glider

SAFE FLYING

Steve

And from The Treasurer

Dept of treasury's 90 cents worth

Not a lot to report. Many thanks to Les for taking over the rest of the banking and processing the time sheets whilst I am busy getting the new house built.

Murray

Open Day

Try Gliding

or

just have a look

at the

Piako Gliding Club,

Waharoa Airfield,

and celebrate with us

National Gliding Day

Saturday 12 March 2005

(Sunday 13 in case of rain on Saturday)

For more information www.glidingmatamata.co.nz

Up coming Events Calender

National Gliding Day March 12

Easter at Home. March 25 – 28. Make a day of it at the airfield. Fly, have fun. Have a BBQ Its all there waiting for you.

Land out BBQ Anzac day April - 25

From your' Fly on the wall' at the last committee meeting

'No smoking' stickers are needed in the clubhouse.
NI radio discussed on feed back issues to be resolved. The committee prepared to replace it if required to do so. .
NI trailer lights have been rewired.
NI still requires the Terra mode C transponder modification.
Dennis Cooke has purchased the latest maps for all of the club gliders.
Possible intensive flying course tentatively planned for the week 4 – 8 April.
Four students from St Peters collage to fly Wednesday afternoons.
National Gliding Day March 12th Some advertising to be done prior
The PW6 –PK battery charger has gone walk a bout it seems.
Easter. The club will be at Matamata as per last year.
The Matamata District Council are now obliged to monitor all none flying accident / incidents with in the confines of the airfield - OSH.

Spy 002 Reports in

Now that Cameron has his Silver C badge he just pops up to Thames and back when he feels like a quick 150 km flight
Dominic Stevens is making progress towards his Silver badge. He has just completed his Silver C gain of height and made an attempt on his five-hour duration flight. It wasn't a great day for it though. He should have been here yesterday – Damm.
There were very good results for Piako at the recent Soaring Centre Champs. Ian Finlayson won the Open and 15 metre classes. Bryon O ' Brian won the Club Class, and Phil Smith [KA6] won the Sports / PW5 Class. We did not have an entry for the Standard class, so it was four out of four for Piako. A great result.
Dennis Cooke completed his Diamond Goal in February. Matamata to Thames then down to Pureora and back for a declared 305 km flight. This is the first thermal 300 km out and return for two years. Great effort Dennis.
On the same day Steve Care flew up to Drury, back to Putaruru, then home for a 280 km distance. Phil [Libelle] Smith flew down to Aitamuri and back. Its great to see Piako members getting out and about again.
Piako are sending a team down to the Sports and PW5 Nationals and Central Districts competition. Phil [KA6] Smith and Robin Britton are entering the Nationals with Les Reisterer crewing. Dennis Cooke is entering the Central Districts contest. Along with Ian Finlayson.

Recent Happenings

Welcome to our new members. **Kevin Mc Allister, Alistair Haigh, and Ian Wood.** It is also a warm welcome to **Anne Johnson, rejoining after a very long absence as an Associated member**

Cameron Wine 50KM Silver C now completed with his trip to Thames during the Xmas camp. It was reported to have been done in thermals, but was not an easy day as some private owners certainly found.

The Christmas Camp had a good turn out of visitors, but not a great turn out of great soaring weather. Apparently there were only 5 flying days, however, Auckland Aviation Sports and the Auckland Gliding Club came along with their aircraft to fly. AGC as usual came down in style with their own winch and retrieve vehicle on the back of their own transporter. Now that's class.

A Waikato Aero club 172 towed at Matamata releasing BZA to operate at Waihi with the trial flights. General comment was very favourable about this '172' and was considered a much better unit than 'DSM' that is normally hired. Well done to **Chief Tow Pilot Tony Davies** for locating such a good 'un.

Congratulations to Dennis Cooke for his Diamond Goal flight

Waihi Trial Flights. Very successful it has been reported despite having three bad weather days. **Harold and Mavis Oates** did another spectacular job of organizing and running this event, with **Bob Gray** and others doing the flying. **Dominic Stevens** bought over his BIG comfortable mobile camper, which was used as the base Opps. Centre for the whole week. **Dave Qualtrough** towed the mobile fuel tanker over behind his car once again. and many thanks for Ron Donaldson for allowing the operation to take place on his airfield. 105 trial flights were achieved. End result = very good cash flow. Yep there is still gold to be taken from thar' Waihi hills. it seems.

Piako had use of a Janus whilst PK and BZA were doing their gold prospecting at Waihi. The Janus was hired from the Tauranga G/C and did about eight hours or so. **Rainer Kunnemeyer just loved it seems and wanted to take to home.** Is **Anna** aware of this new fascination in his life?

The Pauanui camp was cancelled.

Taupo club trip was also cancelled

Dennis Cook and others however did spend the week at Taupo and enjoyed some incredible flying. Along with **Allan Eccles** and **Ian Finlayson**, some many adventures were had. it seems

South Easterly Wave on Auckland Anniversary day saw **Phil Smith Jnr** go to 13000ft. No Gold height gain this time unfortunately as he towed quite high. Great flight though.

Ex Chief Tow Pilot Tony Petch, along with **Robin Britton** and with a member of the Waikato Aero Club entered a Cessna 172 in the Great Northern Air Race. They sped? from the North Shore air field in Auckland via a series of turn points to – Tauranga. Tauranga to – Taupo again via a number of navigational turn points. Then Taupo to – Matamata via Ruapahu. Lunch at Matamata, and then onto – North Shore via another series of turn points. The race was held over two days with some 30 odd entries. The ‘172 actually ridge soared Mount Ruapahu as you do, on route to the Matamata destination it was reported by our field agent. Results are not known but the crew felt they certainly would have blown the socks of at least some of their competitors. Well-done team Piako

Congratulations to Dominic Stevens for gaining a Silver C height gain recently.

The Catlin Trophy has been hotly contested this summer but no attempts –as yet, at the **Reisterer trophy**. So. Lets get to it team!!

The Matamata Soaring Centre Champs were a great success despite an ominous weather map All in all there were up to 28 entries with five flying days. Piako seems to have scooped the winner’s pool this time. Refer the article elsewhere in the ‘Fly Paper’

We have a group of four school students from St Peters learning to fly on Wednesday after noons. Organised by **Gareth Pryce** this is a really great youth project. .

Another Team Piako is now in action as we speak. **Robin Britton, Phil Smith, Dennis Cooke** and **Ian Finlayson** have all entered the Central Districts champs at Masterton. Chief crew /supporter / sports doctor / psychologist. is **Les Reisterer**. [Who else] Erric Gosse from Thames G/C and who does occasionally fly with Piako was also part of the group.

My 50k

It looked like a great summers day, cu's were building in all directions and the club's PW5 SN was ready to go on the launch point. I'd arrived early, cleaned, checked and made sure I had all necessary and up to date maps for the flight to Thames. I launched at 11:55am and towed to 1800' above Waharoa straight into a 3 knot up thermal, which turned out to be the best I would have all day. After climbing to cloud base, 3200' I looked over my shoulder at Mount Ruapehu and headed NE at best glide.

The trip to Te Aroha was relatively short with average climbs of about 2 knots, from there the thermals were not as strong but offered steady climbs to about 3000'. As I passed Tirohia the sea breeze could be seen pushing inland from the Firth of Thames, this slowed my pace considerably. Thermals were hard to climb in as they became broken and turbulent. Any time I wasn't in a thermal there would be huge sink wherever I flew, 4 knots or more of sink would greet 1/2-knot slow turbulent climbs.

As I got closer to Thames the thermals became more broken and turbulent. There were no clouds at about 18 nautical miles out and when no lift had been contacted I was starting to look for paddocks. Near 1800' I found half a knot of steady lift and spent about 8 to 10 minutes clawing my way back up to 2800' where I managed to lose the thermal. Instead of spending a lot of time in sinking air to try to reconnect I turned towards Thames and picked my way through heavy sink. I needed one last good climb, which would give me enough height to reach Thames.

Back down to 1300' there were a couple of good paddocks in sight. Pushing into wind I headed overhead a cowshed where the cows were being put into the yard. The glider jerked and the vario was showing 1 knot up. This thermal was all I needed and I tried hard to centre in the lift. I continued to climb to 3000', which gave an easy glide to Thames. Arriving overhead at 2000' I opened the air brakes to land. Ironically no sooner had I pulled the lever than I was greeted by a surge of lift. With the air brakes fully open I was descending at about 2-3 knots.

After losing this lift I joined for a normal landing on 23. Arriving back at Matamata we discovered the somewhere along the way I had lost the locking pin for the tail plane. A great comment from one of the senior instructors, 'Congratulations Cameron you'll get the Silver C and the Wooden C in the same day'

Overall it was great day with some challenging stages. I'd like to thank all the team for helping me get there and happy flying in 2005.

Cameron Wine

A fabulous week at Waihi

Harold and Mavis Oates

It really was a great week of trial flights at Waihi with the weather our own real opposition this year. We would like to acknowledge all of the members that put so much energy and effort in to the week's operation that made it the success it was. Evan Gray for his brilliant driving of the farm bike towing the gliders all week. The only problem was he was unable to get it airborne. Grateful thanks for Dominic Stevens for his generosity in lending his BIG mobile camper for the event. Made perfect shelter from the wind and the rain, superb for my office work, and really was a great operations centre. We could not have managed with out it.

Many thanks to Dave Qualtrough for the collecting and the safe return of the fuel tanker from Matamata to Waihi Beach and back again. A risky drive pulling this rather large amount of high-octane fuel all over the place but done with his usual care and attention to detail. He also found the time to help around the airfield before and after each trial flight. He is now a master of Visa and bankcard transactions

So many thanks must go to the instructors on the roster for the long and tiring hours they put in. Bob, Ralph, Julian, Tony, Alex, Gareth.

Thanks to Ron the airfield owner, for the use of the tie down areas, power, use of hanger space, storage, tables, toilets etc.

Grateful thanks to Lorraine Gray for the extra table for the daily bookings and general information data for the public and her delicious salads etc for our BBQ.

Murray for the use of his Visa / Bank Card facilities. Sure had the office staff working to their max.

Gareth for travelling all the way from Cambridge.

Julian was absolutely wonderful with the public. They all wanted to go up him again. He showed his terrific club enthusiasm by coming back and helping again the next day.

Wow. Alex was something special. He got many a cuddle [we all gave up counting] from the female passengers.

Our top chef and instructor Bob, spoilt us all with his fabulous steak and sausage BBQ at Bobs motel. His wine was a winner, and we all slept well after a hard days work. Tony came over one day to help with the glider towing and his two lovely daughters waited very patiently on the field for dad to take them to lunch at the café for a treat. But they should know by now that once dad was in the Pawnee towing gliders that lunch was always going to be a secondary thought. Ralph and Les were always helping us at all times during the whole week. With out their help and generosity of time we could not have done all of what was required to make this work.

We had advertisements in the local newspapers with a coloured picture of PK in the Waihi leader, with a write up for the club as per an interview with Tony Davies. Saturday night at the Waihi Beach RSA ended the week with a well-deserved night out for us all. Excellent meal, excellent wine, excellent company. What more can you ask for.

The public thoroughly enjoyed watching the event and we had a lot of favourable comments again this year They all said they would like to see the club return. Some passengers were so ecstatic about their flight they were literally waving their arms in dance mode and were in such an elated state we thought they would never be quite normal again.

We thoroughly enjoyed being part of this week. It was a wonderful team effort The end result being 105 very successful flights.

Mavis

Ps The only person not thanked is of course Harold, for his day in day out towing duties flying BZA, and his boundless enthusiasm in doing so. But then – Mavis, could thank him personally, couldn't she

ED

Dennis Cook's Competition Diary

The 2005 Matamata Soaring Centre competition being held (not surprisingly) at Matamata in early February is my first competition. Well it's the first competition that I have entered. I've been a volunteer at four others including scoring the Nationals in 2004 and I figured I was ready to actually have a go so I entered and set myself some goals

1. not embarrassing myself
2. not hurting myself
3. not landing out too often

Then I got in the air on day one and listened to an old hang gliding friend of mine Bernie Massey who although he doesn't know it is always in my glider. Bernie has attitude, he doesn't look down, and he doesn't think about landing paddocks he just thinks about staying up and going fast. He is the perfect co-pilot for me. I expect to learn heaps from Bernie this competition and now my goals are

1. not landing out too often
2. doing well by beating pilots who are more experienced than me (they all are)
3. having lots of fun and feeling good at the end of each day

DAY ONE

So here I am, day one of my first competition, the newest newbie with the most handicapped glider, a real challenge but one I am really looking forward to. We have waited three days for this. Sunday was not good enough for a competition round even though a handful of pilots did fly and Monday was low cloud and lots of them. Tuesday though is looking good, much better than the weatherman has indicated which really highlights how hard it is for the contest weatherman and task setter Roy Edwards.

Ron Anderson is doing the scoring this time around but I am happy to help out so we are doing this as a team, which means we can both fly in the competition. Scoring, which includes everything to do with computers, is the worst job of all so I am very happy help out. We set up the tasks and the late entries for the five separate competitions that are scored, print out data sheets for the radio man (Bill Mace), the grid and launch man (Les Riesterer) and the GPS log returns (Pam Gore) then prepare ourselves to fly. I prepare the grid so arrange for myself to be right at the back so I get plenty of time to sort out the scoring first then sort myself out. I buy myself some lunch, on credit, thanks Jan. Jan Mace is making sure everyone is fed and watered and makes really great muffins and fantastic cucumber, sour cream and mint jelly sandwiches, my lunch for the next few days.

My main battery is flat so I wander off to the club hangar and borrow one for the day. I've left my dolly wheel on so take a walk over to the car that is now hooked up to the trailer in case I

land out. It's the rules, you have to do this. I'm a bit nervous and need a pee, yet another walk over to the clubhouse.

Eventually I get towed to 1650 feet AGL, just like everyone else, and climb straight up to cloud base at 2650 feet AGL, this takes about 3 minutes. Now I have to wait until all the Open, Standard and 15m pilots have launched plus another 15 minutes until the gate opens. This was agonising, I was sitting right on the start line at 3000 feet waiting for the starting bell and when it came away I went. No patience, no cunning plans, just relief to get away. Conditions looked good and my strategy was to go early and fast so I was pleased to get going.

I rounded the first turn point at an average task speed of 87 km/hr and headed south. The next part of the flight was amazing, across the swamp with 8-knot thermals and great lift all the way to Waitoa. Then it just died, I was down below 2000 feet and struggling looking for a climb. Eventually it came, and away I went again, down to Lichfield in great conditions then turn and final glide back to Matamata. Average speed on the second leg was 60 km/hr. My last leg was a straight line back to Matamata and the conditions were so good that even though all my electronics were telling me that I was going to arrive at a safe height in the required time of 2.5 hours I was doing 120 knots and going up as I flew over Matamata township at about 1000 feet. It was just an awesome experience crossing Tirau then Matamata then Waharoa at 100 plus knots and low enough to see people walking about. Then the cream on top was to land back at the airfield, close enough to the hangar to just push it in and pat myself on the back for a successful first competition flight.

1. I hadn't landed out
2. I had done well by beating one or two other pilots
3. I'd had lots of fun and felt very good at the end of the day.

DAY TWO

This looked like a good day when I left home but 5 miles before the airfield I drove into fog. This was a nightmare for Roy Edwards the task setter, he set two tasks for three different classes then set a third for each on the grid, nine tasks in all.

Eventually I was towed up at half past two, second off the line today instead of first, big deal I still had to wait almost an hour until the gate opened. At 3:30 I went through the gate at 2,700 feet, you've got to be kidding. Twenty minutes later I have travelled less than 6 km but am now up to 4100 feet and consider going back to the start line with my newfound height. Bryan O'Brien, the perennial winner of the club class, advises against this as the way things are going we could run out of daylight so off to the North I go. 40 kms North things are all down so I deviate into the swamp hoping to get rescued, get a bit of height then press North enough to touch the edge of the assigned area and back to swamp for another rescue. Eventually I'm up to 3,700 and glide the 45km to the edge of the next circle near Matamata then back home.

This wasn't a great day for me but I didn't land out and plenty of others did. I was now sixth in the Open class which made me feel pretty good. Let's hope for a better day tomorrow.

DAY THREE

This was yet another challenging day up towards Thames (Hikutaia) then back South to Wardville then Pureora. Today was a racing task, not an assigned area task so you had to get within 500 metres of the turn point, much more difficult. No way for me though and about Tirau at 3,000 feet I had a choice of pushing on to Tokoroa and landing there or doing a virtual land out and fly back to Matamata. I chose the second option, which is \$150 cheaper than an aero tow back from Tokoroa. Only one person completed the task, Ian Finlayson, what a staggering achievement in the crappiest of conditions. Boy have I got a lot to learn. I place 11th out of 15 in the class and drop to 7th overall but I am still having fun,

DAY FOUR

More challenging conditions so after the difficulty in setting a task the day before Roy sets an AAT with big circles around Kaihere and Arapuni. Only five people get round, I am fifth and Fin wins again. This was a day that if it was a normal club day then no one would fly more than 20 kms from the field, It was a hard slog into a 20 knot Northerly with a low cloud base and weak thermals yet Tony Van Dyk did 172 km and Fin did 160. Tony landed short by a few kms only needing another 100 feet.

A good day for me, I'm up to fifth and only 3 points behind fourth.

DAY FIVE

This is the last day, five out of seven is not too bad and every day has been a good test of pilot skill, certainly not a lottery. Today Roy wants us all home and the ridge is working so he sets a 300km ridge task with 5 turn points to force us out into the valley and use the thermals. I actually like ridge races and although a big Open class glider is not the right tool for the job I'm sure I can do well. I do, I have the third fastest time but with my handicap applied I end up sixth for the day and fifth for the competition.

I really enjoyed my week, it was a lot more fun than I expected and I learnt heaps. Things like never give up, always look for other options, back track if necessary but always stay up and if its working just keep on going, don't relax, don't slow down. I loved it and can't wait to do it again so I'm off to Masterton for the Central districts competition.

Dennis Cook

Situation Vacant

After four years of producing the Piako Gliding Club's Fly Paper 'The Secret Committee' will be calling it a day and will be disbanded. The last newsletter to be produced by this group will be the July / August edition. [Three editions time]

The club will therefore require another Editor / Group to take up the challenge of keeping the Piako Fly Paper rolling off the press into the future for the club.

Any one who would like to get involved can contact the club President Anna Doerr, or sailplane@xtra.co.nz direct to indicate your interest.

It really a lot of fun

		Flying	Roster	March	June	05
Wednesday		Oates		Gore		
Saturday 05 March		Shanks		Care	White	Shuttleworth
Sunday 06 March		Davies		Jeffrey	Scholes	P.E.Smith
Wednesday 09 March		Oates		Mace		
Saturday 12 March		Rowe		Jeffrey	Care	O'Brian
Sunday 13 March		Petch		Brown	Smith	Drayson
Wednesday 16 March		Oates		Mace		
Saturday 19 March		Nicholson		Mason	Milligan	Woolford
Sunday 20 March		Scholes		Milligan	Kunnemeyer	Crequer
Wednesday 23		Oates		Mace		
Friday	25-Mar	Shanks	Easter	Davison	Smith	Britton
Br Saturday	26-Mar	Harding	Easter	Care	Davidson	Drayson
Sunday	27-Mar	Scholes	Easter	Kunnemeyer	Davidson	Castle
Monday	28-Mar	Davies	Easter	Kunnemeyer	Shanks	Cook
Wednesday	30-Mar	Oates		Gore		
Saturday	2-Apr	Bowling		Shanks	Care	Larson
Sunday	3-Apr	Rowe		Jeffrey	Gray	Courtney
Wednesday	6-Apr	Oates		Mace		
Saturday	9-Apr	Carter		Davies	Care	Wine C
Sunday	10-Apr	Nicholson		Scholes	Badger	Detti
Wednesday	13-Apr	Oates		Gore		
Saturday	16-Apr	McGregor		Mason	Pryce	Stevens
Sunday	17-Apr	Petch		Jeffrey	Brown	Reed
Wednesday	20-Apr	Oates		Mace		
Saturday	23-Apr	Shanks		Care	White	Eccles
Sunday	24-Apr	Harding		Gray	Care	Finlayson
Monday	25-Apr	Scholes	Anzac Day	Shanks	Smith	Hall J
Wednesday	27-Apr	Oates		Gore		
Saturday	30-Apr	Davies		Pryce	Shanks	Hector
Sunday	1-May	Bowling		Kunnemeyer	Care	
Wednesday	4-May	Oates		Mace		
Saturday	7-May	Rowe		Care	Badger	Anabelle
Sunday	8-May	Carter		Davies	Care	O'Brian
Wednesday	11-May	Oates		Gore		
Saturday	14-May	Nicholson		Jeffrey	White	Qualtrough
Sunday	15-May	McGregor		Gray	Turney	Mc Rae
Wednesday	18-May	Oates		Mace		
Saturday	21-May	Petch		Mason	Pryce	Rogerson
Sunday	22-May	Shanks		Kunnemeyer	Brown	Haigh
Wednesday	25-May	Oates		Gore		
Saturday	28-May	Harding		Scholes	Badger	Rudge
Sunday	29-May	Scholes		Gray	Smith	Doerr
Wednesday	1-Jun	Oates		Mace		
Saturday	4-Jun	Davies		Shanks	Badger	Smith P.E.

Sunday	5-Jun	Bowling		Kunnemeyer	Mason	Cox
Monday	6-Jun	Rowe	Queens Birthday	Mason	White	VanderZanden
Wednesday	8-Jun	Oates		Gore		
Saturday	11-Jun	Carter		Pryce	Shanks	Van.Vliet
Sunday	12-Jun	Nicholson		Davies	Smith	McRae
Wednesday	15-Jun	Oates		Mace		
Saturday	18-Jun	McGregor		Mason	Badger	Wine.R
Sunday	19-Jun	Petch		Gray	Brown	Shuttleworth
Wednesday	22-Jun	Oates		Gore		
Saturday	25-Jun	Shanks		Care	Smith	Powers
Sunday	26-Jun	Harding		Jeffrey	White	Round
Wednesday	29-Jun	Oates		Mace		