



THE PIAKO

FLYPAPER.

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From The Presidents Cockpit.

Winter is here...

And everybody knows about it. While some of us were thinking of long-johns this weekend, others flew in shorts and most were nearly frozen solid – I'm glad that everybody is different. But people sure had fun during these quite strong ridge days on the ANZAC weekend - the visitors from Whangarei appeared to be enjoying themselves as well.

We had a couple of really good days for the wider public: the National Gliding Day (that certainly received more attention nation-wide than last year) and our ANZAC BBQ for the farmers. Again, people had fun, we have gained at least one new member (signed up there and then on the Gliding Day), and a few others have also shown signs of being potentially infected.

Phil has cooked a really tasty curry for Easter, but only extremely few people were there – sorry, Phil, we should have promoted it more – will you do it again if we promise to get more people there next year, hail or shine?

We'll have a display on the Hamilton Autumn show – have a look on the web page, Trevor still needs more volunteers. Some great posters are in the making for it.

Change in subject: As you probably know, NZ had a few gliding accidents within the past year or so, so the committee has brushed up on their knowledge re our insurance covers in order to minimise the risk to the club. In most cases we just needed (and have received) confirmation of some details, and in some cases the committee and the instructor panel is looking at how we do things in order to further minimise our risk. I guess continuing improvement of our practices is a good thing.

Next subject: A couple of ATC weekends are coming up, so keep a look out for those if you want to avoid arriving at the airfield expecting peace and quiet and be surprised by being surrounded by lots of very keen and eager young pilots. If, on the other hand you'd like to be involved in transferring the excitement of gliding to these youngsters, don't be shy to come and help.

Next: Duty pilots – weeeeelll, I think we'll have to do some thinking around that subject, and how we run the entire operation of the day-to-day stuff of a 'day at the airfield'. Some things are just not right often enough: The paperwork does not get done, 'regulars' regularly pick up some of what needs doing and might get sick of that, extra jobs get dumped on the instructors and they might get sick of that, new people sometimes do not know what to do, some people just turn up and want to fly now and take off and too few people are there to lead by example, Yep, we'll need to work on all that.

Last but not least: The flypaper will have a new team of editors shortly. Thanks heaps to the current 'Secret Committee'; the new team has quite some acts to follow. The new team of editors have decided not to be 'secret', so I guess we can thank Jacopo and Dennis for volunteering. We know you'll do a great job.

So, a bit of this and a bit of that - See you at the airfield

Anna PS: did you have a look at the new, updated, current, shiny, ... web page?

C F I Bits N Pieces

NEAR MISS

You will see a detailed article on a recent near miss in one of our club gliders with the parachute jump plane. It is a situation that I think any one of us could face at any time. I understand that there were practically no other aircraft in the MBZ at the time, which would make one think the odds of running into someone almost impossible. It just goes to show that we should never get complacent and that we always need to make sure that we constantly scan the airspace around us. Thankfully, in this instance we had 2 pilots who had very good reactions.

MBZ

In addition to the above, we also had another close call that might have been avoided had there been a bit more vigilance in both listening and making radio calls. I have been informed that we are generally not making enough calls, which represents a threat to other aircraft. Accurate radio calls very much depends on education, self-discipline and our own club culture.

MBZ means Mandatory Broadcast Zone. The emphasis here is on the word **Mandatory**. You are required to transmit position and intention reports on 120.00 at entry and 'at least' every 15 minutes while operating within the MBZ. We are no longer required to report exiting.

So, if you are thermaling, you need to report that you are thermaling and where you are. If you stay in the same position you need to make another call in "less" than the next 15 minutes.

If you change your position or intend to change your position, you should again make a radio call, even if you only made one 2 minutes earlier.

If you hear a powered aircraft tracking towards your position, it would do no harm to report your position again or maybe even ask the pilot if he has you visual.

When entering the zone, it is a good idea that you report well before you get to the boundary. This is the case with all 'controlled' airspace, so it makes sense with an MBZ as well.

All of these actions will help reduce the risk of a mid air and helps everyone's situational awareness.

LISTENING ON THE RADIO

You must maintain a listening watch on 120.00 if you are flying in the zone. Not responding to a radio call is a serious matter.

If you hear a radio call that is not clear, ask the station to repeat the message. If it is their radio problem, then they should not be in the zone and you need to report it to the duty instructor.

AWARDS

Congratulations to Hadley Bognuda and Roger VanDer Zanden on their first solo flight.

RIDGE

We have had a couple of good weekends on the ridge and it is good to see the club making the most of it. We have been using runway 22, which is a much safer option in a South Westerly, particularly if the wind is strong.

IM SAFE

In future flypapers, I intend to go into a bit more detail of the above acronym, perhaps one section at a time. It's such an important part of safety and very much worth a mention.

Safe flying. Steve

And from The Treasurer

Dept of treasury's 90 cents worth

A very short report meaning I have nothing really out standing to report. There have been some good flying days which relates to some good banking, Keep up the good work [flying]

Murray

Tugger's Corner

At the end of March, when BZA had its 50-hour service, there were about 130 hours to go to the 2,000 hours when the engine goes on 'condition'. Based on the average number of hours BZA has flown since 1994, for the months April to November, we can expect BZA to reach 2,000 hours between September and November this year. This does not mean that the engine must be replaced but that its condition is carefully monitored to check when its performance starts to deteriorate. The engine is running sweetly and is expected to continue to do so for some time. However, at its next service (the 100 hour one) Hamilton Aero maintenance will check the engine carefully (compression ratios, etc) so we can get a good handle on its condition.

At the last Committee meeting, it was decided to 'hedge our bets' and deposit about NZ\$30,000 in an offshore US dollar account. With this arrangement we do not need to purchase a new engine now to take advantage of the strong NZ dollar. (There are pundits who are predicting that the dollar has reached its peak and is going to weaken relative to the US dollar.) This way, we can keep the existing engine on condition for as long as it is performing well, secure in the knowledge that we have approximately 75% of the cost of the engine replacement in US dollars, at today's exchange rate. We also have better control of having the engine replacement done when it suits the Club to ensure BZA is available for contests, Christmas Camp, etc.

I shall be reporting on the situation with BZA's engine in each Fly Paper and at the AGM.

Tony Davies

Piako's Big Day Out

Waikato Winter Show: 29 and 30 April, 1 May

Following on from the success of the Open Day held in conjunction with the National Gliding Day promotion, Piako will have a display at the Waikato Winter Show being held shortly at the Waikato Events Centre 29 and 30 April, 1 May.

Stu Rogerson arranged a site for us in the community groups' area, and then the more we talked with the event organisers the more they fell in love with gliding! They have now shifted us into the main exhibition hall and given us 20m of frontage which is absolutely HUGE. I hate to think how much it would cost us if they were charging us for it - they said have even kicked out a couple of commercial exhibitors to make room for us!

All of the club's promotional materials bar two small signs have disappeared over the past couple of years so we are getting new posters done up to provide a resource for this and future events. A friend Kath MacLeod is doing the graphics for us, and I have to say they will be stunning once printed poster size! You can see all 5 of the posters on the clubs home page

www.glidingmatamata.co.nz

We will have one of the club's gliders on display, and the Soaring Centre has very kindly loaned us their video projector and big screen so we will have videos going non-stop to impress potential new members. Les Reisterer has offered to bring the glider over and return it after the show, and Julie and I will be looking after setting up and taking down the display.

This is a great opportunity for the club to sell our sport to potential new members. We still have a couple of openings for people to help out on the stand if you want to be involved - the Saturday is looking especially thin on volunteers just now! You can call Trevor on 07 828 8841 (leave a message if you get the answer phone), or you can sign up right on the club's website www.glidingmatamata.co.nz



Too close for comfort

On a pleasant day in March I had been thermaling several miles SE of the airfield and was on my way home. Approaching the MBZ I was just about to call my position on the radio when I noticed the parachute jump plane DNG slightly below me but climbing, and coming almost straight toward me from slightly forward of my right wing. I was cruising straight and level and fairly fast (65/70 knots) so I pulled up. At almost the same moment I saw the jump pilot had noticed me, and he turned left to be sure of passing behind me.

A few lessons seem to come out of this incident:

1. I had heard the jump plane call his take off roll (on 28) and never expected to find him at 3000' SE of the airfield so soon. Power planes get around the sky much faster than we do.
2. While I think most of us are pretty careful about checking to the side before turning, it is easy to forget that danger may approach from the side when flying straight.
3. A glider flying straight may be harder for other aircraft to see because it may never catch the light, whereas it usually glints from time to time when circling.
4. When two aircraft are flying toward each other, even when not dead ahead, the closing speeds can be very high.
5. The jump pilot himself commented that visibility is rather poor out of the Cessna, especially when climbing. In gliders we are lucky to have very good visibility, and need to remember that others may not be able to see us equally easily.
6. I was not helpful leaving my own radio call until I was close to the MBZ. When returning from outside the MBZ a radio call well in advance can only help to alert other aircraft to your approach.

Midair collisions are rare, but the risk of a tragic outcome is particularly high. We not only need to think about the air we are flying into; we also need to think about the movements of other aircraft, and remember that it may be hard for them to see us.

Safe flying!

Chris Hector

Advance Notice to all Members

This is an advance notice to all members to advise that the council is about to embark on a complete 'Review of the airfield.' This process now super cedes the review that was initially stated in 2002

This review will cover.

How the airfield is managed.

What administrative structure might be best appropriate.

How the leases are set and what they cover.

Costs of operations.

Commercial vs. recreational uses.

Any thing else of concern to the uses and operators of the airfield.

The review process will start with a meeting to which all users will be invited- this is expected to occur in the first week of May- time and place yet to be confirmed.

The purpose of that meeting will be to canvass all the issues / concerns / potential solutions that need to go into the 'pot' for council to consider. The meeting will be facilitated by Hugh Vercoe [Mayor].

In brief, following that meeting, the council staff will collate the information gathered identify preferences; discuss these with the airfield users committee and report to councillors. report back to the AUC and seek final endorsement from the councillors. All of this is intended to be finalised by the end of June.

These are critical issues for the club and the operations of the airfield.

Please think about noting this potential timing in your diary and come along to voice your thoughts. If you are interested in these issues please make sure you get in touch with either Ralph Gore or myself so we can advice you of the final details of the meeting.

And just to clarify – in case you are not aware, Ralph represents The Soaring Centre and myself represents Piako Gliding Club and we are both on the Airfield Users Committee

Thanks

Robin Britton.

Stop Press!! Date's have been confirmed as May 5th Matamata Council Area Office Board Room at 5.30pm. Ed

Ridge Days Are Back!

I just got back home. I had a fantastic, almost ecstatic day, an out of the box Kaimai ranges ridge day. A 300km three-hour flight, no pressure just pure fun.

The ground wind was only about 12 knots and south-westerly but was expected to increase so we were using 22, pretty much straight into wind. I was number three off the grid, following the two seaters, and for some unknown reason I decided to tow up to 2000' instead of the usual 1500' on a good ridge day. Just as well, I arrived at 1200' and know that if I had arrived 500' lower it would have been very, very dodgy. Sometimes you have to allow for the influence of wave from the west, if you get a really good climb on tow you will probably get lots of sink when you release at Wardville and if the wave is out of synch you will get turbulence over the river and very little lift down low. Years of hang gliding a wingspan away from the Kaimais soon pays off and in no time I'm a hundred feet above the top and doing a hundred knots, racing past the radar dome then swooping over the lookout before turning North and heading for Thames. I turn around at Thames and head South for Cameron's place, 100km and less than an hour away. Turn again and back to Paeroa, then Te Aroha and final glide back to the airfield.

It was so much fun, so liberating and so rewarding that I have to share this experience. I don't know how to explain this to those people who don't fly, let alone fly gliders. They live in a two-dimensional world whereas we live in a three dimensional one. Those documentaries you see on TV, you know the ones, the Wright brothers, World War 2 and the spitfire, the invention of the jet engine, the history of aviation in New Zealand, anything to do with flying. I love this stuff. I really do but how do I translate this emotion into something that clicks with people who are thinking about flying a glider and get them to take the plunge and join up.

I think ridge days are the best way to do this, a half hour on the ridge with a pilot who has a sense of fun will surely change that person from thinking about flying to actually doing it. Ask one of our new students, June, she would have spent the whole weekend on the ridge given half a chance. It's not as difficult as thermal ling and therefore not so challenging (actually it's dead easy, I've done thirteen 300km flights in less than two years) so a lot of our longer-term members tend to be a bit dismissive about ridge flying. But think about it from the perspective of someone who is trying to make up their mind whether they want to fly gliders or instead do some other fun activity.

There is more opportunity for the prospective new member to take the controls, they aren't spinning around in thermals feeling that little bit disorientated and maybe a little bit sick. They're speeding along the ridge a hundred feet above the bush marvelling at the waterfall, the radar dome and the cars winding their way over the top on the way to Tauranga.

Do you know anyone who is thinking about flying, someone who has expressed a casual interest. Well now that "**Ridge Days Are Back**" gets them out to the airfield and into a two seater for the ride of their lives. Actually get yourself out there and have some fun on the ridge. Gliding is not just about setting and achieving cross country goals using thermals, although that may be the ultimate challenge let's not forget about just having fun.

Dennis Cook

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

New PK battery charger should have the club name engraved on it. [Last one went 'walk about']
Runway grass mowing has been left too late at times. Needs to be monitored
PK wheel has been repaired but wheel brake still unsatisfactory. Possible modification required.
The National Gliding day was a great success with some 30 trial flights achieved.
Both NI and PC transponders to be upgraded to the new mode S requirements
. Storage of club records. Two new cabinets to store same
Land Out BBQ. All set ready to action on the day.
New Flypaper editor will be Dennis, helped by Jacapo.
NI now has a new radio. Many thanks to Rainer
Both NI and PC transponders have now been up graded.

A mini look at Piakos past history

1960 Stu Rogerson 'C' badge
1964 The club fleet consists of. Rhonlerche [KA4], Rhonsegler [KA6] Slingsby Skarlark2 Tiger moth [DH82A]
1968 Site is pegged for a 2000sq ft 'Soaring Centre' club house
1969 The original Piako / Tauranga 'Come and get it Trophy' was initiated.

From the Royal Flying Corps Monthly Safety Report. Dated 21 December 1917

It is conceded by all that the pilot had accomplished a brilliant piece of work in landing his disabled machine with out damage under the circumstances. It is not with intent to reflect less credit upon the airmanship, but it must be noted that he is a well experienced aviator with over 40 hours in the air, embracing a wide variety of machines, and this was his seventh forced landing due to a complete failure of the engine.

It was doubly unfortunate that upon alighting from his machine he missed the cat walk on the lower airfoil and plunged both legs through the fabric, straddling a rib, from which he received a grievous personal injury.

Some thought should be devoted to a means of identifying wing-traversing catwalks to safely assist aviators in disembarking from their various machines

Safety Tips

Horizontal Turns. To take a turn the pilot should always remember to sit upright, otherwise he will increase the banking of the aeroplane. He should NEVER lean over.

Engine noises Upon the detection of a knock, grind rattle or squeak, the engine should be at once stopped. Knocking or grinding accompanied by a squeak indicates binding and a lack of lubricant. . .

Recent Happenings

Welcome to our new members. **Alan Jeffery, June Ritting, Dion Williams, Kieran Williams.**

The National Gliding Day on March 12th was a big success this year. National and local advertising, plus an article about young **Cameron Wine** in a local paper, and of course the great weather [this year] proved to be a very good mix. Some 30 trial flights were flown that day with at least two people signing up then and there to be members it was reported. Great stuff.

Easter at Matamata can best be summed up by **Phil Smiths** infamous Easter curry night.' If only you were there.'

The clubs new bar manager is **Bill Mace**, who has now taken over from **James Turney**, who had the role for many years. Thanks **James** for being such a long-term servant in this capacity

Vintage Glider Rally at Drury Anna and Rainer took their KA8 to Drury at Easter to attend the 'Vintage Kiwi' rally Apparently there were a good turn out of Classic gliders in attendance which included NZ s only surviving T53, Dart 17 and Sagitta, sailplanes A great time was had it seems. This is to be an annual event on the 'Vintage Kiwi' calendar.

CFI Steve Care ran an intensive gliding course during a week in April. It was a winch-based course. The weather was perfect for the whole week and **Paul Castle** who was the only course attendee made very good progress.

Pssst . Gossip column. Taken from the Matamata Chronicle Newspaper. # Police removed 217 cannabis plants from a maize field in Hinuera. [Is that anywhere near where you know who lives?]. The plants ranged between one – 1.5 metres in height. ' Man no wonder those thermals were getting high'

New winch motor, Big powerful and beautiful. A full 6.00 ltr engine at its best. Its been reported that full power on take off is defiantly not required with this sucker. May take our winch drivers a few launches to get the hang of all this power, though, so be patient with them.

Transponder mod reminder Mode S It seems even more requirements have come our way with all Terrier brand transponders requiring to be modified to mode S, You will be chucked out of controlled airspace if you are not seen to be transmitting same. This is to comply with TCAS requirements. Rumour has it there is even more requirements for TCAS to follow in the near future. Watch this space

Four students from St Peters School have started flying on Wednesday afternoons under **Gareth's guidance.**

Have you gained weight recently? If so you are not alone it seems, as PC seems to have gained some 12kg over the years. You will need to recheck your own weight with the AUW of PC and adjust down accordingly. See even a/c are not immune to middle age spread it seems.

Deputy CFI Julian Mason had a close encounter with an Air New Zealand jet the other Sunday while flying ATC cadets in their motor glider over Drury – south Auckland. Although this is a very busy and active G/A and GFA designated air space this 737 still chose to pass though it approx. 3000ft agl on route to Mangere, Separation was very close it seems and **Julian** has since laid an incident report. Could be an interesting outcome.

The mild Autumn weather still continues with some excellent flying still being achieved. This last week end may be the signalling of Winter and an early start to the ‘ridge’ season with two days of screaming westerlies for everyone to enjoy.

Congratulations to Hadleigh Bognuda and Roger Van der Zanden on achieving their 1st solos. Well done team.

Land out BBQ Anzac day. Because of a much smaller amount of out landings from the season just completed a much smaller number of families arrived for their BBQ. They were all very appreciative of the clubs thank you to them and some even found some time between their steak and sausages to enjoy a flight. It was a really great day out for them it seemed. Well done.

Thanks to Stu Rogerson for being able to organize a display spot for the club at this years Waikato Winter Show. It will certainly help to give the club a great profile. Thanks **Stu**.

And its also thanks to Trevor Atkins for all the work thought and effort into upgrading the Piako web page. Check it out. It's really fantastic.

The new editorial team for the Fly Paper will be Dennis Cooke and Jacopo Detti who will be shortly taking the publication of the Fly Paper from TSC.

For Sale KA8 LE

For only \$500.00 you too can be a part owner of this fabulous classic sports class glider.

This would have to be the cheapest entry in private ownership that we have ever known. For further details check out this address

www.glidering.co.nz/vintagekiwi/misc/proposal.htm

Glider For Sale

PW5 GZX

- TT 440 hrs,
- Excellent condition
- Flytec vario/alti
- Delcom radio
- Superb clamshell trailer
- One NZ owner since new
- National Champion glider 1999 and 2001
- No accident damage ever,

Price NZ\$ 24,500 Tel: Bruce Bartley 021 941 541



Piako Gliding Club Flying Roster

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