

# **THE FLYPAPER**

## **PIAKO GLIDING CLUB**

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# From the Presidential Cockpit

... and winter is almost gone?

Well, it is not quite as cold any longer, some flowers and shrubs are pointing to the fact that spring is not that far away any longer, and today it looks as if there are some thermals about – too bad its not a weekend flying day!!

What an awesome dinner – BIG thanks to the organisers Bill and Jan, and Allan certainly provided some great food. Wasn't it fascinating to hear first hand what level of organisation, planning, and support a world record attempt truly requires? Thanks Doug for also letting us gain some insights into flying and living in Argentina. Thanks to everybody who turned up and thus had contributed to the evening, it was a great turn out.

Coming up is the AGM – please try and make an effort to come, I'm sure we'll have some interesting discussions. This year we will also award the trophies at the AGM, and will be able to celebrate a few successes this way. The bar will be open afterwards. So, don't forget, Saturday 20/8/2005 at the club house, 16:00 (4.00pm) as per our web-page.

Not a lot else flying wise has happened in the two months since the last flypaper, no 'big' flights, everybody is just quietly getting themselves and their glider and instruments ready for the summer.

We have an oxygen course coming up shortly, and a few people are having a renewed look at their high altitude gear. We did not have many of the really strong ridge or wave days this winter, but I'm sure they will still come. So, make sure you get to learn or refresh your high altitude knowledge.

Have you seen the impressive signs from the gliding club around the airfield? One or two are still coming, and they will hopefully attract more visitors and make it easier for them, once they are at the airfield, to find their way. Even though the weather was not the best, quite a few people are coming to try gliding, some are also coming back for a second or third look – may be we can convince some of them to come back even more often?

Looking forward to a good season

See you at the airfield

*Anna*

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**Don't Forget**  
**AGM and Prize Giving**  
**Saturday 20<sup>th</sup> August**  
**At the Clubrooms at 4:00 PM**

# C F I Bits n Pieces

**AWIB** - The airfield now has a working AWIB and it needs to be set by the first users of the airfield each day. It also needs to be switched off by the last user at the end of each day and if we change runways, it has to be reset.

It is located in the council kitchen in the ablution block area. It needs to be switched on at the wall and the switch on the radio needs to be turned on as well.

You can listen in on the AWIB by turning to 118.8 and clicking your transmit button 4 times within 5 seconds.

**OXYGEN COURSE** – For those who are interested this will be held Friday 19<sup>th</sup> Sept at 7-30pm at MSC. Julian will present and assisted by Steve.

**RIDGE FLYING** – This is a time of year when we do a lot of ridge flying. Please remember to be cautious and observant, particularly if you are not overly current. This time of year the weather can change quickly and you need to be one step ahead all the time. Students please note and use the ridge-flying syllabus in the caravan to get your rating.

**MBZ** - In a recent Vector magazine article, there was comment that a lot of pilots are just using their two-letter registration when making MBZ calls. We need to be making our full registration known i.e. Golf Papa Kilo, Golf November India etc.

**INCIDENTS** – None to report!!!! It's great to see and goes to show, the effect of everyone being observant to ensure we adhere to safe practices and procedures. Lets keep it up.

**DATABASE** – Trevor has been doing a great job and the eventual goal is to have an almost automated system. One thing that has come to light is the medical for instructors and passenger rated pilots, needs to be aligned to your date of birth. It will become a hidden field, but if you don't too uncomfortable disclosing it, please let Trevor or myself know.

**PASSENGER/INSTRUCTOR RATINGS** – These need to be renewed every 2 years and your Log Book must to be endorsed as such by Julian or me. It is probable it will involve a check flight, so the best time to renew it is during the BFR.

At the same time, I am very keen for more of our QGP pilots to have passenger ratings. It helps to introduce new members and encourages our existing members make full use of the clubs facilities.

**INSTRUCTOR RATINGS** - The same situation applies for instructor ratings. For those that are not on the roster you may think it is a Life Time rating (but that only means you don't have to go through the whole instructor training syllabus again) To take up a passenger you need to have had your instructors rating renewal endorsed in your log book within the last 2 years, or get a passenger rating.

**CROSSCOUNTRY COMPETITION** – Starts second Saturday in October. The time to start getting interested and making noises is now, not a week before the event, particularly if you want a club glider. I am hoping that this will become a real feature for our club in time to come and I know that Tauranga are very keen.

Safe Flying

*Steve*

# Treasurer's Report

Hi,

This is the treasurer's busiest time of year with my 5<sup>th</sup> AGM on Saturday I'm trying to get the accounts up to date and ready for presentation. The committee has already had the preview and with a few minor tweaks they (the accounts) will be ready.

The accounts seem to get a little easier each year but still cause a few late nights for Kathryn and me trying to make some sense of them. I am very lucky to have married an accountant!

This year my flying has slowed down a lot. My employee of 10 years service left and as the motor trade isn't quite as busy as it used to be I am not going to replace him. Unfortunately I have had my Wednesday gliding fix wings clipped! We are still in the process of building a new home so any spare time I used to have is gone. Also I hit the big 40 in June, so what a year! I have thankfully been able to delegate some of my treasurer workload, here's how...

Dennis Cook, club captain has taken over the membership list which was one of those nasty jobs that I used to put aside until I really had to do it (i.e. reconcile for the year end).

Bill Mace now includes purchasing all the soft drinks and chips as part of the bar job. I used to enjoy the shopping at Gilmore's, but once again there is no time for that.

Bob Gray has been processing all the timesheets since early this year. The daily flying sheet goes to Les who banks it, the sheet then goes to Bob and he adds up the glider hours and BZA tow charges then tries to decipher the rest, then sends me an Excel spreadsheet breakdown, so I can nearly put it straight into the income cashbook.

Les still does most of the banking, I still bank the subs, the voucher sales and the other miscellaneous stuff.

Thanks guys, I really needed your help this year. See you at the AGM.

Bring your cheque books as the subs will be set on the night and will be due for payment immediately.

*Murray*

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## Experiencing Easterly Wave

Saturday 16<sup>th</sup> July saw an overcast day with low atmospheric pressure but with one redeemable feature....an easterly prevailing wind. Runway one zero was quite an inhospitable place to be; it was cold, under a grey sky and windy. With hind sight: all the ingredients for a remarkable flight!

As is quite often the case for the time of year there was only a few people present at the launch point and even fewer gliders, just the Puchacz Papa-Charlie and the PW6 Papa-Kilo. Having launched only three flights by 1500 hours I thought it was pretty much the end of the gliding day with only a BFR still to fly. As our small gathering stood defining the finer points of a successful BFR, a long and quite low looking Roll Cloud formed along the western flank of the Kaimai ridge.

We watched Dennis and Steve depart behind the Pawnee. They headed out to the northeast aiming to tow through the rotor and into the upward moving air of the primary wave. Although visible to the naked eye, Cameron Wine and my self watched their progress through binoculars whilst vectoring Allan Eccles to their visual whereabouts. Suddenly, after seeing the Puchacz release from aero-tow I saw the most amazing spectacle: nature's wind borne energy. The Puchacz whilst flying straight and level just appeared to rocket upwards. Strangely, with reference to the Kaimai's, it seemed to climb with a nose down attitude. Almost simultaneously the VHF was heard and, along with PC's position report, Dennis added quite nonchalantly that they were climbing at over 20 kts!

By now the Pawnee was back on the ground and Tony Davis had described the aero-tow through the rotor as "rough". Allan, whose glider Cameron and I had earlier helped pack into his trailer, offered to share a flight into the wave flying Papa-Kilo. Cameron declined, so what could I say? I'd never flown in wave before, only ever experiencing the pressure wave on the windward side of the Kaimai's during south westerlies. Having not flown from the rear cockpit, I opted for that seat making this flight a two fold new experience.

We towed just into the rotor of the primary wave to a height of 3000 feet. After releasing Allan pitched down and we flew through turbulent air at about 70 kts reaching the far side of the rotor for the loss of 1000 feet. Suddenly the vario chirped out and you could feel the inertia of the glider lifting as the vario ran out of increments at 10 kts up! There was a huge amount of moisture in the air and the lenticular cloud had a distinct swirl of vapor under its leading edge. Allan handed over control and within no time we leveled off at 6300 feet.

We were now flying with 25% air brake open and a slight nose down attitude at about 60 kts IAS to maintain straight and level flight...just amazing! The view along the Föhn-gap was distinct and relatively narrow with the beautiful pattern of the Cap cloud streaming off the leeward side of the Kaimais and vaporizing as it was drawn downwards. Looking to the North, the primary and secondary clouds converged adjacent to Mt Te Aroha. To the South they trailed off to the contours of the Mamaku hills. It was remarkable to see just how much the profile of the ridge affected the cloud shape and hence the pattern of the wave. The secondary wave looked altogether more defined and even. Perhaps there was some damping influence in the standing wave as it transits from its source?

We dumped a lot of height by way of steep turns and Allan taking control demonstrated how you can thermal up the leading edge of the wave. Next I was shown how to point into wind and maintain position whilst riding up in the wave and staying in the lift of rising air. The ascent rate was just incredible! Within no time we repeatedly climbed and descended to and from our ceiling of 6500 feet. As this was primarily a demonstration flight and our profile consisted of rapid ascents and descents, we chose to stay out of controlled air-space. This avoided repeated entry and exit clearances from ATC. However, I'm quite sure there was much more height available should we have wanted it.

After racing between Te Aroha and just south of Te Poi for a little over an hour we decided to head back to the airfield. Allan offered two options; either over or under the wave cloud. We chose to go over. There was a lot of sink and Allen advised to cross quickly and at right angles to the wave until we gained the lift of the secondary wave. This put our position as over head Matamata town-ship, here we banked right and flew NNW back to the airfield. The culmination of the flight was an air-brake open spiral dive from just over 6000 feet to join at circuit height.

What a blast, I can't thank Allan enough! This was probably the best circumstances to obtain some familiarization with wave flying from Matamata; easterlies and with a very experienced pilot as P1.

*Dominic Stevens.*

## In Memory of a Friend

Last week a friend passed away. Les Chitty was with our club only briefly, but he made a lasting impression on those of us who got to know him.

Les and his wife Audrey were on holiday from England, and arrived at Piako to watch their nephew take his Christmas present trial flight. Les thought this looked like so much fun he had to give it a try. The next day he was back with his Temporary Logbook in hand!

Les was not a natural glider pilot, but at the tender young age of 68 he was determined to become one! Les and Audrey extended their vacation twice in order to continue the fun, then returned home to England where Les joined Lasham and went solo the day after his 70<sup>th</sup> birthday (it rained the day before didn't it!).

Over the years Julie and I kept in contact with Les and Audrey and learned of his progress - each phone call an enthusiastic rendition of the latest exploits from solo, to first landout and cross country.

Our thoughts now are with Audrey following Les' passing away, but I will always remember Les and his passion for gliding.

*Trevor Atkins*

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## Accounting for Airfields

Here's the next instalment of info on the progress being made with respect to funding the airfield's operations.

Firstly following on from the last update, hangar reps/ owners will now have received their bills for increased ground lease costs - but no information was sent out at the same time (as we had requested). Also, due to the "systems" not all hangar owners received an invoice - so if you didn't - keep waiting and one should arrive shortly.

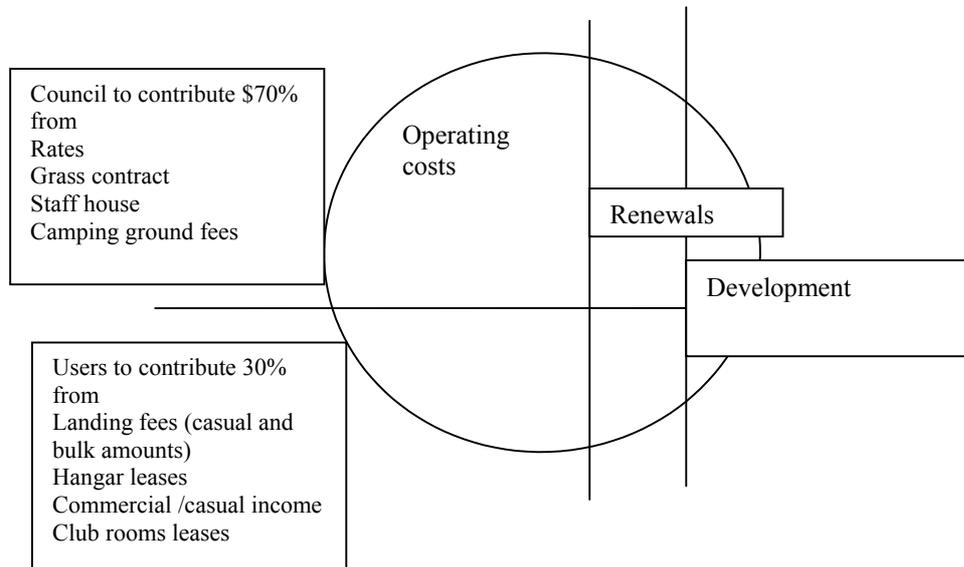
We have asked that more notice is given to the hangar reps of any meetings etc - as they are merely the contact for others who share the hangar. This was a major concern to many who were not informed of the recent meeting called by Council. We have also tried to make the point to Council that the hangar reps are not the only Club users of the airfield!

Notwithstanding all that - where are we up to

On the 9<sup>th</sup> the Council staff held another meeting at Matamata, to discuss the matters they had raised in their discussion paper (ie as previously circulated to you). I had collated the comments from the Committee, Soaring Centre and individuals who made comments to me and passed these on to the Council as being an outline of our concerns/ statements at this point in time.

At the meeting, we didn't get past talking about the funding philosophy. Basically the Council wishes to have a policy which reflects the following diagramme:

The circle represents the Total funding budget for the airfield  
That budget will be spent in 3 areas – operating expenses; renewals (funded by depreciation)  
and future development of the airfield.



#### **Where to from here?**

Staff were going to confirm the funding spread with Council and then once confirmed the users will need to agree on the appropriate apportionment between categories listed under the 30% contribution part of the circle.

If you want to know more – please give Ralph or myself a ring and have a chat.

Cheers

*Robin*

PGC's rep on the Airfield Users Committee (AUC)

*Ralph*

Soaring Centre rep on the Airfield Users Committee (AUC)

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**Saturday 20<sup>th</sup> August**  
**At the Clubrooms at 4:00 PM**

# Duty Roster

Day	Date	Tow Pilot	Instructor 1	Instructor 2	Duty Pilot
Saturday	August 20	Tony Davies	Julian Mason		Bruce Rudge
Sunday	August 21	Tony Petch	Roger Brown	Malcolm Jeffery	Stu Rogerson
Wednesday	August 24	Harold Oates	Bill Mace		Mavis Oates
Saturday	August 27	Tom Shanks	Tony Davies	Gareth Pryce	David Qualtrough
Sunday	August 28	Gordon Scholes	Bob Gray	Phil Smith	Robin Britton
Wednesday	August 31	Harold Oates	Ralph Gore		Mavis Oates
Saturday	September 03	John Carter	Steve Care		Alastair Haigh
Sunday	September 04	Dave Harding	Tom Shanks	Gareth Pryce	Jacopo Detti
Wednesday	September 07	Harold Oates	Ralph Gore		Mavis Oates
Saturday	September 10	Ross Nicholson	Steve Care		David Reed
Sunday	September 11	Nick Bowling	Gordon Scholes	Bob Gray	Phil E. Smith
Wednesday	September 14	Harold Oates	Bill Mace		Mavis Oates
Saturday	September 17	Nick Rowe	Julian Mason		Ron Courtney
Sunday	September 18	Tony Davies	Roger Brown	Phil Smith	Phillip Cox
Wednesday	September 21	Harold Oates	Ralph Gore		Mavis Oates
Saturday	September 24	Andrew McGregor	Tony Davies		Howell Round
Sunday	September 25	Tony Petch	Gordon Scholes	Nelson Badger	Gerald Van Vliet
Wednesday	September 28	Harold Oates	Bill Mace		Mavis Oates

