

# THE FLYPAPER

October 2005

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## Contents

I think we have something for everyone this month including a couple of great stories about flying gliders. One from the **very experienced** Fin and one from the **just starting out** Dominic. There is also plenty of information, gossip, news and reports from the CFI and the President. Read and enjoy.

<b>Gliding Club Intro Day</b>	<b>Trevor Atkins</b>
<b>From the Presidential Cockpit</b>	<b>Bill Mace</b>
<b>Committee Report</b>	<b>Bill Mace</b>
<b>Next month in the Flypaper</b>	<b>Editor</b>
<b>CFI's Bits and Pieces</b>	<b>Steve Care</b>
<b>The Seductiveness of Soaring</b>	<b>Ian Fin</b>
<b>The SS Regatta</b>	<b>Dominic</b>
<b>What's up Doc</b>	<b>Dennis Cook</b>
<b>Advertising</b>	
<b>Duty Roster</b>	

## Next month in the Flypaper

- Report on the Central Plateau Competition (Taupo)
- Update on the Regionals and Nationals at Matamata
- Roster for the new year
- Christmas camp update
- Radio procedures during the Walsh. The MBZ becomes controlled airspace so is then transponder mandatory.
- Some information on the 'Online Competition'

**Deadline for the next Flypaper is November 23**

## **Gliding Club Intro Day**

A day to encourage your friends and workmates to come along to...

On Saturday 5 November we will be trying out a "Gliding Club Intro Day" to trawl for new members. The idea is to put a day together for people with a serious interest in learning about gliding and the club. You can see the format for the day on the club website [www.glidingmatamata.co.nz](http://www.glidingmatamata.co.nz)

We have a token charge of \$30 to cover the costs of the day which includes

- Intro to Gliding manual
- Copy of gliding intro video
- Introductory Logbook
- GNZ A-Certificate Training Syllabus, and Ground Handling Training Syllabus
- BBQ lunch and opportunity to meet club members
- Certificate of attendance
- A fantastic day at the airfield!
- Option to take your first 6 training flights at club rates without joining the club

All club members are most welcome to join in the BBQ for a free lunch! The only cost... mix with any new people that might be around!

This is a new concept being tried out. If you have any friends or work mates who you think might be interested why not encourage them to come along. They can book in through the club website, or they can phone the booking desk on (07) 827-8841 or email [trevor.atkins@hortvision.co.nz](mailto:trevor.atkins@hortvision.co.nz)

This is a great way for your friends and workmates to see what you have been rabbiting on about for years! **Encourage them to come out** and let's make the day a success: Saturday, 5 November - the first Saturday in November

*Captain Trevor*

## **CFI BITS N PIECES**

### **SPIN PRACTICE**

Our Regional Operations Officer, Brian Chesterman wrote a very good article in the last Gliding Kiwi about the Puchacz. As it is particularly relevant to our club it is well worth reading.

Spinning is a vital part of our training syllabus. Every pilot, from top competition pilots, instructors and students needs to regularly practice how to get into and out of a spin. The object of the exercise is not to see how strong your stomach is, but for you to recognise and react correctly.

If you feel uncomfortable spinning, the only way to overcome it is to practice until it feels normal (and very recognisable) and the recovery is instinctive.

### **IM SAFE**

This is part of the A syllabus, which all solo pilots need to know the acronym by heart It is not just about the words, though. It's about knowing when not to step into the cockpit of a glider. Sometimes just having the wrong frame of mind can lead to something much bigger.

Only you can regulate this.

### **REGATTA & LABOUR WEEKEND**

Great to see so much activity around the place. Some quite big flights being done. Roll on summer.

### **BADGE FLIGHTS**

If you are keen to do some badge flights, remember its all about preparation. If you need some help, all you have to do is ask.

### **SAFETY ISSUES**

A reminder that safety around the airfield is everyone's responsibility. If you see something that doesn't look like a safe practice, say something.

### **PARACHUTE DROP ZONE**

Reminder that if you hear a 3 minute call in a particular drop area, you need to vacate that area. I think we have been doing quite well, but the pressure does come on as we get into the summer months.

**Safe flying**

*Steve*

## **From the Presidential Cockpit**

Gee I can't help feeling things are looking very positive at the moment. Labour Weekend saw plenty of activity over the Sunday and Monday with some very good flying conditions off the freshly mown strip. My thanks to the manager. It was great to see Aviation Sports from Whenuapai, down here, full of enthusiasm for the weekend. They will be back for Easter. They envy us our facilities, lacking club house, toilets, and hangers. Wednesday was also a good day, and we had three of the students get some winching in from 4-6pm. We have had some newspaper coverage. See notice board. We are trying a new initiative to better structure the introduction of new members by having an open day on Nov 5<sup>th</sup>. Adverts will be placed in the newspapers. If you know of anyone interested in joining, then this is a great opportunity for them.

The Northern Regional Gliding Championships will be taking place 26<sup>th</sup> Nov (practice day) to 3<sup>rd</sup> December. There will be towing available each day after the field has launched. If you have the time available come out and see what goes on. Sit in on the briefings, assist with the launches and the retrieves, stay for the social evenings and assist with the bar. You won't be bored. Before that we have the SS Regatta on the 12<sup>th</sup> November. We have a number of our club members entering in the competition in Taupo this week. Best of luck guys.

There is a small group repairing NI's trailer. I am sure they would appreciate any help you can offer. These projects can be very enjoyable as you work besides your fellow members, so don't hold back. email Hadliegh at [hadleigh@thinking.co.nz](mailto:hadleigh@thinking.co.nz)

And while thinking of work well done. Chris Hector has served the club well as secretary for 3 terms of 3 years, an exceptional effort. Chris has had to give up the position of secretary due to health reasons. He is fine, but just not allowed to fly for 12 months, we all feel sorry for you. Thank you Chris. Dom Stevens has agreed to take over the position from November on. Thank you Dom.

Trevor has been very busy on the web site. Remember to check for the excellent calendar of events he has posted there. The site has the roster and a whole lot of interesting stuff, and links to other sites of interest. This is our main resource for spreading information that affects you and your club, so it is wise to check it regularly. <http://www.glidingmatamata.co.nz>. For the password to get to the members only section, email me and I will help you out. [wajvmace@infofen.co.nz](mailto:wajvmace@infofen.co.nz). Remember, if you are a new pilot, even overcast days are good for circuit training, and there is generally less air traffic to contend with. If in doubt, phone the duty instructor the night before.

Here's looking forward to more great flying weather and seeing you out there enjoying yourselves.

*Bill Mace*

## **Committee Report**

- Tost Weak Links have arrived for the winch.
  - Phil Smith has sprayed the club hanger to kill White Tailed Spiders.
  - Zip zap machine now working for credit cards. (It costs the Club per transaction, so is principally for trial flight use)
  - Piako Gliding Club sign has been hung over the hanger door.
  - Decision was made to hold open day and advertise it in the papers.
  - Chris resigned as secretary and Dom agreed to replace him.
  - It was agreed copies of Tow Pilots Medicals and BFR's were to be held in a folder at the club.
  - Gliders were to be made available for various events.
  - Airstrip grass management was discussed.
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## The SS Regatta

The SS, standing for Second Saturday turned out to be more of a second Sunday for the majority of participating pilots. That's not to say Saturday was wasted time. I got to meet and chat with some of Tauranga's pilots and talk about their typical style of flying on their side of the ridge which was very interesting. I also spent some time (quite a lot actually) figuring out how to set up my new GPS (I'd convinced my wife I needed one, Trev Terry convinced me I needed an expensive one and Bob Grey convinced me I should learn how to use it...more of that later!). Rather prudently I marked the course and turn points on my VNC as well as setting it on the GPS.

Although the high winds deterred most on the Saturday, a group of onlookers (my self included) watched with bated breath as Ben Flewett, Dave Jensen and Stuart Cameron with a lot of help from Nick Bowling in BZA cheated the elements and launched for the "Big Boys" course (as they departed runway 28 and turned left before heading to the ridge they sat almost stationary when into wind, Pawnee at full song and the glider wings flexing as if trying to fly like a bird!). The course: start gate 3000ft at Gordon, Thames A/F, TePoi, Paeroa, finish at Matamata. I'm not sure how long they took or who won but I did hear that Ben averaged 167 kph! I later overheard him describe the flight as 'like being at a heavy metal concert'.

On the Sunday quite a few of us decided to try the Saturday "Small Boys" course: start gate 3000 ft Gordon, Paeroa (with a 10 km radius circle), TePoi (also with a 10 km radius circle), finish at Matamata. For me this was my first attempt at flying a task solo. To be fair, with the 10km radius circles around the turn points and the whole task pretty much on the ridge with a good Northwesterly blowing it wasn't going to be impossible even for a pilot of my standing. I still had plenty of butterflies at the start though.

I flew GNI (Club Astir) and met up with GPK (PW6) flown by June Ritter and Bob Grey shortly before the start at Gordon – which I completely fluffed!! I flew across the start gate no problem, just that I'd not optimized my 3000 ft start height so as I watched PK speed off to the North turn point I was left behind to do some "s" turns to gain height to clear a lee facing spur of the ridge (learning curve and all that stuff!). On this note; anyone like my self who is new to ridge flying make sure you have a modicum of knowledge of how it works and have flown some low-level joins with an instructor. I had a little shock; when having the extra work load of flying the start gate plus a new toy (GPS - equals head down in cockpit!) and the intention of heading north only to suddenly find at about 1400ft asl that I was getting about 2 kts down! With the northwesterly it's only the northerly facing slopes that are going to work. Unless the wind is perpendicular to the ridge don't expect constant lift and be aware of the liquid like effect of air flowing through the gullies.

Satisfied that I was now at a reasonable height, I too set off north. To the south of the Waiorongomai Valley I joined up with GPC (Puchacz) flown by Dave Reed and Steve Care. Having now gained safe height to round Mt Te Aroha I made my first GPS error! Somewhat embarrassingly over the radio I inform PC that we were now within the 10 km turn point.....Long pause before PC replies "are you sure?" I confidently assure them that's what the new toy says.....Another long pause from PC, "Have you got nautical miles instead of kilometers?" I don't even have to look at the new toy, I pull out the MKI eye ball backup – the VNC and sigh that Homer Simpson style "doh!" before I sheepishly reply "affirmative".

We flew over the saddle on the ridge that leads to Tirohia then carried on a short distance before turning 180 degrees, now confident we were well inside the 10 km turn point. It was at this point that I realized I'm probably not yet ready to be a competition pilot. I should have put the stick forward gained some speed and hugged the ridge however, although having lots of fun I thought what's the rush; I'd take in some of the view. Except there wasn't much, the weather was closing in from the northwest and it was getting quite overcast.

With around 60 kts IAS and a tail wind component I headed for the next turn point via the ridge. There were lots of other gliders going about their way, most of which were way below me at what looked like tree height and all going a lot faster. As I passed over the Tunnel entrance that runs through the Kaimai's I contacted PK to find their position. They were just departing the Te Poi turn point. When I asked if they were going to return to the ridge for the last leg back to the airfield, someone chirped in on the RT not to give away any secrets. Pretty serious this not so serious fun competition!

I left the ridge shortly before the radar dome and headed directly for Te Poi. My new game plan was not to nip in and out of the turn points 10 km radius, but to fly almost right over Te Poi. I found that although there was eight eighths cloud cover I was getting virtually no sink at all from the ridge to Te Poi. Having flown within about a half nautical mile of the Te Poi turn point, I had thoughts of getting home. The overcast skies made the three nautical miles from Te Poi to the closest part of the ridge look so much further. Whilst having a navigational dither I headed NNW from Te Poi, hoping that I still had the option of flying via the high point on the ridge to get back to the airfield.

The GPS was showing Matamata-AF as the last waypoint in my route and had a "distance to next" as eight nm. My new toy has a data field that I hadn't really taken to much notice of throughout this flight; it can constantly calculate your glide ratio. I had pondered this the previous day and had figured that height required is equal to distance (in feet) divided by the glide ratio (and it even takes into account the head wind due to the fact the GPS is constantly updating the glide ratio). The glide ratio was 22:1, so 8 times 6076 divided by 22 (then add 1000 ft for circuit) gave me 3209 feet and I had 3250 feet – viola; I should be able to do a final glide. (Lucky I carry a pocket calculator!) The only remaining mystery was speed to fly. I figured that if I kept monitoring the glide ratio on the GPS this should tell me faster or slower? I never saw the glide ratio go any lower than 18:1 and I never noticed any better than 22:1. So, I was pretty chuffed when I reached the airfield and joined the circuit at 1200 feet.

For me personally it was a brilliant day; I'd flown a course, used a GPS to navigate turn points and in a glider that I have the least experience in. Hopefully these SS Regattas are going to be well supported and as long as the format can cover all skill levels from beginner like my self to those who want bit of a challenge, then we're in for a good season.

*Dominic Stevens*

## **The Seductiveness of Soaring**

I was honoured at the AGM with the award of the President's pot for the most meritorious cross country flight of the 2004-2005 soaring season. However the award came with the compelling proviso that I should share with club members the memorable experience of a triangular flight which took place during the last Matamata Soaring Centre contest.

The reason why I am still passionate about gliding after more than forty years of contest and cross country flying is that it becomes a never ending challenge to extend the boundaries of achievability. Every flight presents a unique potpourri of meteorological conditions which must be analyzed with a combination of patience, lateral thinking, confidence and an ability to recognise opportunity when the right occasion arises. In other words it is imperative to recognize when you can put your foot down to utilise existing good conditions and when you must slow down and reconsider your options.

The flight which I am going to discuss was a triangle with turnpoints at Hikutaia and Pureora which is in the Rangitoto Ranges to the west of Lake Taupo. By the time we had reached the first turnpoint it was already under the influence of sea breeze from the Thames area which was causing convection to be weak and broken. These conditions required a tiptoe approach of staying as high as possible [1500'] and trickling south to better conditions in the Tirohia Ridge region. Here a six knot thermal triggered by the sea breeze wedge advancing into a warm gully later proved to be a false harbinger of the conditions further down the track.

Conditions remained positive until Tirau was reached where although cloud formations still looked good the thermal formation was being destroyed by a confused sea breeze situation at low level. While trying to find survivable lift around Putaruru I got down to about 1000' agl from which it seemed to take an eternity to get back to cloud base at 4500'. By this time other competitors were either landing out or pushing on to a landing at Tokoroa Airfield and it was not long before I realised that I was the only glider still airborne.

It was now time to change tactics as speed was no longer a priority and distance or completion was going to provide a good bonus of contest points. Looking out towards Pureora there were small wisps over the forest before Mangakino and closer to the Rangitoto Range a higher sea breeze convergence had set up. I figured that the wisps would get me beyond Mangakino and the convergence would at least give me an out back to Tokoroa Airfield.

In fact the convergence which was being formed from the west coast, the east coast and Lake Taupo provided a strong climb to over 6000'. Although there was still 15 kilometres to the turnpoint and 15 kilometres return to lift the airmass was very calm and buoyant and I only lost an amazing 1000' over 30 kilometres. I was hoping for a climb back to at least 6000' but the decaying convergence was slowly drifting eastwards toward the Waikato River where I could only reach 5300' which was marginally under final glide height.

Never the less Tokoroa Airfield was no longer necessary as the spud patch at Hinuera was within gliding range. The glide across the pine forests was very smooth and buoyant bringing me almost back to final glide slope for Matamata. However after leaving the forest area the air became more disturbed and probably a slight headwind factor intruded. There had been zero lift since leaving Mangakino but a slight edge in the cloud cover near Okoriore was letting some weak sunlight through. This was my last chance as I was now within range of the spud patch but about 400' short of reaching Matamata Airfield. From about 2000' it took over half an hour to reach 2350' which was just enough height to make a straight in final approach to Matamata.

I remain seduced by the magic of soaring flight.

*Tanfin*

## Matamata Soaring Centre Competition - 2005

Matamata 06 Feb - 12 Feb

#	CN	Pilot	Country	Glider	Total points
1	ZO	<b>Ian Finlayson</b>	Paiko	ASW27	<b>3896</b>
2	ZM	<b>Lindsey Stephens</b>	Auckland	ASW 27	<b>3746</b>
3	TD	<b>Tony Van Dyk</b>	Hutt Valley	LS8	<b>2589</b>
4	NM	<b>Brian Chesterman</b>	Tauranga	Discus CS	<b>2067</b>
5	PV	<b>Ross Taylor</b>	Auckland	Discus B	<b>1994</b>
6	VW	<b>Brett Hunter</b>	Tauranga	ASW 20	<b>1606</b>
7	VC	<b>Ralph Gore</b>	Piako	ASW 20	<b>1441</b>
8	RP	<b>Roger Peters</b>	Tauranga	ASW20F 15m	<b>389</b>

### What's Up Doc

The 05/06 soaring season has kicked off with a good weekend of ridge flying, an enthusiastic start to the Second **Saturday Regatta** and a well attended BBQ courtesy of Jan and the rest of her team.

As I write the Sunday and Monday of **Labour weekend** look like 300km days. If they are then more news will follow.

A special welcome from the Flypaper and the Committee to **Ann Johnson** who has recently joined the club. Ann is a long time glider pilot and NZ record holder. She is also famous and held in awe for her flight from Matamata to Gisborne. She is also the first person I ever flew with and I still have a vivid memory of a fantastic 1 hour flight in amazing thermals flying in GFN at Matamata.

We have just been advised that the **Czech aerobatic glider** and instructors are not coming to Matamata as originally planned. Hopefully this will happen next year.

The **Catlin Trophy** and the **Care 200** courses are unchanged from last year. See the website for details but basically the tasks are ridge tasks as they were in the 2004/2005 season.

The **Les Riesterer Short Course** is also unchanged. Caravan – Wardville School – Pohlen Road – Walton railway over bridge – Caravan. Have a go at this, I've done it three times now and it's a lot fun and better than just floating from cloud to cloud around the airfield. Every pilot who flies the club singles is expected to attempt this course. You don't need a GPS, all you need to do is get someone to time you passing over the caravan at the start and end and to be honest at the turnpoints.

Fly on the wall reports that Phil Smith (PS2) impressed the trainers at the recent Taupo **B Cat training weekend**. This is not just a reflection on Phil, who has already been a very successful instructor in rafting, hang gliding and para gliding, but also on the overall quality of training and instructor training at Piako. Well done Phil, and well done Steve.

We have had a few problems lately with locals **stealing wheels** and number plates from our trailers. Please consider security measures such as unattractive wheels, smearing your wheels with cyanide, lock nuts etc.

Rumour has it that **Mike Charlie** has been prepared for the coming X/C season. I hope this is the beginning of a trend that sees more of our longer time members getting themselves back into some real flying.

We hope to have a **Vintage Kiwi** weekend in March and most of these gliders can not stand any wet weather so if you can help out with some hangar space then please let me know, asap. I'd like a commitment for 6 or 8 hangar spaces.

Call Dennis on 07 823 6677 or send an email to [dennis.cook@xtra.co.nz](mailto:dennis.cook@xtra.co.nz)

#### **Central Plateau Competition**

This is another fun competition in a fantastic part of the country run by the Taupo Gliding Club. Current indications are that about 20 to 25 pilots will be entering including at least 3 from Piako. If you have some time off and want some fun in late October and early November then contact Dennis Cook on 07 8236677 for details.

#### **Second Saturday Regatta**

Make sure you set the 12<sup>th</sup> of November aside as this will be the second of the SS regatta days. Keep the Sunday reserved as a backup too, as you will see elsewhere in the Flypaper this strategy proved very beneficial for 5 Piako pilots on the first SS Regatta Sunday.

#### **Northern Regionals**

As promised last month we are having good weather for the whole week and if not I will be running naked down the main street of Epsom. This competition will be held at the usual time, end of November and beginning of December. See the GNZ website for details or contact Dennis Cook, Ralph Gore or Bill Mace for details.

#### **Labour Weekend**

As indicated above the Sunday and Monday of labour weekend were 300 km days. In fact there was fantastic flying everywhere from Auckland to Wellington with flights around the 300km mark out of Wellington, Taupo, Matamata, Tauranga and Auckland on both days.

#### **New Secretary**

You might have noticed that the front page shows we have a new secretary, Dominic Stevens. Due to what is hopefully a temporary health problem Chris Hector will not be flying this Summer and will not be able to attend committee meetings. As a result the committee have accepted Dominic's generous offer to take on the job for the rest of the year. Thank you very much Dominic and get well soon Chris.

*Dennis Cook*

## **Second Saturday Regatta 12 November**

Hear ye, hear ye!

The next Second Saturday  
Regatta is scheduled for  
12 November

Regular flying operations, so  
do come flying even if you  
are not competing

For those wanting to  
compete, be sure to register via the link on the Gliding New Zealand website  
[www.gliding.co.nz](http://www.gliding.co.nz)

and if you need a club glider or want to fly with an instructor in a twin, contact CFI  
Steve Care.



### **FOR EVERYONE, DINNER at 6pm**

The Piako Gliding Club Social Committee is putting together another fabulous meal, very moderately priced. Timed so that if you have other commitments Saturday night you can have a meal and slide out afterwards; or spend the evening socializing at the club.

## Duty Roster

Day	Date	Tow pilot	Instructor	Instructor	Duty Pilot
Saturday	29-Oct	Nick Bowling	Pryce	Badger	Van Vliet
Sunday	30-Oct	D. Harding	Jeffrey	Davies	Shuttleworth
Wednesday	2-Nov	Harold Oates	Gore		
Saturday	5-Nov	R. Nicholson	Scholes	Care	Van Der Zanden
Sunday	6-Nov	Shuttleworth	Gray	Rainer K.	Hewitt
Wednesday	9-Nov	Harold Oates	Shanks		
Saturday	12-Nov	A. McGregor	Care	Mace	O'Brien
Sunday	13-Nov	Tony Davies	Smith	Jeffrey	Stevens
Wednesday	16-Nov	Harold Oates	Turney	Gore	
Saturday	19-Nov	Tony Petch	Mason	Badger	Ritter
Sunday	20-Nov	Ian Hector	Scholes	Brown	Drayson
Wednesday	23-Nov	Harold Oates	Mace		
Saturday	26-Nov	Nick Bowling	Turney		Annabell
Sunday	27-Nov	D. Harding	Shanks		J.Hall
Monday	28-Nov	R. Nicholson			
Tuesday	29-Nov	Tony Davies			
Wednesday	30-Nov	Harold Oates	Mace		
Thursday	1-Dec	Harold Oates			
Friday	2-Dec	G. Scholes			
Saturday	3-Dec	Tony Petch	Jeffrey		C Wine
Sunday	4-Dec	Ian Hector	Smith	Rainer K.	Reed
Wednesday	7-Dec	Harold Oates	Shanks		
Saturday	10-Dec	Nick Bowling	Gray	Davies	Eccles
Sunday	11-Dec	D. Harding	Jeffrey	Mace	Bognuda
Wednesday	14-Dec	Harold Oates	Turney	Gore	
Saturday	17-Dec	A.McGregor	Mason	Badger	Larsen
Sunday	18-Dec	Tony Davies	Brown	Gray	Castle
Wednesday	21-Dec	Harold Oates	Gore	Mace	
Saturday	24-Dec	Tony Petch	Care	Rainer K.	A. Haigh