



President Robin Britton ph.07 839 6406

Vice President Kevin White ph.07 849 0598

Club Captain Trevor Atkins ph.07 827 8841

Secretary Phil Smith jnr. ph.0274734756

Treasurer Murray Pinkerton ph.078463328

C F I Julian Mason ph. 09 483 2680

Chief Tow Pilot Tony Petch. 07 856 8840

Fly Paper Editor

A Secret Committee c/o ph.092674432

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Club House 07 888 5972

Booking Desk [answer phone] 07827-8841

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

**The 'Not Quite As Big' but still very late
edition**

From The Presidents Cockpit.

What a summer we have had so far – lots of great days. Many of us enjoyed a wonderful week at Waihi even if the weather was somewhat unkind at times. This proved again to be a very successful fundraiser with approx. \$10,000.00 being earned over that period. This is a significant help to the clubs coffers. Many thanks to all those that helped. In particular Harold and Mavis for running such a well organised campaign. We must however become complacent about the value return of this camp, as we have had some big and interesting bills for BZA lately. Tony has some tales to tell of magnetos, timing gears and new ADs being issued as the results of BZAs resent problems.

Congratulations to those who have tried the various trophy / badge flights this summer. There has been some keen competition. So if you have not had a go as yet – get organised and have a try.

We have been privileged to have Roger' our guest French Instructor with us for a month. Many thanks, to Roger' for all your help, encouragement, and time, during your stay with us. I am convinced we all have learnt something from you and I hope this exchange can be strengthened and supported over some years to come. Roger' and Nicholas [guest French Instructor based Tauranga] gave an excellent presentation on the structure and operations at their home site at St.Auban. Sounds like a wonderful site with ideal training opportunities over that way.

Welcome back Ron and Cole and appreciate the help that you bring to the club over our very busy period.

Thanks also to Gerald and Dave for organising a weigh in for cars / trailers combinations. This is a significant issue for glider trailer towing. Refer Ralph's excellent article in the last 'Fly Paper' or talk to Ralph about these new regulations. Also check out the LTSA web site. We are currently looking at our own club trailers, as the new regulations will have a serious impact on our retrieving obligations.

The PW6 is proving to be a popular with members and Instructors a like. I do understand that 'FN' is doing very well in her new home as well.

As a last comment –please support your club in any way that you are able. Please offer your services and help in the business of keeping the club running, as it does help to spread the workload. There will be a situations vacant notice in this newsletter due to one of our members being transferred away from us with his work commitment's. It would be really great for the committee to select from a list of volunteers rather than try and **find one**. However my many thanks to those who are already assisting the club in various ways, which with your input is making the club, run just that much smoother.

Happy Flying
Robin

Notes From The C F I

Well, hasn't it been great so far? Not so great for the farming community, but the near drought conditions over the last two months have certainly had an impact on the thermals-bigger, stronger and more consistent than we have had for many years. The resulting list of completed 300k's and Catlin's on the board is very impressive, and it looks like the summer is not over yet, so why not get out there and have a go at the Catlin or a leg of your badge flight. It's unlikely to get better than what we are experiencing right now.

On a more serious matter, I had a close encounter with the ground when practising for the air Show last weekend. I was flying solo in the Puchacz and the grand finale to the air show is a spin initiated at around 1500ft and recovering at around 1000ft. after several rotations. As the aircraft tucked into the spin, the nose came up and the glider was then behaving more like a sycamore leaf and fortunately, not losing much height per rotation, as the spin was so flat. Instant opposite rudder had no effect at all. There was no not even any weight on the rudder at all, as there was no obviously no airflow over it. So, still the following the standard recovery, I started easing the control column forward until it was pretty much fully forward and finally, thankfully, it sluggishly recovered after a further two rotations. After landing, I went up again with a parachute and both ballast weights and repeated the spin at a much higher altitude. The Putacz behaved and responded as it normally does. So, this similar to an incident I had several years ago with a lighter pilot in the front seat. It seems our Puchacz has a tendency to develop a flat spin unless well ballasted. I'm very concerned that the Puchaz behaved this way, as my weight of 85kg is almost right in the middle of the allowable C of G range. I now think of how it would behave with a pilot close to the minimum weight.

So. There are several lessons to be learned from those experiences, particularly when flying the Puchacz solo.

- 1 Always use at least one ballast weight, unless the pilot is over 100kg. We did institute this rule after the first incident of flat spinning, but it seems to have been forgotten with the 'passing of time'.
- 2 If a spin feels 'different' in any way [a flat spin actually feels more comfortable, because of the nose attitude is so much higher] **take recovery action immedediately.**
- 3 Don't be hesitant about applying forward pressure on the control column after the application of the rudder, as getting the airflow re-established over the wing is the critical factor in getting the aircraft under control.

Safe Soaring- Julian

Situation Vacant -Secretary

Phil Smith jnr, our esteemed Secretary is being posted southwards to the region of Raumati. The club therefore has a vacancy on the committee for the position of Secretary .If you are keen to contribute something back to the club as a secretary please contact either Phil Smith jnr or Robin Britton with out delay as this is a very important position to try and fill.

Recent Happenings

Welcome new members.

James [Steve] Walker. –New - old member Bruce &Chris Rudge

Results of Northern Region Championships 30-Nov – 7 Dec. 2002 Not Previously Published

Open Class Champion Ian Finlayson

Std Class -----

Club Class Champion Steve Wallace

Sports Class Champion Dave Reid.

Special mention of Kevin White who was placed 2nd on one day in his first ever contest flying Std Libelle I.B and Nelson Badger for coming in 2nd overall in the standard class. Great stuff.

That's why Chief Tow Pilots get paid the mega dollars. If only, could be the anguish our CTP has been through in sorting out some major Pawnee problems recently. The 'new ' magneto failed, and the timing gear was disrupted causing several teeth to break off. This magneto was replaced with a Bendix unit, but the Pawnee **now** would not reach full power due to a timing problem. This was eventually sorted out but the paper war now starts with AD directives being written to CA A and all other interested bodies plus the varies club reports to the committee explaining where all of their money went. Our CTP was then seen running away on a very well earned holiday. Top marks Tony for re solving what was a really major problem.

A great celebration was had I'm sure after **Mark Dray son's** 1st solo at the recent December Intensive Course. Great stuff Mark .We now look forward to your continuing progress.

The December Course was run by **Alex Milligan**. A pupil on the course, from another club in Auckland had nothing but praise on how the course was run by **Alex**. Well done.

Behind all successes are the workers, and with the clubs own tow plane temporally out of action who better than to co ordinate replacement equipment and crews to keep the clubs recent Gliding Course alive was no other than 'Its never a problem' **Gordon Scholes**, using the Tauranga Gliding Clubs tow plane and a supply of excellent tow pilots. . Many thanks **Gordon**.

We are still having great Omarama wave conditions at Matamata it seems with two more Diamond Height awards going to both **Allan Eccles** and **Murray Pinkerton**.

Well done Dennis Cooke for completing his 5 hour duration flight

Gareth may well have a story to tell with his out landing at Katikati while looking for the 'Big Wave.' with the boys recently.

Julie Hall completed her first ever out landing just before Christmas flying 'JO and out landing it very nicely in the Tirohia Bridge area it was reported.

The Christmas Camp was obviously very successful with a better turn out of Piako members this year. The Auckland Gliding Club arrived c/w winch and what seemed most of their fleet. The weather was fine and the flying all go it seems with **Six 300km flights** being flown by the **Piako team** all competing for the McPherson memorial trophy. Super stuff.

The new generation seem to have it all under control with a whole new crew flying off to the Waihi strip behind **Harold Oates** in BZA for the week- long of trial flights. They knew not where they were going and only got a little confused when after release saw **Harold** do a 'low one' along the actual beach and for a mini moment thought that may have been the strip. But no. Modern logistical thinking over rode old fashion impulse reactions when they decided to actually follow **Harold** down to the real Wahi Strip. By all accounts the flying, before the rains set in was very good with a very good turn out of punters.

Question. How does one break a bone in ones finger while flying? Answer. Ask **Ted Emmerton** How dangerous can an Air New Zealand 737 simulator be? Obviously dangerous enough if you are a training captain for one it seems. Got to be a story here.

Ron [the pom] Davidson certainly gave himself, and some members of the club, near heart failure having got him involved in a motor accident when on route to Waihi to help with the trail flights. He came out of the incident some what bruised and a little battered, but unfortunately his car was not so fortunate and had to eventually be put down.

The club had a very good trial flight week at Waihi it has been reported, despite the bad weather at the beginning of the week.

Meanwhile back at home base the remaining club flew most days in conjunction with the annual Walsh Memorial Power Flying Camp. The airfield had full Air Traffic Control services with the Airways Corp. portable control tower in attendance. The Walsh had a big attendance of pupils and some 20 plus training aircraft attending. A highlight it was reported was the arrival and flyovers of various RNZAF aircraft during the camps two weeks. Apparently even 'GOD' made an appearance.

The French instructors that flew for both Piako and Tauranga clubs held a Saturday workshop on Instructing before a very large audience from Piako, Auckland, Tauranga, and Taupo clubs. The French set up and system described was really something and we can now understand why their pilots do so very well on the world scene coming from a very professional and intense training program.

Can I be of help? Alan Johnston is happy to help out as a duty pilot Wednesdays preferably. But if you get caught out feel free give Alan a ring.

Lap Dancing at a Matamata Restaurant? It was reported that two prominent female members of the club were seen Bar / and table dancing at the Matamata Workman's Restaurant recently It is believed 'Princess ' and her friend literally danced the menu away. The lap part is what they both fell onto eventually just prior to the desert being served.

Les R got the much sort after 'Chocolate Fish Award at the recent Comps held at Matamata, by promptly dispatching the wrong crew and trailer to a competitor who had phoned in his out landing to Les .The pilot of HB was quite taken back when the crew of SB arrived instead. Wooden C material **Les?**

Dave Reid once again scooped the pool by landing at a Nudist Colony [no kidding] at Miranda. There obviously were no shortages of volunteers to go on this very hazardous retrieve it seems. Dave is understood to be holding the GPS co-ordinates under lock and key. Are they coming to then next Land Out BBQ then?

The club held a static display at the Hamilton Airport recently to support the Waikato Aero Clubs 75th Anniversary celebrations. The club site was well supported with lots of interest shown by the general public. **CFI Julian Mason and Allan Eccles** did an aerobatic and final glide combo as part of the actual air show. Over all very good exposure for the club . Big thanks go to all the club members who were able to help and man the display stand .The display it self was reported to be fantastically organised. Well-done Trevor. A great effort.

And Good Bye from Cole. A last minute rush to get a flight home [limited seats it seemed] saw **Cole [Princess] Frantz** leaving a few days earlier than anticipated. She wanted to say goodbye to all her friends here in the club and wishes everyone the best in flying in the coming year. Apparently **Robin [table dancing] Britton** was able to see her off on her way. We look forward to Cole perhaps returning to us all again one day.

As well as the many 300km. tasks flown by our members this year, there was also 5 successful 'Catlin' courses flown by a cluster of PW5 and KA6s. Great stuff.

Bob Gray is looking for people to help him spend some money. You may remember the club has some \$5000.00 in Trust money to help a hanger make over project. Give Bob a ring to show your support to help in whatever way is required. A new concrete floor has been rumoured.

Piako Gliding Club Polo Shirts Are Now Available.

They are a very nice light grey with a darker colour collar

Show your cool by ordering one now. These are real quality

Look smart to fly smart

Contact Murray Pinkerton, Robin Britton, or Gerald Van Vliet, to place your order.

‘News Flash’ 1st production run were all sold out in a matter of weeks.’

Order now and don’t be disappointed.

The Personal confession column

Be our guest and get it off your chest.

NOTAM [notice to all members]

In light of having to replace yet another hanger padlock as another had gone missing, I have decided to write to the membership with my concern **.All that the club owns, is in that hanger** and it could be disastrous for us all if it were to be left unlocked and insecure, so to allow intruders in to potentially muck about with our very valuable aircraft Early last year you may remember intruders got into the club hanger with only items being taken but no damage. **So far we have been very very lucky.**

The answer is of course very simple. Who ever opens up the hanger, simply locks the padlock again on one of the doors. This will stop the padlocks getting ‘lost’ and also stops anyone lurking around from reading off the secret combination code.

Easy eh.

Signed – A very concerned member.

Club Pride.

How often have you heard someone saying ‘They should ...’. Or ‘The Club should ...’ or do something or other. The reality is that your friends do anything that gets done at our field. There is no ‘they’. There are a lot of things that need to be done to enable our club to operate. To provide the facilities we all want for enjoying our sport to day – and more importantly –for producing the next generation of pilots to keep our sport vibrant into the future.

Some of the things that need doing are big, and are covered elsewhere in this ‘Fly Paper’. But there are lots of smaller items that we can all do. Who do you think is going to clean up your coffee cups etc in the clubhouse? If you come across some cups in the sink, why not take it upon your self to clean them up and put them away. Notice the rubbish in the caravan getting a bit full – or a bit smelly –even, Why not take it up to the clubhouse for it to be disposed of. Caravan messy? Why not take a few minutes to re tidy it up. Something blown off the notice board in the clubhouse? Guess what you can doThe fact that we are able to walk past some rubbish on the floor, paper blown off the bulletin board, overflowing trash can in the caravan, and cups in the kitchen sinks speaks volumes.Piako is a club with a very long history of tradition and excellence. Lets start showing our pride again. Signed **Trevor Atkins- Club Captain.**

Even More Diamonds North of Omarama

The secret committee has once again contacted me as, they had heard about my recent height gain and wanted to know more....

Well here goes, I will try not to bore you since Dave Reid has already written an excellent article for his height gain, in the last flypaper.

I can recall many attempts for my silver height gain (a gain of 3300 ft I think it was) I tried to gain it in thermals but with cloud bases at 4000' & aero tows to 2000' it just didn't happen. I nearly burnt the caravan down with the camphor alight trying to smoke the foil! I finally did that height gain on the ridge in pressure wave to 6200ft then landing out at Wairongomai valley for my 1st paddock landing!

Anyway back to the Diamond height, I had been attempting my gold height (3000m) for a while, I got to 9000ft above the field one day in pressure wave & that was it. Another day I tried over the radar dome then out over the sewerage ponds at Matamata but nothing much over 6500'. On a ridge day Allan & I went up to Thames then came back to see wave just behind the high point. Ross & Bob joined us & we got up to 5500' before jumping over the back. This was the 1st time for 3 of us so more than a little tense. We got our clearances & went up near the 14000' mark, we didn't have oxygen so down we came again, it probably would have gone to 20000' (I didn't have a barograph, but 13500ft would have been a gold height...)

I got my oxygen system current again, it came with the glider but the bottles & regulator needed retesting for service.

I had been watching the weather with interest over the week of mid December, the isobars were very close SW but with about 3 fronts behind them, each day was very windy but low cloud & showers. On Saturday night after the Christmas party at the club, the weather for Sunday looked clear with lots of WSW wind with no more fronts. Sunday morning was windy early on with cloud about 4500' over the Kaimai's with a very distinct wave cloud just behind. I launched, a very quick climb on the ridge from a low point of 1000' to cloud base in a few minutes. I got as high as I could on the high point to the Thompson's track area then went across. The weather was clear on the other side with the wave cloud just past the bush line. The glide over was nerve wrecking; there is no way that you would get back from this height. Dave & Gareth had already gone over, I saw Dave about 1 k away turning towards me but going up so I started a slow turn then went up in good lift.

About 5000' orographic cloud appeared out of nowhere threatening to engulf us, I could see clear a couple of K's further north by the Katikati quarry so headed there & narrowly missed being clagged in. (Gareth ended up too far downwind & landed out in the rotor, scary story, ask him!) The climb was uneventful & very smooth from there on up; I got my clearances from 6500 to 9500 (unfortunately Dave in SN was declined entry as he had a remote transponder). I turned on & checked that my oxygen ready, then 9500 to FL 150 then to FL 200. The lift was silky smooth & nearly boring as there was no indication of moving, at 100 knots there didn't seem to be any ground movement. I lost 1000' at 10000' when I took a photo & drifted downwind in sink. The wind was 55 knots at 15000ft & I still was climbing at 3 knots, the wave cloud was

way below at about 7000ft. I could see forever, the mountains poking out of the cotton wool clouds.

I was very hot in the brilliant sunshine, I had a sweatshirt, thick socks & shoes & heavy track pants as I thought it might be very cold. Turned out the opposite, even with the vents open. Sure needed oxygen though, there was nothing substantial to breath without it. At 18500 ft the lift was down to less than 1knot & I had my Diamond, (not bad, I only set out for a gold) I took some more photos & started my descent, did a loop at 18000 ft which was a big buzz, the trip down took ages before joining at the radar dome at 9500'. An uneventful fast trip back to land then to see if the barograph had recorded my trip properly. Imagine the disappointment if it hadn't!

Steve was my OO (thanks) & I had to fill out all the relevant forms
Now I'll have to get organised to do my 300k flight to complete my gold...

Murray

P.s Diamond height=5000m = 16405ft, I couldn't find the ft height anywhere until I filled out the form where it is plainly written!

Up Coming Events

The 'End To Day light Saving Bash.' March 15th

Welcome in the start of the Autumn Soaring Season with a 'Pot Luck' - any thing goes.

Next Piako Intensive Gliding Course 17-21 March 2003 – Course is now fully booked.

Remember that towing will be available every day during this course.

March 22. A presentation, by Ralph Gore on the new Airspace Regulations. At 1100hrs .A must attend for all pilots, as there have been radical changes to both space and terminology.

Taupo Easter Camp. April 18-21 book your accommodation now

Land Out BBQ April 25 1200hrs onwards

Planning to fly in the USA?

If you are intending to go flying in the USA, make sure you have organised a credential check through GNZ SSA. It takes about a week for this to happen – so plan ahead. You will need to contact Larry Sanderson larry@ssa.org, Tim Harrison timargo@xtra.co.nz, or George Rogers rogers@xtra.co.nz giving full name and address and GNZ number

Mini Notams

The series of 300km tasks set out in the last 'Fly Paper' are suggestions only for guidance. It should also be noted that the start and finishes are contest orientated, and does not mean that these only are to be used. The airfield itself- re clubhouse may also be used for your start and finish

New Generation Micro lights as tow planes.

Both the committee and the Instructors panel have discussed the issue, of using new generation microlights for towing at some length. The instructor's panel issued the following resolution. **The Pawnee BZA or its nominated replacement/s are the only aero tow aircraft to be used by Piako Gliding Club members.** It is the task of the Chief Tow Pilot and Instructors panel to approve any aircraft type that members may be able to tow behind. This is not new but really based on performance, safety issues and the ability to tow in any conditions.

Dates for the Dairies.

End of Daylight Saving [Saturday 15 March]

Day Light saving ends in the wee hours of the third Sunday of March. Lets ring out the end of the summer with a wake! More details to follow, but mark the afternoon and evening into your calendar. Give Trevor a call on 07 827 8841 with any ideas for how we can mark the occasion, or send an e mail to Trevor.atkins@hortvision.co.nz

Free Land Out BBQ. Anzac Day April 25th 1200hrs onwards

With a Regional, Nationals, and Soaring Centre Competition this past season there is a bumper crop of land owners to be invited to this years Piako's Great Annual Land Out BBQ. It is a free 'thank you' BBQ given to our farming friends of which some of us had an out landing on their property this past season. It is also a great time when the person who landed out gets reunited with their out landing host. It is really a fun day. The landowners really appreciate the thought, and there are even some potential new members lurking there. Don't be shy Come on out Bring the family – our guests do of course. If you are able to help out with the preparations, can you **give Dave Qualtrough a call on 07 884 7044.**

Easter April 18-21

The committee has decided that the club will make the pilgrimage to Taupo at Easter again this year. **Book your accommodation now** and save disappointment for this very famous gliding camp hosted by the Taupo Gliding Club This is the main 'away' camp of the year. The instructors panel is considering putting on some cross country courses to take advantage of the very different terrain. Let the instructors know if you are interested in this activity. However we do need a 'Camp Commandant' to organise moving the fleet down there. **Again contact Trevor Atkins** if you would like to help out with this job.

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Stopt The Press – Just arrived article

Air Show success

The Piako Gliding Club was a definite hit at the recent air show celebrating the Waikato Aero Clubs anniversary.

Well done to every one for pitching in and making the day a roaring success. The booking desk has already had bookings for trail flights and enquiries for further information on training as a direct result of the promotion.

Thanks to Robin Britton, Bob Grey, Tony Davies, Howell Round, David Ross, Dennis Cook, Julie Hall, Graham Sherrard, Anna Doerr, Rainer Kunнемeyer, Dennis Crequer, Julian Mason, Allan Eccles, and Tony Petch for all pitching in.

The flying display made a huge hit, right from the double aero tow which elicited a lot of comment through Julian's aerobatics and Allan's rather stunning high energy finish with detergent-assisted water streaming out at VNE against a back drop of dark clouds and trees!

Allan shall henceforth be known as 'bubbles '

It was brilliant how everyone took a chunk out of their day and shared the workload around.

Trevor Atkins
Club Captain.

The Piako Job Jar.

PGC Committee

Keeping a club like Piako ticking along can be quite a job at times. There is a lot going on between keeping the gliders flying, replenishing the coffers, social activities and tending all the related facilities.

We are organised so that a relatively small number of people do the bulk of the work – such is the nature of the club. A lot of club members would like to help out, but cannot make a commitment to any of the big jobs. Fair enough- but have you thought about pitching in a **smaller way to help out**? Utilise some of your unique skills and energy.

The following is a list of jobs of varying size. Any that fit you?

Club House. We pay someone to come in every week and clean the clubhouse. But does it need regular tidying up, the bookshelves need organising, bulletin boards need a pruning periodically, kitchen kept tidy.

Radios and/ or telephones The phones and radios around the field need occasional tender loving care.

Hanger. For some reason the hanger appears to attract debris from all parts of the known universe. To ensure cosmic balance is maintained, it needs a tidy up every couple of months. Sound like you?

Caravan. The caravan exhibits the same tendency as the hanger needing fairly regular tidying up. With the added extra of being portable so it needs to be taken to town for its annual WOF as well.

Trailers. Each of the club trailers very occasionally need maintenance. You can adopt one trailer or get a bulk deal and take them all on. This is a good one for someone [or group of friends] with repair skills.

However there are three big jobs wanting doing now.

The Bar. Ross Gaddes who has done a sterling job of the bar has moved north to live in Auckland. You guessed it. We are looking for someone to look after ordering the bar supplies, do the stock take and general keep the area tidy, storeroom included.

Winch Master. With Steve Care as deputy CFI it is not fair on him to be winch master as well. Fancy yourself looking after a V8?

Club Secretary **Required very urgently. Refer advert.**

It is actually kind of fun helping out your fellow club members. And helping out is contagious .If Anything in the list looks like you – long or short term – just talk to one of the committee

Rambling Remembrances of the Small Wing Nationals, 2003-02-27

Trevor Atkins [GJO]

Seven PW5 and a KA6 on the starting grid- Day 1 of the Sports Class/ PW5 National Gliding Champ. Dawned fine at Matamata. On Day 4 the grid expanded considerably with the addition of the Club Class, Open, and Standard classes for the start of the Matamata Soaring Centre Competition. Given recent weather we had a bit of a record with 9 of the 10 days of the competition being flyable

Conditions during the comps. Ranged from superb to down fight weird. The strangest day had to be the day of ‘The Big Haze’. Smoke from the Australian bush fires reacted with salt in the marine air mass to produce visibilities of under 1km at times. I can remember flying down the middle of the swamp at one point fondly remembering when I used to be able to see the hills on either side! In a way it was like flying a blue day – but without being able to see the ground sources or spotting thermalling gliders more than a 1km. away. Vigilance was the order of the day to avoid other hurtling lumps of fibre glass, and the wee arrow on the ‘Garmins’ paid their way that day pointing the way to turn points and home in otherwise un navig table sky.

My favourite flight of the Nationals? The day I hit the assigned area at Tirau and turned for home to find the lift had melted away. It was 27kms to get home, and according to my calculations I had 200ft of altitude to spare so I aimed for home and flew best glide speed hoping to find some pull-ups and keeping my eye on paddocks. When I was 10-12 kms out I was passed by NL [Lindsay Stevens,] NT [Allan Eccles,] and Trev Terry [TZ] all doing about 10 knots faster, but disconcertingly they were about 100-150ft. below me. But I figured I still had 200ft to spare so pressed on, though my sphincter was starting to twitch. To cut a long story short I arrived home with my 200spare feet, and a considerable easing of tension in the cockpit. Lindsay

Stephens claims he was looking for a paddock when he saw this PW5 up ahead heading for home, so he figured his Ventus should make it too! I somehow doubt he was actually looking for a paddock but why ruin a good story for lack of embellishment.

Allan Eccles was task setter, and did a superb job of making the most of each and every day giving us a great mix of racing tasks and assigned area tasks

To make sure I didn't get board, I was doing the scoring as well as flying in the competition. That worked ok most days other than the first day of the Soaring Centre Comp. When I forgot to put my brain into the cockpit before launching and decided to look for a paddock near the transponder dome! The new computer gear and using 'See You ' soft ware for scoring has really helped to speed things up in the scoring closet, and Pam Gore doing the GPS down loads, it all came together remarkably smoothly.

Shirley Finlayson put together the most superb mid contest BBQ with help from Piako Club members, and made a bundle of money for the club. Centrepiece of the barbie was a spit –roast courtesy of Ralph Gore who donated 'BaBa' to the cause.

Overall the contest was a wonderful combination of excellent and interesting flying, brilliant weather, great friendly competition and good fun. You should have been there.

Competition results

Recent Sports/ PW5 National Champs in conjunction with the Soaring Centre Championships

Sports

- 1 GXZ Nigel McPhee
- 2 GHB Charles Yeats
- 3 GLX Robin Britton
- 4 GSB Paul Scofield
- 5 GKF Graham Wardell
- 6 GSN Phil Smith
- 7 GJO Trevor Atkins
- 8 GPD Edward Devenogues
- 9 GPE Brian Kent
- 10 -----

Open

- 1 GNL Lindsay Stevens
- 2 GSP Tony Timmermans
- 3 GZO Ian Finlayson
- 4 GNT Allan Eccles
- 5 GKZ Stewart Cammeron
- 6 GVW Ross Gaddes
- 7 GRE David Reid
- 8 GVC Steve Care / Ralph Gore
- 9 GSA Roger Didsbury
- 10 GKO Neil Thomas

Club

1 GJD Bryan O'Brian
2 GNV Murray Pinkerton
3 GIB Kevin White
4 GIY Nelson Badger
5 GNC Ross Taylor
6 GGD Rainer Kunnemeyer

Standard

GTD Tony Van Dyke
GPV Patrick Driessen
GTZ Trev. Terry
GKM Adrian Cable
GNM Brian Chesterman
GNK Roland Van Der Wal

The Way it really Happened

Waihi Beach Trial Flight Week January 2003-03-01 as written by Mavis Oates

Well, here we are again, full on and highly organised for 11 days of great flying fun and work to make dollars for the club. [With 4 wet and unflyable days] A total of 122 flights with the Pawnee towing the new PW6. Start times daily around 9.00am with finish and tie down for all the aircraft around 7.00pm. most days. A lot of easterlies, 1000lts of aviation fuel used, landings just got better. Shorter each day! Once Harold towed the PW6 with club members aboard up the beach and did an early morning 'wake up' call over the area each day. This got the holidaymakers up and out of bed, down to the airfield café for their breakfast and cappuchenos.

When they saw the PW6 on tow behind the Pawnee that was it. They could not wait to get in and try it for them selves. So away we went each day with a busy passenger-booking list all day. Some passengers queried how they were to fly the glider and land it on their own! They even asked how the glider stays on to the end of the 'rope' behind the aeroplane when they saw the Pawnee landing back trailing the 'rope' but no glider attached. They thought the glider had been ditched into the sea! With a low cloud base, most of the glider flights overwhelmed and overjoyed with the scenery, coastal landscape and sea views at 1500ft, 2000ft, and 3000ft. These views they did not know even existed right on their doorstep. Passengers were still airborne on cloud 9 after stepping out of the PW6 with an instant afterglow after their flight. They could not believe it was that possible to enjoy being in a glider flying above the landscape. One British passenger had 'stars' in her eyes when she landed, waving her arms vigorously all away across the airfield, and straight into the arms of her fiancé convincing him she had been to Mars and back. He booked his flight immediately. We all swear that we have all seen her on television shows. What an actress and comedian. Her descriptions of gliding had us all in stitches and tears laughing. She certainly was an entertainer and an excellent PR person for the waiting crowd at the caravan booking desk. One hard case businessman with 3 other mates –who all went for a flight, suggested, quote' would we take his wife out to sea and don't bring her back'!! The terrible four –we nicknamed them jokingly, needless to say did not mean it as he used his cell phone, made many calls back to his beautiful wife back at the beach house, to tell her how marvellously it was up there and to bring all the wives down to also have a flight. All their wives had been watching from the beach house terrace. They had persuaded two of them to have a flight. The next day –what a ball they were all having and entertained us for quite a few

hours watching proceedings and enjoying our company as well. So it was 6 more flights and 6 happy customers. The obviously loved to tease their wives to the max. We all noted they were scared guys before they went in the PW6, but it was especially rewarding to see their faces and listen to their comments when they got back. They even tried to make their wives sign all their insurance policies over to them before each wife set out on her flight. Poor wives didn't know which way to turn.

We wish to thank all club members –**Our President Robin Britton, Our Treasurer Murray Pinkerton**, all of our Committee and Instructors and other helpers who made such a tremendous effort to crew the aircraft, transport passengers on the 4+4 farm bike to and from the runway. Some members made huge commitments staying on in motels, motor camps and other accommodation all at extra costs to them, not only for their love of gliding but their dedication to making the whole event the success it turned out to be. The club is eternally grateful to you all for helping making these extra dollars.

As usual we had **Les R** to deliver the caravan safely to and from Matamata, with all the extra equipment required. 'No cops following this year ' was his report, mainly due to some kiwi ingenuity in rewiring it we believe.

Also Dave Q for his terrific help in travelling many extra miles out of his way to make sure aviation fuel, filters, pumps, funnels, hoses were all in working 1st class order for quick refuelling turn around times for the Pawnee tow plane. More passengers and less waiting time. Also for taking the fuel tanker back to its owner on the last day and allowing his PW5 to be used for on the ground pre-flight instruction for passengers who would like to sit in it and get an understanding before their flight. This helped to quell any fears.

Bob G for his tireless efforts running from the caravan 'Booking Desk' out to the glider, taking passengers for their flights. Instructing and driving the 4+4 farm bike out onto the runway every time passengers required 'Express 'delivery to their glider, plus waving his arms 'all out' for our own club photographer. Make a great novice movie star Bob? NO! NO! NO!

Our French Instructor and visitor **Roger'e** [as we all called him] and his lovely fiancée Isabel, came over in a red mini [when ever they were not fishing], so we had the help of a professional instructor from France. He not only proved how popular he was with the passengers- [they all started asking to go flying with him.] but he also showed how to drink wine the French way. Although we did observe he had quite a 'glow on' almost matching his red mini by the time we all had finished our meal that night. **Pam G** came to the rescuer here and drove Roger's and Isabel back to where they were staying at Whangamata that night. She even phoned **Ralph G** from our dinner table to tell him what a fabulous time we were all having- we noted that Ralph promptly turned up the next day afraid to miss out on a moment's fun and to check us all out. We couldn't do with out **Ralph** any way.

Bill Mace For his absolute devotion to ' selling of flights ' to each and every one he spoke to, making sure everyone bought a ticket when they saw the 'twinkle ' in his eye and listening to his descriptive comments of a flight in a glider Who could resist? Please book him for next year.

Gerald and Sonia here for the week to help, staying in their luxury caravan. Sadly they got chased back to Hamilton at the end of the week by a strong easterly wind rocking the caravan violently one night. Was it really the wind???Again Gerald being one of our resilient helpers – we all begged him to stay.

Then there is **Dave Reid** –as always- charming the many extra friends and passengers into enjoying a flight in the new PW6. The list gets bigger every year. How can he devise more new charming ways of gaining passengers next year? But he never fails, and we find the revenue builds up enormously with **Dave's** efforts.

Again we have to mention **Ralph Gore** for helping, again giving up a day of his well-earned Whangamata holiday. We all felt so sorry for him but knew he was so keen to come and enjoy a day –or two- with all of us working like a beaver.

The same goes to **Julian Mason** in his travelling holiday home to have fore saken a glorious day devoted to Instructing in the PW6. The whole day – total commitment to each passenger.

We were fortunate in having **Cole Frantz** again this year from the USA. flying the Pawnee when she could spare the time from taking her Mum and Dad on daily tours of our scenic country.

And it was great to see our **President Robin Britton**, our **Treasurer Murray Pinkerton**, **Steve Care** and others who made is especially over to help the club –tireless in their efforts and with whom we could not have done without as the passengers kept coming in the gate even after closing time.

We also had several famous corporate figureheads and noted dignitaries coming in for glider flights. Just when we all thought it was going to be quiet we just kept getting busier. Like Theresa Gattung – Head of Telecom NZ and her partner John Savage- photographer and pilot. Also a famous NZ Herald Journalist, another well-known photographer, and an author of some famous books just to name a few.

One person that we really missed was **Ron Davidson** from England who had a car accident and was unable to make it. Club members all sent cards, made telephone calls etc, to help cheer him up.

We all had many great evenings out at the local restaurants with all day coffee and meals at the airfield cafe. Second night out was dining at 'Blondie's Beach House' on the sea front with heaps of laughter, lots of stories and a great meal. **Bill M** had a 'Seagull on a board' –or so it looked. [It wasn't really] it was a delicious steak, which everyone suggested had crashed from about 5000ft. The red sauce they all told **Bill** was suspicious. But he took no notice of us all, ate merrily and enjoyed his sumptuous menu. **Dave**, **Bob** and **Harold** all had a bit much wine. **Bob** was having a great time as head of the table but had a lot of problems with the NO! NO! NO! Bit after wards **Dave R** was offered a bed at the motel, but decided to get back to Matamata. Hope no cops were lurking.

Harold then had to drive **Bill** home for obvious reasons. Because **Bills** car was too fast for **Mavis** and **Bob** to catch up [Harold probably thought he was driving the big Pawnee] and because other traffic had now intervened between the two cars on this very windy and very dark night she lost sight of them. Leaving her no place to go, she did a double circle wheelie around the round a bout debating what next to do. **Mavis** now decided to enlist **Bobs** [NO! NO! NO!] Help. They searched the map frantically for the side road that Bill had said they would go down. The print was too small, so again they set off in search for the two fugitives. Then out of the darkness they loomed. **Bill** and **Harold** searching for **Mavis** and **Bob**. After a long tiring day at the airfield, a hilarious night out. No cops in sight. What so ever – **Bill** finally got to his accommodation and **Mavis** and **Harold** fell into bed exhausted.

Our last night was at the RSA with other club members who had travelled over from Hamilton to help in what ever way that was required. We all celebrated a long, busy week.

We would all like to thank **Robin** and **Ron Donaldson**, the airfield owners for the use of the airfield, the provision of the hanger space for the Pawnee – free of charge, space for the two gliders and facilities in another hanger to store the aviation fuel tanker – all free of charge- a great help to the club.

Lastly on the 15th and 16th we finally cleaned and checked all facilities, took all signs down from the road frontages which were securely screwed to posts poles etc, and on the round about leading to the airfield from town. **Harold** and **Mavis** personally went to thank all the businesses for displaying some of our three dozen posters and also thanked the radio station Manager also. We all got very favourable comments from one and all. They were all begging for the club to come back another weekend. Why. This activity brought people into their business area of which they, as well as the club prospered.

Our greatest satisfaction at the end of the day was the satisfaction that we had all done our best at promoting Gliding to so many people who would never had had the chance to either sit in one let alone fly in one .We have encouraged a lot of people to come Gliding at Matamata. We hope they do.

Murray thinks we are all marvellous as this was one of the most successful events. Thoroughly enjoyable, heaps of fun every day. Hard work before and after with the preparations and then the finishing off. But best of all we have proven what a terrific club we are and what a terrific team we were together. Our greatest team effort ever.

Thanks a million everyone

Harold and Mavis Oates

Piako Gliding Club Flying Roster 2003

Don't forget. If ya canna do your dutyYa need to find yer replacement

Day	Date	Event	Tow Pilot	Instructor	Instructor	Duty Pilot
Saturday	1-March		Davies	Britton	Jeffery	Finlayson
Sunday	2-March		McGregor	Gore	Mason	Thomas
Wednesday	5-March		Oates	Reisterer		
Saturday	8-March		Carter	Shanks	Gore	Eccles
Sunday	9-March		Bowling	Brown	Care	Atkins
Saturday	15-March	End Daylight Saving	Scholes	Mason	Milligan	Doerr
Sunday	16-March		Harding	Milligan	Gray	Pryce
Wednesday	19-March		Oates	Reisterer		
Saturday	22-March		Anderson			McRae
Sunday	23-March		Shanks			White
Wednesday	26-March		Oates	Reisterer		
Saturday	29-March		Hawes			Wyatt
Sunday	30-March		Davies			Badger

Unfortunately due to circumstances out side the 'Fly Papers' control the next full Flying Roster will be sent out to members as a supplement as it comes to hand.

Don't forget March 22nd at the clubhouse 1100.00hrs

All pilots need to attend

The new Air Space changes presented by Ralph Gore.

There have been radical changes to all air space/ map lay outs and terminology. New maps for sale on the day **you need to be there. You need to know about these changes.**