

President Robin Britton ph.07 839 6406

Vice President Kevin White ph.07 849 0598

Club Captain Trevor Atkins ph.07 827 8841

Secretary Chris Hector ph.07 856 4332

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>

From The Presidents Cockpit.

Robins report actually went AWAL. How ever she points out that things are -



All Under Control.

So that's ok then.eh.

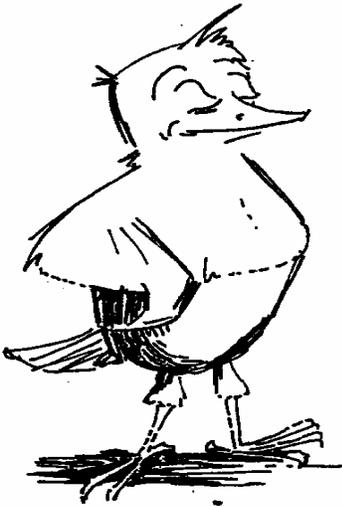
Notes From The C F I



I thought I'd start with a couple of "I learnt about gliding from that" type incidents from my own recent experience. One flying and one on the ground. The first was in the PW6 on take-off at 150 feet where the experienced, solo rated front seat pilot reported that the rudder pedals had slipped forward. My response was "I have control while you adjust the rudder pedals." P2's response was to pull the tow release instead of the rudder adjustment! Fortunately, because of the great performance of the trusty old Pawnee, we were still within the airfield boundary with plenty of airspeed and just enough height to safely complete a 180 turn and land downwind. So there was a couple of learning's there for me: 1. Don't make any adjustments of critical flight controls until at a safe height. It is quite possible to fly aero tow adequately without the use of rudder, as our ab-initio students often demonstrate and in this case with a two-seater, the back seat can and should take over until a safe height has been reached. 2. The rudder locking mechanism of the PW6 is a bit reluctant to lock properly and should be checked with a good, solid push on the pedals after they have been adjusted. The second incident was a particularly painful one for me where I managed to smash the canopy of the pristine K6 in my hanger while putting the LAK away. This was purely and simply a case of not taking enough care and a reminder that a good look out is just as important on the ground as in the air. Flying safety begins from the moment we decide that "today, I'm going gliding!" This includes the IMSAFE mnemonic, road safety awareness, to getting the gliders out of the hanger, the DI and towing out to the launch point, every facet of the flight and of course, putting the aircraft away and getting home safely. Still in the safety vein, I have had an email from the power CFI at Thames requesting that gliders transiting within 5NM of the airfield report their intentions on 119.1MHz. Apparently Thames is getting more active and it is also a designated PDZ and several gliders have been seen, but not heard there recently. These may or may not have been Piako gliders, but it certainly does not hurt to switch to 119.1 and to keep all aircraft in the area informed. Finally, I was very disappointed at the poor turn out at Taupo. Taupo is always a very welcoming and social Club, and despite that fact that the weather this time was poor, it's a great opportunity to hone your flying skills at a very different site that offers many challenges not often available at Matamata. Obviously the Committee will need to look at the level of support when considering next year's Easter trip.

Safe Soaring -Julian

And from The Treasurer



Unlike the President, his report did not go AWAL.

He did!

But he's promised to be a good boy and get his report in on time for the next edition –

OR ELSE ! TSC

Recent Happenings

Welcome new members. Dave Richmond

New super private owner is Dennis Cooke who has recently purchased that mighty big super ship K.O.

The ‘Fare well to summer’ wine tasting and trivial pursuit evening was well attended and very much enjoyed by one and all. It was also reported that the Soaring Centres bunkhouse complex was well supported that night with a number of over stayers- staying over because they felt they had supported the evening just a little too well A touch of the good old days being revisited?

A One Week Intensive Course was run in March by **Roger Brown** and **Ron [the Pom]** with all the three candidates achieving their 1st solos Very well done to **Dave Reed**, **Graham Sherrard**, and **Phil Cox** .It was **Dave Reeds** 2nd –1st solo in his life time as he used to fly with the club some 30 years ago.

Very good club planning and co-operation was evident, when half way through the course BZA had to be flown to Hamilton for its 100hr. maint. check. It had simply run out of hrs. Check this out. After bashing the circuit all morning until 1100hrs on the Wednesday **Harold Oates** then flew it to the Hamilton maint. base. **Les R** retrieves **Harold**. At 11.05 **Gordon Scholes** arrives with the cub from Tauranga, so the normal club Wednesday operation can continue. Thursday morning 08.00 **Tom Shanks** now fly’s a/c back to Matamata in time for the course to restart and **Les** again to drive **Tom** back to Hamilton in time for him to start work. Great team work. What a club eh.

. **Solar powered Formula One at Matamata?** During the previously mentioned course apparently **Graham Sherrard** bought across his solar powered car for the ‘boys’ to have a go in. Reports of 80km/ hr speeds were achieved with ones rear end only millimetres off the ground. Even **Harold Oates** was reported tearing down Jagers Rd.looking every bit a Formula One contender.

Ian Finlayson and **Allan Eccles** decided that enough was enough, and in an attempt not to waste any more of these recent glorious days decided to become aerial hippies and run away to Taupo to fly for an undisclosed time, teaming up with another band of assorted runaways.

Congratulations to new QGPs **Dennis Cook** and **Phil Smith jnr**

And speaking of Phil Smith jnr we are all very sorry to see him depart for the Wellington area on a temporary work assignment of unknown time span. Their gain but defiantly our loss. Best of luck **Phil** and really look forward to your return.

We have a new Bar Manager with **Bill Mace** becoming the clubs official 'Mine Host'

Tony Davies Glider Pilot is now also **Tony Davies Tow Pilot**. Could this be termed as aeronautical cross-dressing? Well-done **Tony**. We all very much look forward to you launching us into those nice juicy thermals.

One of our Auckland based members got a real birthday surprise when, on the magic day, was told of a mystery day out of which he will not forget. Being now driven south down Highway 27 it was very obvious to our birthday boy to what sort of surprise was in store so decided to take a catnap until the 'moment' arrived. After the appropriate time the car slowed down, indicators on. 'I best pretend to wake up and look surprised' our birthday boy thought. However the car now stopped indicating and quickly sped up again. 'What?' Our man now sprang up from his pretend slumber in disbelief shock. 'Happy birthday dear' was the reply.' For your birthday present I thought you would like to go to Taupo instead, - to visit our son that we have not seen for a while.' Yes it really was the present he would not forget However **Robin** reports he really had a great day out catching up with **Adam** and is now really looking forward to **Linda's** birthday.

And in trying to keep up with him, one recent Wednesday **Tony Davies** had to fill in for **Harold Oates** who was not available [shock horror –what next] It was reported that he did a really excellent job towing. It was also his very first official towing day. Watch out **Harold**, you may have some competition here. Well-done **Tony**.

Mark Drayson had a great solo soaring flight of 1hr 15 min recently it was reported. This was his first ever solo soaring flight, of which he had to persevere in rather indifferent conditions Great stuff **Mark**.

The Club hanger now has a new fantastic concrete floor. The old tarseal surface that has served so well over more than 30 years of use was up lifted and is now the main foundations for a new private hanger being built. Many thanks to all that took part in the hanger clean up prior to the floor being laid. Apparently Ralph's truck was well loaded up by days end and looked more like a 'Steptoe and Son clearance sale.

When next over flying or are flying close to Thames airfield it may pay to listen out on their unintended airfield frequency of 119.10 or even give a position report. Apparently the power section has got them selves very busy over the last few years and they are having a bit of a tough time locating to where all the visiting gliders may be at any one time as they are very hard to see in the air. The request comes from their power section CFI...Remember also a lot of sky diving is also done from there now.

The Job Jar is now slightly empty it seems with the following jobs now been taken. Club House TLC job went to **Ralph Gore**. The Bar went to **Bill Mace**, and new Club Secretary went to **Chris Hector**. Thanks to these people the club will run just that much smoother.

But wait there's more. There are still vacancies in the job jar for people that would like to take on the task of –Winch master, trailers, caravan, hanger, radio and telephones. Great management jobs that are not an every day commitment **Contact Trevor Atkins**

Congratulations to John Roake [Current President GNZ] for being awarded glidings highest award the Lilienthal Medal for his lifetime of service to the sport, both Nationally and Internationally. Well deserved and not bad for an ex club member don't you think.

The Easter Camp at Taupo was disappointing weather wise it seemed. A full report of the camp is else were in this edition.

The Land Out BBQ was a great success although not a lot of our farming hosts were able to attend this year. However well done once again to David Qualtrough and his wife for another very well organized 'Land Out BBQ' day. It really is a big job and they both do organize it so very well.

Anzac weekend also saw a visit of the Whangarei Gliding Club. Believe it or not but they trailered down virtually their entire fleet. They report they had a great weekend at Piako and would like to return again some time. One of many highlights was a dinner put on by Shirley Finlayson with some 30 people attending it was reported. This club is a small winch only club, based at PuhīPuhī Northland and were most impressed with the clubs efforts in supporting their 'away camp'.

And talking of winches apparently our own winch was very active on the Saturday training up some new drivers under the expert tuition of **James Turney**. It was obviously a great day with some 30 aero tow launches and some 15 + winch launches for the day. Piako at a full head of steam eh. Great stuff. If, you would like to be involved as a winch driver give James or Steve a ring. It is really great fun. .

And finally, who would like to be come a spy. The 'Fly Papers Secret Committee' would like to have a couple of extra in house reporters to return to us all the gossip and news etc that could be used in your Fly Paper. Our undercover network is really short of good quality agents at this point of time, and although most of the news worthy items can gets to us we are quite sure there is a lot possibly missing. If you feel you may like to contribute please reply in person to sailplane@xtra.co.nz

The Personal confession column

Be our guest and get it off your chest.

I have noticed one or two members, when, on a nice warm day going flying in their single seaters with bare feet. Not a very good idea. Firstly sweaty feet can be come dangerous feet, as bare soles have no real grip on rudder pedals and can, and have slipped off. Believe me. But underlaying that is the fact that the feet are also unprotected. Its amazing the amount protection a pair of shoes can give at the time of an accident So please, never fly 'la natural' as far as your feet are concerned anyway. Always wear sensible foot wear. It really is a part of that thing called - good airmanship.

The other 'none good airmanship' issue I would like to raise is the increasing trend of some pilots to pull out and line up their aircraft only a very short distance out onto the runway. The best I have seen was a private owner take off on aero tow with the wing runner holding the wing about a metre in from the white marker board. At these tolerances believe me there is defiantly no room for error. . Do not allow the effort of the exercise of moving your aircraft out on to the runway to dictate the final position for its take off .One very small swing for what ever reason on take off would be enough to possibly see your pride and joy go into the side boundary fence And yes, it has happened. **So do not rely on your aircrafts superb handling to always see you right.** There are too many other variable factors that can also play their part. Instead rely on your good airmanship discissions that you have cultivated up in the air to be just as active on the ground. Always position your aircraft on the runway a good safe distance from the runways side boundary, as to allow for any unexpected swing or wing drops, for any reason.

Gee. I feel a lot better now I've got that off my chest. Thank you 'Fly Paper'

Roger Brown

Up Coming Events

Hamilton ATC Flying Camp 3-4 May

The TAUPO TRIP

The 2003 Easter Camp at Taupo was as many in the past, memorable. The turnout of Auckland, Tauranga, Piako and Taupo pilots, gliders, caravans, tents, kids and dogs was along similar numbers of recent years.

Piako participation was planned to double tow both 2-seaters on Friday and return Monday. With Julian and Alex in PC and Malcolm and Kevin in PK, Dave Harding had the tug and gliders in Taupo before midday. However the weather gods decided autumn would start on Good Friday and the perfect weather the previous three days came to an abrupt end. A departing depression off East Cape brought an east to S.E. flow over the Taupo region for the duration of the weekend. Although the upper North Island suffered heavy rain Taupo was at least spared this but temps were not very high!

The Easter contest started on 3 of the 4 days but the lack of heating prevented any convective activity and task legs were undertaken from climbs made off Mt Tauhara in the intermittent ridge lift and spasmodic patches of weak wave.

Piako's only participant and holder of the contest title, HB – crew Reid/Pryce, again managed to gain sufficient distance and points to hold the trophy for another year. Unfortunately the uninspiring weather did not do much for our 2-seater flying, with PK doing two launches on Saturday and 5 or 6 on Sunday.

Both Tauranga and Auckland had trailered a Puchaz and Twin Astir bringing 7 2-seaters on site. Perhaps in future visiting clubs could do some planning beforehand to ensure better utilization. BZA earned it's keep with at least 2 hours solid towing on Saturday giving new tow pilot Tony Davies a chance to hone his skills.

Taupo club hosted an excellent BBQ on Friday evening and again on Sunday. Gareth went prepared with his rods and boat and returned on 2 occasions with edible rainbows. Karen also caught her first trout!

Other private a/c that made the trip were VC, RE and GD. Rainer and Anna turned up on Saturday with glider and tent, got out of the car, shivered and said, "lets go home!" The thought of pitching a tent in a 15 knot Easterly (5deg chill factor) enlisted Tony offering a room in his lakefront accommodation, so they stayed. Dean Hermann and his son pitched their tent in the open and then thought better of it and relocated between two hangars, which I'm sure, offered a better nite's comfort.

The Spanish PW5 Worlds Team had a reunion at Bartley's on Sat evening and when Gerald and Sonya were seen towing their caravan out the gate that night, we all thought Gerald had 'got the

stitch', but no – he took his 'house' with him prepared for a long night on the red. They returned next morning – no drink driving encounters.

The return double tow on Monday was uneventful with Tony Petch finding the Pawnee has some definite leaks whilst we crossed a line squall between Putaruru and Tirau. Dennis Cook completed his AGP cross-country tow, doing the low tow in PC with me and Alex had his own company in PK in high tow.

Whilst I volunteered to be camp CFI, I would recognize the preparation and efforts of Steve, Gerald and Les who helped make the weekend happen and all the club members that turned up. I am sure the non-flying aspects of these trips make it worthwhile.

Ralph Gore.

A Blast from the Past.

1970 Saturday 25th Grand opening of the new Soaring Centre Club House c/w a RNZAF Vampire aerobatic display team performing.

1975 The Piako County have again contributed to our facilities and there is now a camp kitchen, armed with elements, hot points and sinks. The kitchen is attached to the end of the ablution block.

1980 The bunkhouse accommodation has been extended. There are now two family units at the end of the block.

1992 Phil Smith and Dave Reid completed 300km. quadrilateral Diamond Goals

1994 James Turney takes delivery of his Standard Astir MC.

1995 Two excellent flights were achieved. The first being Alan Johnston's five hour duration flight an silver height gain made in early November and Robin Britton achieved her silver height gain to complete her badge.

1998 Rainer Kunnemier and Julie Hall achieve their five-hour duration flights.

The New Solo Triplets From The One-Week Intensive Course

Congratulations to Dave Reed, Graham Sherrard, and Phil Cox,





Energy Absorbing Foam

Ron Davidson's note in a recent Gliding Kiwi has raised people's awareness again of 'Energy Absorbing Foam' for taking a lot of the sting out of a hard landing or an accident.

In answer to the question many people have been asking. All club gliders have had Energy Absorbing Foam fitted in the cushions since early 2000. The PW6s cushions were fitted with the new foam in mid February of this year.

There is an article posted in the clubhouse reprinted from the March 2000 Fly Paper on the benefits of Energy Absorbing Foam if you require more information.

We ordered a square squab of the foam when we ordered the PW6. This is available to private owners wanting to get their cushions fitted out with this material. It costs \$60.00 per square metre and is about 25 mm thick.

Club Captain Trevor Atkins is holding the clubs stocks of this foam. Give him a call on 07 827 8841 to get yours

And I did it my way.

Under Ralph's supervision of course.

April 30th was looming as a big day for me. After a year of work and family commitments, and bad weather always seemingly getting in the way of my flying "Ron the Pom" had sent me solo for a few circuits the previous week so today with a bit of luck the DI would allow me to venture off on my own.

To my inexperienced eye the day seemed to show promise early in the morning with some towering cumulus cloud but by the time I arrived at the airfield it had flattened out to almost nothing.

Ralph was the Duty Instructor, so I cornered him, "informed" him that I had soloed the previous week and if it was all right with him I wouldn't mind "buzzing" off for a bit.

Ralph asked to look at my logbook, duly hummed and arrrrrr'd, and said we had better do a check circuit. 'Bugger' I thought Ron's word not good enough.

We duly took off; my aero tow wasn't too bad, circuit planning OK, approach fine, landing average. I knew I hadn't flared enough prior to touchdown. Now for the nerve wracking part the debrief and waiting for either "off you go" or "lets do another".

"Lets have some flare when rounding out" but otherwise "off you go". Sweet words to my ears.

I had spoken to Ralph prior to the circuit as to where he thought the most likely spot would be good for thermals, so with a final "not much north of Walton and if you drop to 1500ft set yourself up for home", I got myself ready for take off.

At this stage I was a mixed bag of emotions. This was what I had been working towards but I still couldn't help feeling a little nervous and apprehensive but still confident that I would be able to stay aloft using my own guile – time would soon tell.

We headed in the general direction of Ralph's sagely advice and I released at 3000 feet and proceeded to look for my "El Dorado" thermal that was going to keep me aloft for my allotted time, approximately 45 minutes.

I started to scan for the darker centered clouds that from listening and talking to other pilots could offer the lift I was looking for. Using Walton Township and the gold course as my landmark I proceeded to "fly" around the sky searching for lift with seemingly little luck. I flew through small pockets of turbulence but nothing that I felt was worth further investigation.

Roughly 20 minutes into the flight and I am starting to feel like a cricketer who has walked to the crease only to be bowled without scoring. The 1500 foot threshold is very close and I don't feel particularly confident about being able to find any lift. The confidence I felt just prior to take off has gone and I now feel a certain disappointment as I realize I am not far from having to "return to the dressing room" without scoring.

It all seemed so easy with an instructor in the back and I am sure they did nothing back there anyway when I was flying.

Decision time I am at 1500 feet, I look to the airfield; the glide angle is fine, height for one more attempt at securing some lift.

I can't seem to find clues above to find the thermals, so I look to the ground. I spot a maize field and drift over and downwind off it, I feel a thump in the fuselage and turn into it. The vario starts a slow blip, 1 knot up, I complete a half circle and it stops then I'm back into it again. I stay with this until 1800 feet and then try to center on the thermal with no luck. At least I'm not in sinking air and now above Ralph's threshold and starting to enjoy the flight, I relax a bit, the string the is true on the canopy and airspeed is a constant 45 knots as I circle.

I keep the maize field in sight and allow myself to drift back a little more searching for better lift. All of a sudden I'm in 5 knots of lift but again I can't center on the thermal. I look to the ground and the cloud above for indicators to use for my next flights but I really can't identify anything that tells me why I'm going up

I'm feeling more comfortable now, I remember to make my radio call, "Matamata Traffic, Glider Papa Kilo 1800 feet, north of Walton Golf Course."

With enough height I start to experiment in trying to center on the thermal, larger then tighter circles but still the same result, lift during one part of the circle and then none for the rest. At 2200 feet the radio blares Glider Papa Kilo, I hear Ralph's voice, if it's all right with you there are others who wouldn't mind a flight today!

A quick look at my watch, I have been aloft for 65 minutes. I head back towards the field doing some exercises along the way to loose some height and set my self up for the landing which I am please to say had the right amount of flare

The flight has been great total time aloft 75minutes. I started off feeling confidant and like my altitude slipped to disappointment and then managed to finish with a sense of achievement and satisfaction

I certainly don't expect to get it right every time but for me it was a great first up solo flight and has only fuelled my enthusiasm for more, Roll on the single seaters and cross country flights.

Mark Drayson

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	03- May	ATC Visit	Bowling	Care	Pryce	Round
Sunday	04-May	ATC Visit	Scholes	Gore	Pryce	Finlayson
Wednesday	07-May		Oates	Riesterer		
Saturday	10-May		Anderson	Jeffrey		Detti
Sunday	11-May		Harding	Davies	Grey	Turney
Wednesday	14-May		Oates	Riesterer		
Saturday	17-May		Shanks	Mason	Milligan	Randrup
Sunday	18-May		Hawes	Milligan		Bainbridge-Smith
Wednesday	21-May		Oates	Riesterer		
Saturday	24-May		Davies	Shanks		Van Vliet
Sunday	25-May		Petch	Brown		Taylor
Wednesday	28-May		Oates	Riesterer		
Saturday	31-May		Mc Gregor	Britton		Greig
Sunday	01-June		Carter	Care	Grey	Eccles
Monday	02-June	Queens Birthday	Davies	Pryce		Robinson
Wednesday	04-June		Oates	Riesterer		
Saturday	07-June		Scholes	Shanks		Chapman
Sunday	08-June		Harding	Jeffrey		Drayson
Wednesday	11-June		Oates	Riesterer		
Saturday	14-June		Anderson	Mason	Milligan	Beale
Sunday	15-June		Shanks	Milligan		Emmerton
Wednesday	18-June		Oates	Riesterer		
Saturday	21-June		Hawes	Brown	Kunnemeyer	Doerr
Sunday	22-June		Davies	Britton	Mace	Mc Rae
Wednesday	25-June		Oates	Riesterer		
Saturday	28-June		Petch	Gore	White	Rogerson
Sunday	29-June		Mc Gregor	Scholes	Badger	Thomas
Wednesday	02-July		Oates	Riesterer	Qualtrough	