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The Pre AGM Edition

PIAKO GLIDING CLUB

NOTICE OF ANNUAL GENERAL MEETING

DATE: Saturday 19 July 2003

TIME: 1600hrs

LOCATION: Club House

AGENDA

1. Present and apologies
2. Minutes of the previous AGM (27 July 2002)
3. Matters arising from the previous AGM

4. Reports

- a. The President
- b. The CFI
- c. The Course Co-ordinator
- d. The Club Captain
- e. The Chief Tow Pilot
- f. The Winch master
- g. The Treasurer
 - i) Annual club subscriptions for the coming financial year
 - ii) Honoraria

5. Election of Officers

6. Honorary Appointments

- i) R Jones – Solicitor
- ii) P Emmerton – Auditor

7. General Business

9. Awards:

- a) Presidents Pot
- b) Catlin Trophy
- c) De Renzy Pot
- d) Tom Martin Trophy
- e) Ken Bartlett Memorial Trophy
- f) Dave McPherson Trophy
- g) Les Riesterer Short Course Trophy

- h) Wooden C
- i) Miscellaneous

The meeting will be followed by the Midwinter dinner at Longlands in Matamata at 6:30 for 7:00pm. Cost \$35.00 per person

PIAKO GLIDING CLUB

Nomination form

We nominate: _____

For the position of: _____

Nominator: _____

Secunder: _____

Date: / / 2003

Nominations are sought for the positions of President, Vice-President, Club Captain, Treasurer, Secretary, and four other Committee members.

Please post completed nomination forms to Flat 3, 9 Union Street, Hamilton, or hand them in before the start of the AGM. Chris Hector, Secretary

From The Presidents Cockpit.

PRESIDENTS REPORT - YEAR ENDING 30 JUNE 2003

This past year has seen a number of milestones for the Club. We have had a busy year and faced a number of interesting challenges. The most fantastic achievement for the year was the up grading of our fleet.

New Glider - the arrival of the PW6 PK has been a major achievement and I thank all those who have contributed to its arrival and particularly Murray for his amazing handling of the financials and organisational stuff. We were extremely grateful to the various Trusts, which provided funding to this

Project, in particular:

- * Waikato Community Trust
- * Castle Trust - Nottingham Castle Hotel, Morrinsville
- * Lion Foundation - Hillcrest Tavern
- * Hibiscus Community Trust - Burbon Street
- * Pub Charity - Chartwell Cobb & Co

Many thanks to these pubs for supporting us and I trust you will visit and support them.

A fond farewell was held for FN and it is being well looked after by the Jury Hill Club. It was great to see so many of the previous members come and share the farewell and so many last flights taken in FN.

The Worlds - Unfortunately this competition did not eventuate. However the support of members in the build up was significant and full credit must go to the organisers. The Club has benefited enormously from investments in facilities up-grades to Club and to the airfield site as well as a number of other equipment improvements such as computer facilities. Particular thanks (and commiserations) to Phil Smith for his work on SN. Thanks also to David Reid for keeping the Club's interests to the fore during all this organization, and to the Matamata-Piako District Council for its support.

Membership - this is a key area to ensuring that the usage of our fleet is maximised. Targeted courses have again been run this year and Trial flights will continue to be a major fundraising source for us. I ask that you all consider membership issues and encourage people to come and try gliding.

Summer Support - we were extremely lucky this past summer to have the assistance of Roger from St Auban, who was one of the French exchange Instructors. We were also supported again

by Cole and Ron. The support from all 3 was greatly appreciated as it made our summer operations run very smoothly.

Managing Costs - the Committee has continued to ensure that Club costs are well managed, to ensure that the purchase of the PW6 has not jeopardized the up-coming BZA engine replacement. We have successfully concreted the hangar floor, with funding assistance from the Pelorus Trust (Matamata Hotel) -Many thanks to them for their support. Many thanks also to all those who helped in the great hangar clean up and to Ralph for getting rid of all the "stuff".

The coming year will be significant for the Club as we consolidate our financial position and look ahead to the major issue of the Pawnee engine replacement. The challenge for the Club will be to continue to be financially strong and support excellence in flying habits and standards.

Strategically Speaking

It was with a great deal of satisfaction that I looked over the strategic plan that we had developed under the Presidency of Trevor. Many of the directions we set down in 2000 have been achieved. The strategic plan provided a clear direction forward for the Club. However we cannot be complacent as there are still areas in which we can improve and move the Club forward.

Thanks to

And finally, when reflecting on the past year, I have thought of all those members who have helped the Committee and myself. I have appreciated all the support I have had from a wide range of different members. On behalf of the Committee I would like to thank you for assisting the Club over this past year and ask for your continuing support into the coming year for the New committee. The Club is a sum of its members and you and others know those areas where you have offered to help out. Many thanks to you all and here's looking forward to another great year.

Robin

Notes From The C F I

The CFI Annual Report will be read at the AGM, as due to circumstances the report was too late arriving for this edition of the 'Fly Paper'

And from The Treasurer

From the treasury department

Eeek! The end of our financial year is very close (30th June) so Kathryn & I will be busy again trying to get everything added up & accounted for.

I was asked to give a \$\$\$ report in this flypaper but it is not possible before the end of the year, so you will have to all come to the AGM for a full run down.

Here are some of the major \$\$\$ highlights for the club this year:

PW6 was ordered & arrived before our busy Christmas season, here's how we paid for it....

The sale of FN went through ok, we got \$27,000

We received \$40,000 from community grants.

The PW6 cost us \$115,000 & is completely paid for.

Part of our 10-year strategic plan was to have an all glass fleet.

Thankyou to all those that offered interest free debentures, \$20k was promised but thankfully we didn't need any of it

Hangar floor

We have been given more grants to spend specifically on the hangar. Several quotes were sought & we decided that concrete was the most economical/durable option. The total job cost \$12300, less our grants of \$ 8000 & GST claimable of \$ 1366 ended up costing the club only \$2935!

Waihi camp

Was held over mid January & very well organised with the very efficient team of Harold & Mavis Oates at the helm. Thankyou everyone else that helped, Dave Qualtrough the fuel man, instructors etc

Roughly \$ 10500 was turned over, sadly BZA needed engine work when back at the field due to a magneto failure which the Waihi \$\$\$ were used to repair

Trial flights

Still very important for the club, firstly for revenue & also for potential new members (that's how people like me got introduced to this awesome sport!)

Here are the No of flights as at 12 the June (there will be a few more before year end)

	Last year	this year
PC	148	124
FN	181	11
PK		161

Overseas pilots

To fly solo with us, they must have an overseas pilot sticker.

These are in the flying moneybox in a small plastic container.

The fees are, 1 day \$50

2 or more days (til 30th June 2004) \$100

Please fill out their name address etc on the paper next to the stickers

Note, if they already have a o/seas sticker from another club, they don't one from us as the 2 or more day sticker is for all of NZ

\$\$\$Murray\$\$\$

p.s Don't forget to bring your chequebooks to the AGM, the subs will be set & it will save me posting you an invoice.

From The Club Captain

Club Captain's Report for AGM 2002-03

Trevor Atkins

23 June 2003

Thanks

The Club Captain's role is largely one of organising. I would like to say thanks to everyone who pitched in and helped out this year - which is virtually every club member. I would like to especially single out Shirley Finlayson and Ralph Gore for special thanks for their willingness to put their hand up when something needing doing or problems needing solving.

Communications

Web Site: The web site has been revamped and is again providing useful and timely information to members and to the public. Thanks to Webmaster Gareth Pryce.

Booking Desk: The booking desk continues to function well in providing information to the public and for taking bookings from both the public and club members for pre-lunch flying. The only problems this year have occurred where instructors have made plans and not informed the booking desk occasionally causing an embarrassing conflict, but that has become less of a problem over the course of the year. Thanks to Julie Hall for running the booking desk.

Fly Paper: The Secret Committee has produced an excellent newsletter during the course of the year. Adhering to a tighter publication schedule during the latter half of the year enabled the Fly Paper to be used more reliably for communicating important information to members. Thanks to The Secret Committee... whoever you are!

Promotions

Centre Place Pre-Christmas Promotion: The promotion at Centre Place was held in early November and timed to promote gliding as a Christmas present and as something to think about for the coming summer. The promotion was well supported by club members, and produced excellent results. Thanks to Neil Thomas for arranging the use of Centre Place.

Waikato Aero Club 50th Anniversary: The Aero Club air show at Hamilton airport proved to be a very good promotional venue with an excellent aero display by Julian Mason and Allan Eccles, and a static display that was well manned by members. Thanks to everyone for pitching in on an excellent promotion, especially Graeme Sherrard for organising the poster boards, Howell Round and Bob Grey for transporting SN back and forth, and Robin Britton who stepped in at the last minute when I had to disappear!

Events

Farewell to FN: With tears in our eyes and cheque in hand, Piako gathered to say farewell to our beloved FN. An excellent occasion bringing out many generations of Piako-ites.

Regional Champs: With the demise of the PW5 Worlds the competition schedule was re-arranged so the Regionals were held at their usual time. Piako made a very significant contribution to their running. A special thanks to Shirley Finlayson who organised a BBQ evening to fund raise for Piako, and to Shirley and Ian Finlayson for manning the bar.

Christmas Party: A fairly small turnout of people for the Christmas Party with very few families. The usual suspects had a very good time of it, but it does beg the question of whether to continue this event in future, or if we are better to hold something at a different time of the year when families are not so tied up.

Xmas Camp: Well attended by Piako-ites this year, and the Auckland Gliding Club made a big contribution. No volunteer for camp commandant this year, and it showed primarily in the lack of "welcome" given to visiting pilots - each club pretty much did its own thing.

Taupo Easter Outing: Not very well attended this year at all, possibly due to the poor weather and late timing of Easter this year. Thanks to Ralph Gore who did an excellent job as camp commandant organising the trip.

National Champs: Piako again made a huge input to the running of the Nationals. Again Shirley Finlayson organised a brilliant fund raising evening and a special thanks goes to Ralph Gore and Baba the sheep! Thanks to Shirley and Ian Finlayson again too for running the all-important bar.

End of Daylight Savings: What better way to "celebrate" the coming of winter than an evening of wine tasting and trivial pursuit. Thanks to Dave Reid for organising and leading the wine tasting.

Waihi: Will be covered in other's reports, but suffice to say here thanks to Harold and Mavis Oates for organising a spectacular success!

Land out BBQ: The annual Land out BBQ produced a relatively small turnout of landowners, but everyone had a great time. A good turnout of Piako members to mix with the landowners and their extended families made it a day to remember. Thanks to David and Lorraine Qualtrough for organising the Land out BBQ.

Visit by Whangarei Club: Thanks to Shirley Finlayson for organising yet another absolutely magical meal to make the visitors to our field welcome. An excellent evening.

Awards Dinner: At the time of writing the awards dinner is still in the planning stages.

Things to Think About

Communications: There is a question in my mind about how well people read e-mail vs. printed newsletters as a lot of members missed a lot of important notices despite their being in the Fly Paper. For the cost and hassle involved, I think it would be worth going back to a printed newsletter to see if there is better retention of information. Also, with the website now being maintained regularly, it could be used more for posting timely alerts to upcoming events, with short email alerts used to directly remind people about what is happening. Telephone ring-around is still the best way to get people out to events, but are very time consuming.

Summer help: This last summer the United Nations helped out at the airfield in the form of Ron the Pom Davidson, Cole Franz representing the US, and Alain the French instructor. Are we making the most out of these people?

Duty Pilots: The willingness of club members to turn out to do their duty, as duty pilot was no better and no worse than other years. Some simply refuse to help their club for a variety of reasons. Some are all too happy to pitch in and help out. This is not going to change! So we either need to come up with systems that mean we don't need a duty pilot, or accept the somewhat patchy attendance and performance of duties.

Support of Social Events: Social events focussed on flying days such as Ta Ta FN were well supported. Increasingly we are seeing members arriving without their partners at social events such as the wine tasting evening; and family events such as the Christmas Party were very poorly attended. We either need to figure out why partners are not attending, or focus our social activities more on members rather than members and their families. It may well be that the current membership has less need for the Club to be a central part of their family's social life

Trevor Atkins –Club Captain

The Gliding Coordinators Report

This past year was a little quieter than the previous year activities, however we still achieved two, Five Day Intensive Courses, but only two One Day Courses. The One Day Course [since they first started last year] still holds a 95% success rate of candidates that have actually joined the club having gone on that type of course. This obviously holds a lot of potential for the club in new members if this type of course was able to be further promoted. This year we would hope to target at least three, Five Day Intensive Courses for members, as I believe we now have a team that would be available to make that happen.

Roger Brown. Gliding Coordinator.

Thank you Instructors

June 7 2003, somewhere near Thames I completed 100 hours of solo glider flight. I was part way through a gold distance 300 km flight. That flight was one of the high points of my life but I know that there is much, much more to come so I want to take this opportunity to say thank you **publicly** to the people who have made this possible.

First and foremost I want to say thank you to Steve Care who has been, and still is, my mentor. He has done half of my training flights, overseen my whole training programme, organized all of my exams, provided all of my theory requirements, all of my ground training and kept me constantly challenged and focused. He took me on my first training flight, my first ridge flight, my first thermal flight, set up my first dual aero tow, sent me solo, instigated my first cross country, all my winch flights and enabled all of my Silver and Gold badge flights.

He has also provided a sense of what being a 'club member' is all about. Giving as well as receiving, team work, cooperation, club first and self second. Steve is a huge asset to the club and just cannot be thanked enough.

Secondly I want to give special thanks to Alex, Les and Malcolm who have provided about a third of my training. All of them are very different people and all of them are committed and enthusiastic instructors. Alex pushes me, almost embarrasses me, so I just have to prove '**I can do it**', Malcolm understands exactly what is required in each situation and Les, well he just knows everything. I especially take note when Les drops one of his single phrase bits of advice like "don't arrive below the top today" or "it would pay to stay under the clouds" or "watch out for sea breeze up north". He is always right, **never** disregard his advice

Thirdly I want thank the rest of the instructors I have had the privilege of flying with.

- Tony Davies – landing with no brakes and locked brakes, it took a while but we got there in the end
- Ralph Gore – circuit planning, my first retrieve and an amazing dual aero tow from Taupo through a heavy duty line squall
- Bob Grey – a no instrument flight from the ridge to the airfield and not freaking out when put into a 100 knot spiral dive a bit closer to the ground than planned
- Phil Smith – stalls and spins, a thousand feet above a hole in the clouds, I won't forget that lesson
- Julian Mason – side slipping, my toughest skill to learn
- Robin Britton – ridge flying and the pressure wave
- Ian Finlayson – preparation for KO, the most amazing machine there is
- Tom Shanks – checking me out for solo in a single
- Tom Anderson – checking me out for the PW6
- And Alex for chandelles, wingovers and loops; I'll be needing a bit more training in that area Alex.

Actually that dual aero tow from Taupo was another one of life's highlights. I'd never been that happy about my first attempt at low tow with Dave Reid at Matamata or my second attempt at descending on aero tow just north of Tokoroa so I was a little bit apprehensive. The weather was

not that flash either, all sorts of contingency planning were being discussed before the flight. This didn't help or make me feel all that relaxed about the whole thing.

"Where do we land if the rope breaks Ralph" ... "first choice is back to Mangakino else it's on a forestry road".

Can I do that? Course I can, I've had the best training available in the country, I've got Ralph and I've got Tony Petch, the most professional tow pilot in the country in control. Thanks too to Alex on high tow for trusting me a few meters underneath him, out of sight for almost an hour. But it was fun wasn't it Alex?

And last but not least, all the rest of the Piako instructors, the tow pilots and the experienced glider pilots who are always willing to help out, always answer my questions, always give advice when needed and motivation and encouragement whether it's needed or not.

Although I now have my own glider and 100 hours solo that's not the end of my instruction, not by a long shot. There is plenty of room for improvement plus lots of new skills to acquire. Skills like wave flying, aerobatics, sea breezes, coastal soaring, cross country strategies and tactics, competition flying and maybe one day – instructing

I'm convinced that we at Piako have the best group of instructors in the country and they are supplemented by regular visits by top instructors from France, the UK and the USA and even further enhanced by input from top people from Tauranga, Northland, Taupo and Auckland. The competence and skill and professionalism of our instructors are just amazing, especially considering they are an incredibly small group of volunteers

Thank you Piako Instructors – you've got me hooked.

Dennis Cook

Editors note. It really is great to have such a positive article from a member who has obviously appreciated the club and its structures that has been available to him.

Club Library

Colin Mackay did a great job of establishing a Club Library, which provides Club members with books about gliding, both for help with learning about flying gliders and also for general interest.

Colin left the Club to travel overseas, and I am trying to establish what the Club owns.

At present I am aware of 16 books, 2 videos and about 60 issues of the Gliding Kiwi from the last 40 years. However most of the books are rather dated, and I suspect it was the newest and most attractive books which got borrowed.

Do you have any books on loan from the Club library?

Please let me know so that we can distribute a list of what we own

Chris Hector

Recent Happenings

Welcome new members Karen Hogg, Dave Weller, Roy Scott, Ian Falconer

‘At long last’, as according to our most senior members ‘those damn trees’ on the Jagers Road threshold of ‘10’ have been felled and removed, now giving an unrestricted and hopefully a gradient free final approach on to that runway.

Another new private hanger is now up and completed. Rumour has it that’s its not really a hanger but **Dave Reid’s** new toy box

A few very senior members, more so the few that came across to Piako from the **Waikato Gliding club** days at Gordington, will remember **Jack Riddell**. Apparently he was driven over to the club recently to once again enjoy the airfield atmosphere. Although now very much into his 80th year he was very keen to take a winch launch for old times sake. **Gareth** who was on duty, it seems did the decent thing. He now apparently lives at a retirement village in Hamilton North. .

11th May saw a very active days flying winch launching the Hamilton ATC No 7 sqdn. Cadets. Some 40 + launchers were achieved that day it was reported.

Some of our members took up **Eric’s** offer of a one day parachute course which resulted in all successfully achieving a static line solo jump. Those who took up the challenge were **Anna Doerr, Rainer Kunemeyer, Karen Hogg, Gareth Pryce and Tin Tins Mother?**

Gerald Van Vliet has been busy doing a great job of overhauling the PW5s trailer floor. A much-needed job now completed from the ‘job jar ‘ file.

Robin Britton went and broke her leg – as it was something she had not done before apparently, so, what the heck, lets go and do it. Hope it gets mended in time for her next seasons ‘Table Top Dancing ‘ commitments down at the local Restaurant. Yep. That’s our **Robin**.

Congratulations to our new C cat. Instructors **Bill Mace and Rainer Kunemeyer**.

Recently spotted at a well-known Vivian street ‘entertainment’ venue during the recent GNZ AGM at Wellington were **Phil** [‘Southern man’] **Smith and Alan** [‘Over the hill’] **Eccles**. Boys will be boys!

Steven Care landed out at the Te Aroha racecourse – again. Must know of a good ‘Bookie’ there may be.

BZA is looking really sparkling at present; its either the recent 100-hour check involving a steam clean or **Mavis Oates** is back in town. I suspect the latter.

Its congratulations to Ralph Gore who is now on the executive of GNZ.

Alan Eccles has had his name nominated- only, to hopefully represent NZ at the next NZ Nationals competing for the Tasman Trophy. Lets all hope he does in fact become the successful candidate and take the trophy for NZ, as he is more than capable of doing just that and is well over due for a crack at it.

Well Done to new 1st solo Pilot **Alan Scott** who recently soloed in PK

Advertising really does pay it seems as **The ‘Fly Papers Secret Committee ‘** now have a further two secret field agents to report all the ‘goings on’ in the club. **Secret Agents 001 and 002** were recruited after replying to TSC’s plea for help in the last ‘Fly Paper’. Great Stuff.

The Personal confession column

Be our guest and get it off your chest

Please do not think of me as being a pain in the butt but I really need to get this off my chest. I have noticed that more and more members, both club and private owners are pulling their gliders by their wing tips when trying to ground handle the glider to a new position. Most I believe are doing so not realising the strain and potential damage that can be done to the aircrafts fittings by doing so. The wing attachment fittings are designed to take both lift and backward drag loads. They were never designed to take a massive forward movement, as a person on each wing tip would develop in trying to move a glider forward, especially when because of the ground resistance the aircraft is a little reluctant to do so. The leverage created by the length of the wingspan **is huge** and so are the hidden loads put upon a few very small wing root fittings when this is done. Have some one take both your own arms and pull them backwards –against your own design movement and see how sore your shoulders quickly become and feel that they may even want to break if your arms are pulled backwards hard enough. Well, that’s what your are doing when pulling the glider along pulling on the wing tips. The ‘clunks ‘ that you now hear in the air are in fact the fittings now telling you that they are getting somewhat sloppy because of this misuse. So please, either push your glider or pull it by using something in the cockpit but **never never** pull it along with two people pulling on the wing tips.

Thanks for that. I feel a lot better now

Cheers

Roger Brown

Words of Wisdom

Every Take off is optional. However every landing is mandatory.

Some days its always better to be down here wishing you were up there, rather than being up there wishing you were down here.

When in doubt, hold onto your altitude. No one has ever collided with the sky.

Good judgment comes from experience. Unfortunately, the experience gained usually comes from the bad judgement experienced.

Never let an aircraft take you somewhere where your brain didn't get to five minutes earlier

From Our Over Seas Correspondent

To all my loyal and devoted subjects in our dominions over the seas. Well be loved cousins in the Antipodes. GREETINGS. Last week a letter arrived from Kiwi Land containing some photos of an accurate scale model of my pre-war Petrel sailplane. It was from an aero modeller I'd met on the airfield at Matamata some time ago. In conversation and much to his surprise and delight, I let slip that back home I had a vintage glider for which I had had requests from varies modellers for details. To both our surprise the model that he was in fact building was a Petrel. He ended up building an exact model of my own. In his letter contained some photos of the model soaring the cliffs at Raglan, the same cliffs I had flown off with Dave Ward Smith and his Para glider four years ago. Unfortunately during that time span I had since sold my Petrel after some 30 years of ownership. Continuing the Raglan theme, while in the transit lounge at Los Angeles airport on the way home, a fellow passenger approached me and asked if I was a glider pilot and if so might I be an instructor? On getting the affirmative reply, he said that he had flown with me at Raglan two years previously. What an amazing small world. Last week three kiwis called into my club at Hus.Bos . but unfortunately I missed them. Roy Edwards from Tauranga has written to say he will be coming across to the UK in June. The past week here has been exciting with various flypasts including a Lancaster Bomber to celebrate the 60th anniversary of the dam buster raids of WW2. This included some mock attacks on some local reservoirs and dams, which were used by the crews of 617 Sqdn. More prosaically, we have had local celebrations in a town 5Km from my home, where a full size model of the first [British] jet has been erected to commemorate the life of Sir Frank Whittle who designed his jet engine here during the war years under very difficult conditions The new soaring season here has started with several 300Kms flown although yours truly has only done four or so 200Km. tasks.

Before I close I must put on record my thanks to everyone in the club for their support following my last attempt to write myself and my Mazda car off. My thanks particularly to Les R who really turned up trumps and to Roger and Mrs Brown who as always were there to catch the bits

Ron – The Pom

Wellington 2003

A mini report of the GNZ AGM from **Alan Eccles**

From the Sailplane Racing Committee.

No change at this stage to the number of times the North Island hold a NZ National Contest in proportion to the South Island [currently 1 to 1 mix]

Karen Morgan is now on the SRC.

The Tasman trophy will be flown out of Matamata at the next NZ Nationals

Looks like the BGA handicap system may /will be adopted for scoring at the contests.

Cloud flying was talked about with the South Island wanting it banned out right

Peter Goldsmith SPARC.

This was an interesting talk regarding future funding and all the changes that have been going on re guarding that. GNZ is looking to receive more funding in the future for varies programs [training / youth etc]. The more I's dotted and T's crossed more funding may well come our way. It looks like the Gaming Bill before Parliament now will not go ahead in its present form and the funding will be left in the community where it is generated. Applications will need to be about fostering the community good. [Training youth etc]

GNZ AGM

Affiliation fees have been left as is.

A vote was held for the position of Vice Chairman between Roy Edwards and George Rogers, with George winning out.

The Piako remit was withdrawn as it was not needed regarding the north – south island contest problem

Kawerau Sport Flying Club will no longer be affiliated to GNZ for various reasons, but mainly because of having only one member.

No GNZ seminar next year as it is just too expensive.

This and that

We have recently lost the web site sponsorship of Patterson Computers. Many thanks to them for their support to date.

We are now looking for further sponsorship for the website of about \$300 per year. Are you interested? Would you like to sponsor the site in full or in part?

It is a great advertising opportunity.

Please let Robin know if you would like to do this or have some ideas on possible sponsors. We are keen to have a sponsor so I look forward to your replies!!

Club pilots who want to apply for an aircraft to fly in these years Regional Contest need to apply to the committee by their September committee meeting. That being the official cut off date. The following years NZ Nationals will also have the same 8-week prior to – cut off date

JOB JAR

You may have recalled our pleas for help in the last couple of newsletters.

Well thanks to all those who have offered help. Please remember though that any assistance you may show to these people would be gratefully accepted as well.

Key on-going job areas are:

Clubhouse - Ralph

Radios/telephones - Kevin

Hangar - Bob

Caravan - Anna

Trailers - Gerald

Bar - Bill

Winch - Steve

Please help them by keeping the areas tidy or helping out if something has gone wrong.

Kaimai Crash Project - 40th Anniversary of the DC3 crash in the Kaimais -

Memorial to be held 3-5 July - brochures on table in Club house or phone

Richard Waugh 09 533 9400 for more information.

Cross Country Talks - are you interested in learning more about?

Cross-country flying? Some talks/ training is being planned - please let Bill Mace know if you are interested so he can keep you informed.

Up and Coming Dates:

Regionals 20th Nov - 6th Dec

Walsh 6 - 20th Jan

Xmas Camp 26 - 4th Jan

Raglan 4-11th Jan

Nationals 26 - 6th Feb

SO if you are looking for a fun filled time for Christmas - make your bookings now for Raglan.

Following citation was read out at the AGM and expresses why Fin was such a well deserving recipient.

PIAKO GLIDING CLUB

NOMINATION OF IAN FINLAYSON

FOR ANGUS ROSE BOWL

Ian started his gliding career with the Hamilton Gliding Club that had started up at Gordonton and then joined the Piako Club in the early 1960's. He has made a significant contribution at Club, regional and national Levels. The following is but a brief summary of his contributions. At the Club level Ian was a tow pilot from 1966 onwards and he was also a Gliding Instructor - reaching the level of being an A Cat Instructor. He has also been CFI and President of the Club. Regionally he was involved in the setting up of the Matamata Soaring Centre (Late 1960's) and was President of that in the early 1970's. He has also been involved in numerous fund-raising activities. Nationally he has held the positions of the National Safety Officer (late 1980s) And Chairman of the Contest Management Committee (twice). He was the joint task setter for the Worlds held in Omarama in 1995. He has also been task setter for a considerable number of national and regional Competitions. Ian has had a superb contest-flying career. This began with the Auckland Regionals in 1966. In 1978 he represented NZ in France and came 7th overall Flying ASW 17 - KO. He has been NZ champion 7 or 8 times (Wills trophy 6 times) and has held the NZ speed records for 300km and 500km triangular courses at different stages. Ian has also been very willing to share his knowledge and experience with other pilots in a variety of ways. He has helped out in numerous of the Matamata Soaring Centre cross-country courses (particularly through the 1990s). He has been involved in several Club winching and towing glider training courses, running weekly ab initio courses, and running numerous ATC, Scouts and Club courses. He has given many lectures on cross-country flying and is well respected for his sea breeze front lectures. He has flown the Club two-seaters in some contests allowing new pilots to get to grips with cross-country flying. Ian's career in gliding has ranged across many facets. He has made significant contributions over the years and in a variety of ways. He would have touched the "gliding lives" of so many people with his superb skills, knowledge, enthusiasm and willingness to share all this with others. He is a great inspiration to glider pilots at our Club and I am sure also nationally. Ian has made outstanding contributions to the sport of gliding over the past years.

The Piako Gliding Club



I Spy – from our secret field agents.

3 May 2003.

A beautifully fine autumn day arrives, warm, dry, sunny and soarable. PR Smith, Dennis Cooke, Alan Eccles, Steve Care and Howell Round all enjoyed some challenging, almost winter, flying. Also present were Les, Gerald, Gareth, Dave Reid Julian, Adrian [complete with a 240kph motorbike] Tom Anderson, Harold, Rainer and Anna. Only one in three flew, hey guys. A bit of enthusiasm is needed round here.

It was very weak thermal lift but Alan stayed up for hours and flew for miles. Phil demonstrated his ability to stay up in just about anything and Howell completed a BFR that any pilot would be proud of even though he had hardly flown for the last year. Dennis re – acquainted himself with his old' personal' glider NI.

Thank you Harold for coming all the way from Waihi Beach to fill the void left by the tow pilot who never appeared [and for your amazing ability to put the glider in exactly the right place.]

Rest of May.

Through out most of May there was very little flying, most days were characterized by weak thermals lift, low cloud base and no ridge lift .The usual stalwarts scratched about for up to an hour on the best of days, but I don't think there were any days when no body flew.

Queens Birthday Weekend

Saturday and Sunday produced excellent ridge lift with cloud base between 2000 and 3000ft. Steve and Dennis flew to Thames and back joining three of the Thames locals for half an hour while the rain passed over Paeroa. Not too bad with such a low cloud base but it almost didn't happen. Everyone was just about to push BZA back into the hanger until a rather indignant Alan turned up and insisted on flying. Good for you Alan. On the same day our Tauranga neighbours flew to the top of the Coromandel peninsula in wave. Pity the cloud base was too low for the PGC pilots to join them.

7 June 2003

Another excellent ridge day and a few more pilots were out to enjoy it, including Rainer and Anna flying together. They say the family that plays together stays together. Its good to see such a great couple out there enjoying soaring together. I even heard them mind reading. It must have been a pretty good day as Dennis Cooke completed a three TP 300km ridge flight for his Gold Distance, flying up to Te Puru, back to the Tauranga Rd, then north to Hikutaia then back home to Matamata. Congratulations Dennis. Not too bad for a first year pilot eh.

Advertisement

For Sale One audio – only Hang Gliding Variometer. Great super audio stand by / back up. Has been used for that purpose in a two seater for a number of years. Excellent condition, ready to go.

Price \$80.00 **contact Robin Britton ph 07 839 6406 Murray Pinkerton ph 07 846 6338**

Syndicate required. I wish to purchase some 'Wet and Forget' product to allow my trailer to lose that continuous Waikato grime and to make it look always as smart as it really should be. Unfortunately because the product is a concentrate I really don't want to have some 90ltrs left over. If a one off syndicate could be formed all of our trailers could benefit and we could all have the smartest fleet on the road. This is a **none** chlorine based product so is a very safe product to use on any surface you simply wet it and forget it, but we need to do it now! . Please **contact Roger Brown 09 267 4432**

Or roger.brown@amway.com if you want to be in the syndicate.

QGP What is it

What is it? Another pain in the ##### title acronym to try and remember! Unfortunately this one has become quite important one to understand. It has replaced what we used to be the C Cert and it has been structured to become the gliding equivalent of a PPL. It stands for “Qualified Glider Pilot”.

The structure is in 4 parts, Ground Training, A Certificate, B Certificate and QGP.

There are 20 subjects/exercises to get signed for ground training, 64 for the A Cert, 51 for the B Cert and 59 for the QGP. That means a total of 194 parts that each need a full instructor briefing and sign off that the student pilot has attained a fully competent level of skill.

The A Cert is the base requirement for solo flight (wire or aero tow), the B Cert is for solo consolidation, single seat conversion and soaring (thermal or ridge) and the QGP is for x-country flying. It is generally expected that you would get your QGP before the Silver C, but providing you are under direct supervision, there is nothing to stop you from getting your Silver first.

In order for a student to get through 194 sign offs is hugely daunting, both for the students and instructors. Historically, our club has a fairly mixed approach to getting exercises briefed and signed off and I’m sure it is the same at other clubs. Students often show up without their syllabus and instructors training successfully without signing exercises off. The net result is sometimes “a further competency test” at the student’s expense. The only solution to this problem is for students and instructors to make sure that at least briefings are done when ever possible and flight training is done with the purpose of completing a practical exercise or practising for it.

Without a QGP, student pilots can only fly x-country (this includes ridge flying) under supervision of the duty instructor. You need it to have a passenger rating (additionally need a silver C at our club) and enter competitions (silver also needed).

After the QGP there is also an Advanced Syllabus (78 sign offs) that has Badge Flying, Contest Flying, Hi Altitude Flying, Formation Flying, Aerobatics, Display Flying, Instrument Flying and Multiple Towing.

Under the MOAP, the club is required to hold on to copies of all of your completed syllabus for at least 3 years after you complete them and the club must be able to make them available to any CAA officer, Regional or NSO if requested. We also need to be able to make available medicals and BFR’s

I have made up an East Lite file, which is in the main clubhouse OFFICE to store the completed syllabi. Please use it and help the club get some of its paperwork a bit more up to date.

Steve Care – Dep. CFI

Piako Gliding Club: Flying Roster 2003

Don't forget: If ya canna do yer duty... ya need to find yer replacement

Winter start time: Ready for 1st launch at 11am unless notified as earlier by booking desk

Day	Date	Tow pilot	Event	Instructor	Instructor	Duty Pilot
Saturday	28-Jun	Petch		Gore	White	Rogerson
Sunday	29-Jun	McGregor		Scholes	Badger	Thomas
Wednesday	2-Jul	Oates		Reisterer	Qualtrough	
Saturday	5-Jul	Carter		Care	Kunnemyr	Eccles
Sunday	6-Jul	Bowling		Shanks	Gray	O'Brien
Wednesday	9-Jul	Oates		Reisterer		
Saturday	12-Jul	Scholes		Brown	Pryce	Radford
Sunday	13-Jul	Harding		Gore	Mace	Hector
Wednesday	16-Jul	Oates		Reisterer		
Saturday	19-Jul	Anderson		Mason	Milligan	Reed
Sunday	20-Jul	Shanks		Milligan	Gray	Reid
Wednesday	23-Jul	Oates		Reisterer		
Saturday	26-Jul	Hawes		Jeffrey	Gore	Herrmann
Sunday	27-Jul	Davies		Scholes	Care	Cook
Wednesday	30-Jul	Oates		Reisterer		
Saturday	2-Aug	Petch		Care	Kunnemyr	Doerr
Sunday	3-Aug	McGregor		Brown	Gray	Taylor
Wednesday	6-Aug	Oates		Reisterer		
Saturday	9-Aug	Carter		Shanks	Pryce	Temple-Cox
Sunday	10-Aug	Bowling		Gore	Pryce	Detti
Wednesday	13-Aug	Oates		Reisterer		
Saturday	16-Aug	Scholes		Mason	Milligan	Sherrard
Sunday	17-Aug	Harding		Milligan	Gray	Pinkerton
Wednesday	20-Aug	Oates		Reisterer		
Saturday	23-Aug	Anderson		Jeffrey	Gore	Turney
Sunday	24-Aug	Shanks		Davies	Mace	Randrup
Wednesday	27-Aug	Oates		Reisterer		
Saturday	30-Aug	Hawes		Scholes	Pryce	Greig
Sunday	31-Aug	Davies		Brown	Kunnemyr	Wyatt
Wednesday	3-Sep	Oates		Reisterer		
Saturday	6-Sep	Petch		Care	White	Robinson
Sunday	7-Sep	McGregor		Gore	Gray	Chapman
Wednesday	10-Sep	Oates		Reisterer		
Saturday	13-Sep	Carter		Jeffrey	Pinkerton	Drayson
Sunday	14-Sep	Bowling		Shanks	Kunnemyr	Beale
Wednesday	17-Sep	Oates		Reisterer		
Saturday	20-Sep	Scholes		Mason	Milligan	Thomas
Sunday	21-Sep	Harding		Milligan	Mace	McRae
Wednesday	24-Sep	Oates		Reisterer		
Saturday	27-Sep	Anderson		Care	Pryce	Annabell
Sunday	28-Sep	Shanks		Jeffrey	Qualtrough	Rogerson
Wednesday	1-Oct	Oates		Reisterer		
Saturday	4-Oct	Hawes		Care	Mace	Atkins
Sunday	5-Oct	Davies		Gore	White	Emmerton

Your Annual Subs Are Now Due .So
Please Don't Forget To Bring Your
Cheque-book To The AGM.



