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From The Presidents Cockpit.

From the Newbie President

So now that I've been a president for about a month, several questions have gone through my mind:

What are our challenges for the upcoming year and the ones after that? Where do we want to go? How will we get there?

Last months quite a few new members have joined and some others have come back into the sport and Piako Gliding Club – how will we be able to encourage to continue flying? How can those of us who have been around for a little while convince them to stick around, convince them that there always will be the next challenge around corner, no matter how long you've been gliding? It's worth it!!

How can we make the best of what we've got? How can we juggle early next year going to Raglan, Waihi, and keep the operation at the home airfield going as much as possible after New Year? How can we provide as much training as possible and in what format? How can we achieve that without drawing toooooo much on our instructors and tow pilots? Is there a way that we can make duty-pilots to fill in timesheets in a way to be useful and at the same time easy to process for the treasurer?

Some new regulations are coming our way – what do we, as a club have to do?

Then there's normal administrative stuff – how can we keep committee meetings as short as possible and at the same time give everybody the opportunity to say what they feel important (guess I can learn a bit from my predecessor there)? When and where should we have them? Who is in the best position to do what? How can we best get club-members to take ownership of things that need doing?

Lots of questions, and a few answers as well:

Great to have 11 applications for membership at the last committee meeting – welcome to you all, and I hope you'll have lots of fun!!! Welcome back Hugh and Kim! We've also heard that some others who have been not so active want to rev it up again – Good on ya!

The instructor's panel is organising some training courses for new candidates, they are also organising something for those who need their formal training for some of the certificates, a land-out session is planned shortly, and the cross country course is over-subscribed - people are working hard on what to do with the ones who have not been

lucky to secure a seat this time around. One of the twins is most likely to take part in the competition – watch this space on how to get your possibly first competition experience!

A very capable person has volunteered to look at documentation and signs, both for visitors and new and existing members to make navigation easier and also safer. Other people will be looking at loggers for the club so that we have club equipment for badge flights, and our caravan radios will get some attention too. The job-jar introduced last year will be kept going, and most likely be expanded – any volunteers to ‘adopt’ a job that needs doing, you’re more than welcome, just let us know that you’ve taken it on.

So, we’re working hard to set up for a good season. We’ve got an excellent team, and club member’s input is always welcome. Any suggestions, hints, tips, requests, ... just fire them. The bigger questions don’t have an answer yet, but we’re working on it, and in the meantime – have fun!!!!

Anna

Notes From The C F I

CFI's Bits n Pieces

BADGES AND COMPETITIONS

I have had the odd pilot raise the point that all this Silver C and Gold C stuff is just a waste of time and doesn't really mean anything. To some extent I agree. On its own it doesn't necessarily mean you are a safer or better pilot than anybody else. For a number of pilots who get immeasurable pleasure from local flying there seems little point and I would tend to agree.

However some of the pilots who grumble about it, actually have quite strong cross-country ambitions and just can't be bothered with the paper work and the hassle of doing it. The difficulty is, when it comes to competitions, it becomes much more important. To compete in the Nationals you must have a Silver C and apart from Sport, PW5 or Club class, must have also competed in a previous Regionals. To compete in a Regional you must have a Silver C or have CFI's endorsement, QGP and have completed 2 successful out landings. You should also have an FRTTO (see Bill Mace's course 30/8/03)

I feel that it is important to have goals when you fly and it is part of what makes gliding such a fascinating sport. Equally, it is not always the end goal that is necessarily the biggest achievement, but it is often the challenges and trials of what you did to get there.

DI'S

Going through a DI, Alan Scott recently found the cover on the port airbrake connector half undone. It was possibly caused by a previous DI person pressing the pin to check it. Whatever the reason, it highlights the importance of a thorough DI. Well-done Alan!

AIRSPACE

We have had a couple of recent incidences of club members straying into airspace. You need to be very aware of the new airspace in our area and the changes that have taken place. Class D airspace is not what it used to be and the only difference from Class C has to do with maintaining cruising levels, which does not apply to us. Therefore, to us Class D & C are the same. If you go about 6,500ft, you must get clearance from Christchurch control and. you must have a panel-mounted transponder with Mode C (altitude encoder). Also be aware of the airspace near the Cambridge hills. It is now down to 3,500 ft unless it has been opened to 4,500 ft.

SOLO FLIGHT

To fly solo you must have

- Paid your Club Membership
- Have a Logbook (available on the field every time you fly)
- A medical (original to be held with you Logbook, duplicate filed in the Eastlite file in the Clubrooms office marked Medicals)
- A current BFR (original BFR form to be held with your logbook, duplicate filed in the East lite file in the Clubrooms office marked BFR)

- A QGP A cert (original A cert form held with you logbook, duplicate filed in the East lite file in the Clubrooms office marked Ratings) or a C Cert, prior to 1999, registered with GNZ showing the C Cert registered number.
- Flown within the last 30 days / 4 weeks to fly a club glider solo.

Medicals are non-terminating unless you have a Passenger or Instructors Rating. You must notify the CFI if you have had any change to you health or if you are on any medication.

CROSS COUNTRY FLIGHT

To fly cross-country you must have

- The above and
- A QGP B cert (original with logbook, duplicate in club records) and the duty instructor's approval, pre flight briefing and supervision of the flight.
- Alternatively a full QGP or C Certificate
- An EPIRB
- In controlled airspace, an FRTTO (also mode C)
- A current airspace map
- Completed an intentions note in the red book in the caravan
- Permission from the Duty Instructor, if flying a club glider

PRE TAKEOFF AND PRE LANDING CHECKS

We have had an e-mail from NOO George Rogers to highlight the need to be vigilant with our checks. It transpires that the Tauranga Club accident was caused by not completing pre takeoff checks thoroughly.

FRTTO COURSE

Bill Mace has organised an FRTTO course for the 30th August. It is still not too late to get on the course if you act now.

PADDOCK LANDING COURSE

Theory lecture on Sunday 21st Sept at clubrooms 10 am and Practical Training at the Hinuera Spud Patch will be done on the following weekend of the 27th & 28th Sept. We are also trying to organise a motor glider for paddock selection training.

OXYGEN COURSE

If you intend to fly above 10,000 ft you need to have this signed in your logbook.

It will be the first weekend of October so at this stage Sunday 5th Oct at 10 am at Clubrooms. Adrian Cable will be taking it. The only glider pilot I know who has been to 30,000 ft over the Kaimai's.

TROPHIES

Les Reisterer Trophy

Overhead caravan start, Walton School, Wardville School, Hi way 27/ Pollen Rd railway crossing, overhead caravan or landing. Distance 23.1 km. Discontinue task if below 1500ft and max start 3,000ft No requirement for cameras,GPS or barographs. Handicap Les's judgement.

100 km Catlin Trophy

Same as last year . Sports PW5 class only. Matamata airfield, Tirohia Bridge, Hinuera, Matamata airfield.

Care's 200

Remote start Gordon to Waiterimu then Arohena then back to Gordon

72,37:42.420S,175:50.009E,124F,T,Gordon ,Gordon

64,37:28.908S,175:14.342E,100F,T,Waiterimu ,Rd Junction

29,38:11.559S,175:36.699E,456F,T,Arohena ,Hall

It is possible to not need to go into airspace if the appropriate GAA's are opened. I may have an additional alternate course as well. The task is open standard, racing and open gliders on the BGA list. GPS required and FAI rules apply

Enjoy

Steve Care

AWARDS YEAR 1/6/02 TO 1/6/03

Alan Eccles – Diamond Height. 3 Diamonds

David Reid – Diamond Goal, Diamond Height

Murray Pinkerton - Diamond Height.

Phil Smith Snr – Diamond Goal

Dennis Cook - 1st solo, QGP, Silver Duration, Silver Height, Silver Distance, Gold Distance and winner of the Catlin Trophy 200 km

Kevin White – QGP,

Phil Smith – QGP,

Graham Sherrard – 1st solo

Mark Drayson – 1st solo

Alan Scott – 1st solo

David Reed -! st solo (after 30 years)

Steve Walker – 1st solo (after 25 years)

Bob Gray – C Cat Inst

Gareth Pryce – C Cat Inst

Bill Mace – C cat Inst

Rainer Kunнемeyer – C Cat Inst

And from The Treasurer

Dept of treasury report

I must say that it is good to get back to normal after the hectic time around the AGM getting the accounts ready.

Club Subscriptions

I trust that you have all received your accounts, most were sent via email to save the club some \$\$, paper, envelopes & time.

To date approx ½ have been paid. As the rest will now be overdue, your prompt payment would be appreciated. (We need to know the No's for gliding kiwi & NZ gliding association affiliation)

Unlimited Flying Scheme (UFS)

We currently have 11 people that have taken up this excellent scheme. It works out that flying (glider hire) the whole year only costs 15 hours glider time.

The cost is \$450, paying some now can split the payments & balance later in the year if this helps. (Call me & strike a deal)

The 2 single seaters spend a lot of good flying days gathering dust in the hangar, so get out & fly them!

Note that UFS is from 1st July 03 to 30th June 04, so your last years UFS has well & truly expired.

Latest club project

Our latest club project is the building of a new open multi fit trailer for both the Puchacz & PW 6

There are several reasons behind this

A, we received a grant of \$3000 towards this project earlier this year

B, we may have a possible sale of PC's trailer.

C, one less trailer to insure, wof & register.

D, the new trailer will be braked & much lighter so we will be able to tow it legally with a mid sized car.

It is being built by Dennis Cook's brother & under the design of Gerald Van Vliet. (Thanks guys) it should be ready for the coming soaring season.

Have fun, fly safe.
\$\$\$ Murray\$\$\$

From The Club Captain

Unfortunately the club captain has to do a lot of the secretary's work over the next few days (he's gone AWOL) and I won't be writing anything for you regarding my goals for the club this season. (

However please thank the duty pilots that have turned up at the field lately attendance has been really good, I often picture certain private owners sitting in their gliders on the grid looking towards the caravan waiting for assistance from folks who know darn well they weren't there to help launch them when the roles were reversed & they didn't show up for their duty day, but someone is always too nice & hooks them up etc etc. Maybe I will publish a list of people who don't show up in a future Flypaper, just for FUN.

Also thanks to - Trev & Julie who are still organising the booking desk & duty pilots ring around for me (which is wonderful).

Cheers & more beers
Phil

Recent Happenings

Welcome new members **Cassian Steide, David Richmond, and Cameron Wine.** ‘ New old ‘members **Hugh Warren, Kim Thompson, Godfrey Larsen,** and returning from a previous life ‘new old member **Nigel Howcroft** Honourary new member **Mavis Oates**

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Ian Finlayson held the first of hopefully a number of cross-country workshops, one Wednesday in early July. It drew quite a large and very intente audience who were left spellbound it was reported. Good one Fin.

One a recent what seemed ‘simple’ and ‘easy day’ **a private owner** decided to get real current and do some circuits. However he soon found that even on these none descript days one can still get caught out, with, what was a combination of a light wind gradient and possible sheer. End result, damaged u/c doors scatches on the aircraft and a good part of a wire boundary fence taken out. Wind 5-8 knots variable direction. Moral of the story = The easiest of tasks can be the most educational.

Alan Eccles must have forgotten that August is really still winter around here. In an obvious attempt to prove that the power of positive thinking can generally out weigh the law of gravity, whatever the season, was seen to thunder off into the far horizon only to, a little, later trailer home into the direction of the setting sun. Now that really is, a get up and go type of member

The AGM was well attended and members were well satisfied with the committee’s end of year result. **Robin Britton** is stepping down from her position of President and has passed the ‘car keys ‘ on to **Anna Doerr.**

The new committee is Anna Doerr President

Bob Gray Vice President

Chris Hector Secretary

Murray Pinkerton Treasurer

Steve Care CFI

Julian Mason Deputy CFI

Tony Davies Chief Tow Pilot

Bill mace Committee member

Dennis Cook Committee member

Gerald Van Vliet Committee member

Kevin White Committee member

Ralph Gore Soaring Centre

Les Riesterer Maintenance Officer

The Annual Dinner was a great success with the trophy’s presented to the deserving ones
This years winners were.

The De Renzy Pot – Most improved pilot **Dennis Cooke**
Ken Bartlet Trophy – Personal best **Mark Drayson**
Catlin Trophy - closed circuit triangle X country **Phil Smith Snr**
Steve Care Trophy 200km x country **Dennis Cooke**
Dave Mc Pherson one diamond Trophy 300 km x country **Phil Smith Snr**
Presidents Pot most motorius flight **Phil Smith Snr**
Tom Martin Trophy Outstanding friendship/ service **Murray and Katherine Pinkerton**
Les Riesterer short course No recipient. [Note. This is an excellent task for 1st timers]
The Wooden C Phil **Smith Jnr.**

Anna and Reiner apparently biked to the AGM dinner from their new Matamata residence but was reported they got lost? – on route. Is that really possible in Matamata?

First off the blocks for this years Wooden C may have been **Bob Gray** it seems. As members are aware Bob has been doing a lot of instructing recently, and as all instructors will tell you, ‘you sort of get into a pattern or rhythm of doing things’. On this occasion Bob landed the two seater at days end and rushed off to get his car to tow said a/c back to the hanger. He apparently hooked the a/c on to his vehicle and then promptly hops into the back seat ---- of his car.

Ron the Pom reports that he has just got back from a Standard Class competition where he met ex Piako member **Ryan Priest** competing there. **Ryan** was a member with the club a number of years ago now and owned KA6 LX. at the time.

Rumour has it that at least 11 members are on the ‘Free Flying Scheme ‘ for this current year Great stuff. Far cheaper than being a private owner eh.

A reminder that transponder altitude decoder Mode C is now a legal requirement as of August.
1st

After eight very good active years as Chief Tow Pilot **Tony** now hands the reins over to **Tony?**
Also both CFI and dept CFI have changed roles with **Steve** becoming **Julian** and **Julian** becoming **Steve** –Confused?

Want a good time? Apparently **Dave Reid** is going to push one of the clubs two seaters around the tasks in the November Provincial Champs. Spots are available on a first come first served basis. A really great way of being introduced to x country flying.

And lastly the ‘Fly Paper would like to add a big very well done to all of the previous committee members. Under Robin’s guidance they achieved some really, very remarkable results in only the two short years they were together. Not only did they purchase aircraft and concrete hanger floors, which in its self was no mean feat, but were able to keep the club dept free plus show a surplus at the end of the day. The new committee under Anna s supervision look to be an even a stronger team. The clubs future continues to looks very bright indeed

The Personal confession column

Be our guest and get it off your chest

Please be very careful when removing the PW6 from its hangered position. Its tailplane has scrapped the canopy of NI, which had to be 'cut' out. A great deal of work to resolve the problem but unfortunately the mark is still just visible. Please be careful.

Also one of our transponders had been sticking when the frequency needed to be changed. Reason is, the experts tell us, is through lack of use. These older Terra transponders do have a problem of their frequency tumblers sticking through a moisture build up and or dirt and grime that can get in to them. The simplest remedy is seems is to keep them cycled regularly. So when we all do our DI's and with the **power switched off**, cycle each tumbler though the ranges. From 0000 to 7700 and return. This will apparently at least help to alleviate the problem

Thanks **Les Reister**

Up Coming Events.

30th August FRTTO Course Contact Bill Mace to reserve your spot.

QGP course to be advised contact Steve Care for further details

13 / 14 September ATC if the previous week is postponed

21st September Paddock landing course 10.00am Club house Theory session

27-28th September Paddock landing course continues with a practical actual out landing **must have attended the theory session prior.**

5th October Oxygen course Club house Adrian Cable. A must for wave pilots

November 23rd. X/C training Course. With or without your own a/c

29th November – 6th December Auckland Provincial Champs Matamata.

5-11 January 2004 Raglan Camp

From Our Over Seas Correspondent

Unfortunately our over seas correspondent seems to have got himself lost – some - where over seas. No real report was received. An international search party will endeavour to locate said missing correspondent in time for the next 'fly paper'

I Spy 002 – from our secret field agent.

As usual it has been so good every week at Matamata since the last 'Fly Paper', an average two days per week for the last two months. Lots of students are getting in lots of flying as well as the real keen regulars.

There has been plenty of easterly wave although it has been poorly formed, pretty rough and top out about 5000ft. There has been very good winter thermal lining with several flights south to Tokaroa and Putarua and some up north to the swamp. If that's not enough then the ridge was working on a few days with Murray Pinkerton at 6000ft. plus over TeAroha one day with quite a crowd at 5000ft. over the high point on another. The students are progressing really well; they are a great bunch and if we can keep them in their current state of enthusiasm then the club's future looks very good indeed. Alan Scott is doing particularly well, he has gone solo and converted to SN since the last newsletter issue and now doubt will start contemplating private ownership. There have been three or four past members re-join the club after a bit of a lay off or returning from overseas and also a couple of new members. The PGC seem at this point bucking the national trend and are doing very well on the membership front.

Spy 002 has spent a few Sundays up at Drury in the last couple of months [for obvious reasons refer recent happenings Ed.] and really enjoyed the experience. There is a really enthusiastic bunch of pilots up there, a great clubhouse, a roaring fire and a raging bar. If you are up Auckland way on any weekend stop in and say hello. They are our neighbours, be a country boy like me and get to know them, not like a city boy and avoid or ignore them. I guarantee they will offer you a flight in something. Spy 002 intends checking out our other neighbours in the near future. We all know the Taupo club for its great hospitality and even greater facilities and flying conditions, but what about Tauranga? There is a great opportunity to meet people in a club that is very successful, and is within an easy glide. You can also learn about operating at a commercial airfield and with any luck get into the westerly wave. 30,000ft plus seems to be almost commonplace.

Rumour has it that the highest ranked pilot in the club [15m / open class] landed out for the first time in several years recently. The retrieve crew reported a perfect paddock landing with the glider positioned a mere 40 metres from the boundary fence. What else would you expect from this guy?

Further rumour has it that our newest private owner and multi award owner at the recent prize giving dinner landed even closer to the fence on vector 10. In fact he hit it.

Spy 002

Who and what is the Matamata Soaring Centre.

As members of the Piako Gliding Club we all have at some stage come across the words or references to The Matamata Soaring Centre. But what actually is the Soaring Centre? Is it in fact just another club? In a scence it could be coined as such with its membership being made up of the other clubs that also make use of the airfield. The 'Centre' over the years has become the heart and drive behind what the airfield and its facilities have become over the many years of its existence. Piako, being the resident / caretaker member, has benefited greatly with the superb facilities that the Soaring Centre has been able to provide. It was the very first 'Centre of its type in NZ. The administration / operation model has never been changed since its conception which is a great compliment to the remarkable forward thinking and straight common scence approach of its originators.

The following is an article that was handed to the 'Flypaper' by a senior member who felt everyone should have at least some understanding of its history and why it is in fact- there.

Printed in Gliding Kiwi November 1969 written by Lew Hale- originator /founder of the Piako Gliding club.

Some times good things come to us by accident. The Matamata Soaring Centre, for example.

In 1963 difficulties had arisen between the Piako County Council, as administrators of Waharoa Airfield, and the gliding clubs at that time using the airfield, from the point of view of payment of charges levied by the Council between the clubs them selves. The lack of proper public facilities was itself another mute point. Out of this turmoil arose the Matamata Soaring Centre, an incorporated body with a membership made up of the gliding clubs using Waharoa. Its main purpose in life being to promote and administer ground facilities on the airfield and to negotiate when necessary on behalf all gliding users with the County Council, CAA and any other bodies.

A steering meeting was held in Matamata on 2nd May 1964 with delegates from the Auckland, Waikato, Tauranga, Rotorua, Ruapehu, Piako and Rotorua gliding clubs, with appologies being received from the Hawks Bay, Wanganui, and Whangarei clubs. Up to this stage a Flying Centre had been envisaged, but upon the refusal of the Piako Aero Club to join, the name Matamata Soaring Centre was adopted.

An inaugural meeting of the Centre was held in Matamata on 12th December 1964, attended by the same clubs that had been present at the steering meeting. A set of rules was adopted and the incoming committee was instructed to take steps to make the centre an incorporated body. Ralph Court of Auckland was elected president, John Marshall of Matamata was elected secretary and Colin Nicholson of Auckland appointed honorary solicitor to the centre. Upon these three enthusiasts developed the inconsiderable work of establishing the centre, not only as legal body, but as a physical entity working for the good of the gliding community in the north. The amount of work they put into this task has barely been recognised and the centre's present sound position owes much to their efforts. A certificate of incorporation was issued on 14th July 1965.

In the meantime, happier relations were being built up with the County Council and plans were being made for future facilities. Unfortunately, a major stumbling block was the delay incurred by the council in obtaining an area of land adjacent to the airfield. Since all future building was limited to this area, no real progress was could be made until the land was acquired, and this took some two to three years. Gliding camps and competitions however were held over this period and the utilisation of the airfield steadily increased. The resident club, Piako, was operating three to four days per week, and the Auckland club held camps over every public holiday period.

Morrie Green of Auckland was elected to the position of President at the centres AGM in October 1965 and Lewis Hale to the position of Secretary at the AGM in July 1967. By this time the council had acquired the adjacent land, but to balance this, it had become obvious that the council was unable to assist with finance either directly or via the Local Bodies' Loan Authority Board.

However it was felt that a start must be made, and plans for an eight-roomed bunkhouse, made of concrete block and containing some 32 bunks with innerspring mattresses. John Roake of Tauranga organised the raising of debentures for \$3500.00 while the bunkhouse was being built. The final equipped cost of the bunkhouse was \$4400.00 and it was used for the first time for the 1967 Christmas camp. At the same time the county, following some persuasion from the centre, was erecting an ablution block containing toilets, showers and washing facilities, at a total cost of \$9800.00. Whilst the council had appreciated its responsibility to erect a toilet block, the airfield being a public reserve, it had planned to accumulate the necessary finance over three years and erect the building in the year ending March 1970. However a successful approach from the centre saw the building erected in time for the New Zealand Nationals at Waharoa in February 1968. The centre pays a rental of \$200.00 per annum for the ablution block, and meets the fuel and oil costs. At this time, the council also installed a number of caravan power points, and the centre also makes payment to the council for their use. Simultaneously, other buildings were being erected. The main hanger on the airfield belongs to the Piako Aero club and there has been no surplus space available for some years. Two private owner syndicates therefore each built a four glider bay hanger [of the semi circular hay barn type] and presently, the Piako Gliding Club is erecting a 55ft. by 80ft. steel truss hanger. It is likely that further privately owned hangers would be built as required.

With ablution, bunk house and hangar age facilities for the time being provided; the centre was left with its long-term problem, the provision of a clubhouse. This had foundered several times over financial difficulties, the centre having no land to tenure. Fortunately, a recent alteration to the law allowing a County Council to guarantee loans to bona fide sporting groups, and an approach to the Council met with success. Next approaches were made to NZGA and the Bank of New Zealand for loans, and while the first turned the centre down, the latter agreed to a term loan of \$5000.00 over seven years. A money raising scheme run by John Roake and Ian Pryde raised \$2500.0, and with funds in hand, the clubhouse was at last possible. Work is progressing and should be ready to occupy in October.

That is therefore the position to date. The first stage of the building program is within sight of completion. Envisaged for the foreseeable future is an extension to the bunkhouse, perhaps a small motel unit unit to hold two or three families, a swimming pool, and a miniature golf course etc. The county has provided trees and protective fencing, and these have been placed by club

working bees. Before long, the airfield will be a very pleasant place for gliding families, either camping or as day visitors.

It should not be thought that the County is putting money into the airfield merely out of the goodness of its heart. It is after all, responsible to the ratepayers. But the airfield is however a public reserve. If not used it would be closed down. The partnership between the Centre and the County is aiming to so increase utilization of the airfield that the increased revenue will meet all expenditure. The gliding clubs will have a permanent home, and the County a valuable airfield. At present apart from the gliding clubs, it is used by itinerant top dressers, the Piako Aero Club, the Waikato Flying School and as a stop over service for the Rotorua – Auckland Aero commander service. There is talk of the creation of a New Zealand branch of the English Tiger Club for sport power flying. The present members of the Soaring Centre are Auckland Gliding Club, Piako, Tauranga, Ruapehu, and Rotorua. Enquiries for membership have been received from the Auckland Aviation Sports Club, the gliding section Hauraki Aero Club and the Taranaki Gliding Club.

The Matamata Soaring Centre has come about through the efforts of a large number of people, and the co-operation of a number of gliding clubs, together with the assistance, especially in more recent years, of the Piako County Council. Together we hope to develop a powerful gliding movement in the northern part of the North Island, with satisfactory airspace rights with good relationships with the Civil Aviation authorities and the New Zealand Gliding association. What has been done over the last five years have been impressive when compared with the small beginnings five years ago. The challenge is to member clubs and to individuals especially to the major users. The task has been started; the best is yet to come.

Lew Hale - 1969.

Ralph Gore is the current President of the Matamata Soaring Centre. He is also one of the longest servicing members of that organization. The Soaring Centre plays a very important role with the airfield development and its operations. The Soaring Centre **must never** be taken for granted and is always looking out for committed people to be involved. See Ralph if you feel you may be able to contribute Ed.

Kilo Oscar – A love story. The censored version

Sailplanes are beautiful machines in many ways. They look stunning with their smooth white skin and flowing curves—oops, wrong daydream. They certainly are beautiful though, not just the way they look but also from an engineering point of view, the way they can become an extension of your mind and body, they perform without the intrusion of a noisy engine and the way they offer so much challenge and so much reward.

There are plenty of fine examples at Matamata including my favourites the two ASW27s, Alan's Mint condition ASW20C, the LAK17, plus Victor Charlie and Phil's immaculate Libelle complete with those very sexy winglets. There will be no surprises though which is my favourite. Kilo Oscar is one of the more famous gliders at Matamata, I think the most prestigious, and thanks to Fin the most awarded and apart from the ASW27s the most beautiful. But then I am biased; she is my glider and my pride and joy.

Kilo Oscar is an ASW17, a 20mtr. Open class design that is around 30 years old from the famous Schleicher Company. She is big, 20m. across and just fits into the standard Matamata hanger with inches to spare. She weighs at 454kg dry and the maximum flying weight is 570kg. Which only leaves room for about 35 litres of water ballast. Landing weight for me is about 540kg. Which makes for a lot of energy to dissipate at 50 knots, so she needs to be treated with great respect in the circuit.

Well she may be big and heavy, but boy, can she go. She just screams along the ridge when it's blowing, but will still stay there in the lightest of breezes. She also has an incredible reach; 4000ft from Tokoroa, 800ft. from Maungakawa [Cambridge hills] and 1300ft. from the swamp have all been achieved [add 1000ft for circuit height in all cases]

Here are some comments from owners around the world.

I flew a '17' all last season and would rate it as an excellent machine

Very easy handling.

It would climb really well wet or dry.

On the run it is better than a Nimbus 2 over 90 knots. The rigging is not a problem if you have a good trailer and some padded saw horses.

The control authority in roll is way better than anything else in its class.

Superb performance for the money, it takes a lot of beating. With the double paddle mod. The dive breaks are better than a Grob 103 and small fields are no problem.

All in all, it's a star ship. I thought the Kestral 19 was good but this is not even in the same league.

I've been flying an ASW17 for about three years now out of High Country Soaring in Minden, Nevada. It really is a great bang for your buck, if you can find one.

Yes. The wing is heavy and the wheel brake sucks, but bring the beer for the crew and plan the approach well. Love? You bet'cha

Dennis Cook.

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		Riesterer	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	7-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

Do not forget your annual
subscriptions are now due

