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# From The Presidents Cockpit.

## **A new financial year has begun.**

The AGM was good, people had their say, and I guess that's what it is all about. May be next year we'll manage to get through the same material in a bit less time. May be we do not want to go quite as far as Tauranga: 23 minutes and everything was over. Apparently some people were missing the usual 2 hour-long debates?

I'm a bit disappointed with the number of responses to the survey – we still only have a few more than a dozen or so, and we'd really like to know from you where you want the club to go. If you don't tell us, we'll make it up, and might miss on where lots of people want the club to go.

Dinner: good food, good company,

Les's birthday bash – I guess he really did not know what was coming? Several people were involved in organising it from various angles – Thanks Team.

Where to from here? In the short term, we are trying hard to get a plan together for the year, assess what resources we have in order to make the summer period as successful as possible, and offer as much variety of flying as we can. We'll let you know what's in the plan as soon as we have one. Longer term – we have some ideas, and will formulate the next 5 year plan over the next months.

Operational: we are trying to re-vitalise the 'Job-Jar', that is try and identify jobs that need doing and finding people to take responsibility for them. The idea is to spread the work around and give everybody the chance to contribute something that is no big hardship, and they even might enjoy doing it? We'll probably split it into ongoing jobs and projects. We have some ideas for the Job-Jar, and, if you have ideas as to what should go in there and have not yet told us about it, let us know. We have some volunteers already, but there is more work around, and your thoughts would be very much appreciated.

Safety: As per the AGM, we'll need to do something; people are working hard at organising seminars or workshops, and getting external and internal people to present their experiences and views in various formats. Keep a look out for Steve's comments in the flypaper. Hopefully we'll be able to continue enjoying safe flying at affordable insurance rates.

But, apart from all this organisational stuff, I hope that we'll all have a very good flying year, and

See you at the airfield

**Anna**

# C F I Bits N Pieces

## **SAFETY**

As outlined in my AGM report, the main issue for our club at the moment is safety. We unusually have had enough accidents and incidents in the last 12 months to make to club question the safety culture that we have around the airfield. If you see something that could be potentially dangerous, take some action. Question any dangerous attitudes or actions by fellow pilots and if you are faced with a possible dangerous choice, choose the safer option. Even the very best competition pilots always fly within their limits, its just about knowing where your own limits are, and never exceed them.

## **INSURANCE**

Due to our recent accident rate our insurance rate came into question very recently. This would have had a very serious impact on the club's finances and could limit our ability to purchase and maintain future aircraft. Anna and I wrote a letter to our insurers outlining what action we have taken so far and future action we intend to take. The letter has had a good response from the insurers, but the test will be that we need to commit to what we have said. It needs the support of the whole club.

## **MEDICALS**

Refer to the last Flypaper for requirements on medicals and your obligation under the declaration. If you have any reason to suspect you might suffer any medical condition that could affect flying, ask your doctor. We rely on your judgement to stop flying if it is necessary. There is a new whiteboard on the wall of the bar. Medicals due are shown on it, so please note.

## **BFR'S**

Please remember that you need to have an up date Biannual Flight Review to fly solo. If yours is about to expire, please present yourself to me, Julian or Ralph on a rostered day (with your logbook and medical) for a BFR flight. I promise it won't hurt a bit. (Except a \$30 tow)

## **INCIDENTS**

There are 2 very good articles on recent incidents that could both have been very serious. They both happened on a very windy Wednesday, with 40 knots plus at 3,000 ft.

It takes a lot of courage to write about something that goes very wrong, but it is important, so that others can learn how easy it can be to get caught.

There are some very good details of compass errors in Piggott's book on Gliding and Dennis's incident shows just how difficult cloud flying can be. His decision not to return straight back to the airfield might not be commended, although I understand he had no damage.

Bill might not realise it, but he is not the first person in the world to have mistaken a flap lever for a brake lever. But he was very lucky to have narrowly averted a very serious accident. It goes to show that a seemingly very minor error can lead to a very serious situation very quickly.

When you don't have time to fully analyse the situation, you can end up being forced to make snap decisions. Bill's action in turning down 10, with such a strong tailwind component, turned a potential crash into a fence in a paddock at slow speed into a potential crash at a very high speed. It was very fortunate that the asparagus paddock was in the right place at the right time.

### **NEW MEMBERS**

I would like to extend a big welcome to Andy Elliott and Marc Morley. Both have been ex CFI's of clubs in the UK and I am sure their experience will add considerably to our club operation.

### **CATLIN AND CARE 200 TROPHY'S**

Both will be ridge tasks this year. Watch the notice board for turn points.

### **COURSES**

There will be a paddock landing course and FRTO course coming up very shortly. Get your name in quick if you want to be in.

### **WINCH**

From the recent instructors meeting.

We have had some discussion at our recent instructors meeting regarding minimum safe speeds when flying on the winch. The difficulty is that the pilot does not feel the loading that the wings are under, compared to a steep turn or pull up. The stall speed is also considerably higher.

The GNZ rule is the min. speed is 1.3 VS, but you should be considering releasing from the launch well before this speed is reached. The BGA rule is 1.5VS.

It is important to also respect the maximum winch speeds.

We have a couple of instructors investigating the matter, so there will be more to follow. I think the topic is a healthy one that the club should discuss and fits in well with developing an improved safety culture.

**Safe flying**

**Steve**

## And from The Treasurer

### **Dept of treasury's 90 cents worth**

Hi everyone.

I'm relieved that the AGM and accounts are over, it took only three drafts this time to get them finalised and every year we seem to pick up something that wasn't what we expected. Overall another good result for the club. We should all be proud.

#### **Glider Hire.**

We have increased the cost per hour from \$30.00 per hour to \$36.00 per hour. [60 cents per minute}

**Unlimited Flying Scheme.** [UFS] is now \$540.00 per year which is very good value if you plan to fly over 15 hours in a club glider per year. If you are passenger rated it includes taking your passenger up.

#### **Tow Fees.**

We have left the tow fees the same but we will have to keep an eye on the fuel prices.

#### **Subscriptions.**

The sub. Notices have now been posted out or handed out and are now due for payment. Your prompt action is appreciated, as we need to know exact numbers for the Gliding Kiwi and NZ Gliding association fees.

#### **Membership list.**

I have for the past five years looked after 'the list' and at best had it about 80% right. Dennis Cooke is now the official 'holder of the list' so any changes in address, phone numbers or e-mail addresses please let him know.

That's my lot. Any questions on subs, UFS payments, feel free to ring me. 07 846 3328 ah.

#### **Murray.**

### **The Job Jar.**

Is coming to your town shortly.

Be in control of your club make and help to make it happen!!

What can **you** do to help?

## **Tugger's Corner**

This is a summary of my report presented to the AGM on 14 August 2004.

2003/2004 was another successful year with BZA maintained at high level of availability, other than the problems with the mechanical fuel pump in January and February 2004. We have managed to keep the towing charges at the same rates, even though there have been several increases in the price this year. However, with the crude oil price at an all time high, the new committee will need to review the towing charge rates. We are fortunate to a group of 11 experienced tow pilots with 2 'new' pilots joining the roster this year, and a number of keen tow pilots in the wings.

The Pawnee flew 236 hours from July 1 2003 to June 30 2004, down slightly from 244 for 2002/2003. This is less than the average annual total hours since 1995 of 268 hours. Utilisation remains strongly seasonal, with low during winter months and higher over the summer. Hours in January were down as a result of the fuel pump problems at Raglan.

The engine currently has completed 1,787 hours with an expected time between overhaul of 2000 hours, when it will go "on Condition". So we will be looking at a new engine from about June 2005. However, there is about \$50,000 in the heavy maintenance account, which more than cover the cost of fitting a new or reconditioned engine.

**Tony Davies**

**Chief Tow Pilot**

**Club Captain.**

## **A great big - Well done to Les.**

The Wednesday club rostered flying day has for the last 20 years or more been under the control of **Les Reisterer**. With tow pilot **Harold Oates** in the tow plane this Wednesday combo quickly became established as a key and vital part of Piako's operation [Now, a 20 year instructor and tow pilot partnership has to be a record]. Possibly more pupils learned to fly and develop the skills of soaring through **Les's** Wednesday operation than perhaps the normal weekend operation. In fact over the years it really has become a Piako's whose who of members who are now either instructing, themselves or have some other senior position with in the club It was without a doubt the most profitable day of the clubs flying week with **Harold's** economical towing management and **Les's** efficient running of the days operations, and in more recent times **Mavis's** fantastic management of the time sheets.

However all good things must come to an end and it seems **Les** has now decided on the eve of his 70<sup>th</sup> birthday to stand down from the Wednesday operation and look after himself for a change and do some Cirrus and micro light flying, which everyone acknowledges is long overdue.

**Thanks Les.** We all owe you more than could ever be repaid.

**Printed with pleasure as requested by the many Ed.**

# Recent Happenings

Welcome to our new members, **Anthony Ashworth, Gavin Robinson, Andy Elliot, and Marc Morley**

**PK is now back repaired** and flying after it's recent 'High way 27' incident. As usual the 'Drury boys' did a wonderful job with the repairs. It has been reported to be flying as good as new.

'**Well, what did we all learn today**' may well be the question that two private owners may well want to be asking of themselves after an adventurous July Wednesday afternoons flying. A strong and gusting westerly wind had both running the ridge. Number one decided to descend through part of the cap cloud only to find him self trapped in the eastern lee side of the kaimais, behind the 'high point,' and some how escaping over the top –at very low level – of the waterfall. Number two having survived any such issues, some how managed to overshoot some 1½ runways while attempting to land and to eventually 'get it down' in the paddock between the main runway and the Waharoa Pa. Amazing.

**July 25<sup>TH</sup>** was a great winters thermal day with both the winch and aero tow launching facilities operating. The day was good enough for both **RR** and **NT** to cruise about a good part of the Waikato region. Not bad for winter eh.

**PC went to Drury** for some work on its nose wheel fittings, the metal of which has some how softened up over the years.

**The RNZAF** successfully completed 'Exercise Wise Owl' The Matamata airfield was base for seven CT4 trainers and two King airs with the odd over fly of an Orion. The exercise was conclude with an 'open day air display' on the Saturday which also involved a Sioux and Iroquois helicopters and the only surviving Harvard still flying with the RNZAF. [Continuous RNZAF service since 1942 we are told]

**The AGM had a** reasonable but not a large attendance of members. Everyone one was obviously very happy with the way the committee has managed the clubs affairs over the last 12 months. Well done to **Anna** and her team for being re elected for another term.

**The new committee President Anna Doerr**

**Vice President Bob Grey**

**Secretary Chris Hector**

**Treasurer Murray Pinkerton**

**Club Captain Dennis Cook**

**Committee Members. Bill Mace, Dominic Stevens, Kevin White, Gerald Van Vliet**

**The Annual Awards dinner.** The dinner was once again held at 'Long lands' Although a smaller turn out of members than previous years a very enjoyable time was had by all.

The awards presented are as follows.

**Presidents Pot.** Ian Finlayson and Allan Eccles.

**Catlin Trophy.** Not Contested

**De Renzy Pot** Cameron Wine

**Tom Martin Trophy** Bill Mace

**Care 200 Trophy** Murray Pinkerton

**Ken Bartlett Memorial Trophy.** Phil Smith Snr.

**Dave Mc Pherson Trophy.** Not Contested

**Les Riesterer Short Course Trophy** Bob Grey

**Wooden C.** Bill Mace

**Les Reisterer**, recently celebrated his 70<sup>th</sup> birthday, which, just happened to be on a Wednesday flying day. [Silly boy] so obviously everyone came to the surprise party held for him at the airfield. Thanks must go to **Mavis Oates**, **Robin Britton** and the **Randrups** for this wonderful idea and affecting the plan totally unawares by Les. The clubhouse was packed it was reported.

**Happy - birthday Les.**

**Don/t for get to switch it on** A new / old member, apparently went for a fly in his recently purchased Cirrus, which has now been upgraded and full of all the new magic gear. However, he landed back complaining that his new and expensive vario system was not working at all well. So an instant phone call to the overseas manufacturer to obviously give him heaps, came the quiet reply, 'but did you turn **that** switch; on' Oops a re flight confirmed the obvious. You must first correctly **turn** on the best – for the best to work correctly. [As reported by a hanger cat.] .

## **Up coming Events Calender**

**22 November / 26<sup>th</sup> November** Cross Country Course Matamata Contact Roy Edwards for details [xc@smartvote.co.nz](mailto:xc@smartvote.co.nz) Local contacts Ian Finlayson – Allan Eccles can also assist with further details.

**28<sup>th</sup> November / December 04<sup>th</sup>** Northern Regional Contest. Matamata

**Matamata Soaring Centre Champs** February 06 / Feb.12 2005

**Piako Gliding Club**  
**PO Box 100**  
**Matamata**

John Shuttleworth  
55 North Street  
Morrinsville

19/7/2004

Dear John,



The Piako Gliding Club, and in particular we as President and Chief Flying Instructor, are rather concerned about the serious accidents as well as incidents our club members have experienced over the past 12 months.

PGC has a history of very safe flying, and we take pride of this fact. The Club has the vision of providing an environment that ensures safe flying for all our members and visitors. Naturally, we are also very interested in keeping our safety record in order to keep our insurance premiums low as well.

We are constantly analysing procedures and practices, particularly through our instructors' panel, with the aim to improve safety and to introduce steps to prevent the present trend from continuing.

The actions we have taken to date include: -

- A review with the instructor's panel regarding best practices and the level of competency expected from student pilots.
- Accountability for the standards of paperwork required.
- Documenting standards expected for ridge ratings
- CFI publishing in the club magazine regular issues of safety.

Actions we are in the process of introducing include:

- A greater number of gliding seminars with particular emphasis on safety issues. Invited speakers will include senior members of the club, as well as expert guest speakers from within the wider flying community.
- Using these seminars and other communication to address the safety culture of club members in general.
- Ensuring briefing documentation is issued to local and visiting pilots on flying rules as a matter of course.
- Increase in monitoring and transparent recording of potentially dangerous or risky flying behaviour by any pilot.

Due to your years of involvement with the club and the flying community in general as well as your considerable flying and instructing experience, we would most heartedly welcome any input or suggestions you might have.

Regards

Steve Care  
**Chief Flying Instructor**

Anna Doerr  
**President**

## Wednesday 30<sup>th</sup> June

A dramatic end to an enjoyable flight when, after delaying a decision, things went quickly very wrong.

The wind was strong from the west as I returned from the ridge with plenty of height and went into wind down the non-traffic side. I dropped my wheel, checked brakes, Trimmed for 65 knots but decided to set my flaps at neutral until was sure I was inside the field. I crossed the apex at 1200 ft and commenced my down wind. I usually have the flaps dropped on my down wind and from there concentrate only on speed and brake settings. There were two reasons for delaying setting my flaps. Firstly, runway 22 is notorious for heavy sink on final and in the strong wind conditions it could be dramatic, and secondly ZO had landed and may not have been clear by the time I was down so I was delaying selecting my landing point until on final. There was my first mistake. There was plenty of room either side of ZO and I should have just planned to land to one side.

As I turned on final I had my hand on the flap lever (normally the brake) and decided to land long, selected my landing point and opened my brakes. (In reality I had dropped my flaps and thought my brakes were not functioning) From there I had an emergency no brakes landing to do from a position requiring brakes on the shortened remaining strip. On reaching the junction of 22 and 10 at high speed things were looking desperate so I turned down 10 but quickly realised that a landing with this tailwind component would be disastrous.

A cross strip landing on 10 – 28 was not possible from the position I was now in, so the best option was to pick the asparagus paddock behind the hangers which thankfully worked out well.

What I learnt;

Make decisions early. Safety should have had me set a landing point on my down wind and either deciding to land long or landing to the right side of the glider on the strip. This would have allowed me to follow my usual routine of setting flaps on downwind and hand on brakes on base leg and final and still have plenty of height.

Select, identify first then operate controls. When what I expected to happen didn't, my assumption was that I was dealing with an emergency not that I had selected the wrong lever. When things go wrong it happens all so quickly. With no more than a badly bruised pride man and machine got out of this unscathed.

Thanks to the team that got RR back to the strip.

**Bill Mace**

# White Out

This is the story of a recent flight on the Kaimais, a fantastic flight it was too but a flight that could have ended much sooner and much more dramatically. The point of this story is to let others learn from my mistakes (I make a few of these so there is plenty to learn) because I really don't see any benefit for me or anyone else in keeping these things quiet. The more people talk about things that go wrong then less chance there is of things continuing to go wrong. I know of quite a few other flights similar to this that are talked about in whispers or in a very casual or off-hand way such that no one has learnt much at all from the experience. Don't be afraid to talk about your mistakes, everyone makes them.

I'll start by describing my memory of the flight then my analysis of the GPS data logger information and a bit about some research I did to find out why my instruments displayed incorrect data.

I took off from Matamata on a very strong Westerly day, not expecting to go over the back into the wave because of cloud cover but expecting to get high in wave from hills to the West. I arrived on the nursery slopes at 1500 feet then flew South for 3 km and North for 7 km so 8 minutes after arriving was at 4700 feet for an average 4 knot climb. Things were looking good but I was at cloud base so pushed forward to the edge of the cap cloud then drifted back, still climbing at 3 knots, so that I was soaring above the cap cloud at 5000 feet and about 1.5 km in front of the high point. I was now about a hundred feet above the cloud and still climbing but I had no visibility of the Kaimai range at all so by slowing to climb while tracking to the South actually ended up with me drifting backwards and tracking South East so that I ended up at 5300 feet pretty much straight above the top of the ridge.

Straight above the ridge when the wind is blowing more than 15 knots is way too far back let alone when the wind is blowing 50 knots. About now the cap cloud very quickly extended further to the West, not a lot but all of a sudden I realised that even at 5300 feet I could not penetrate forward to a safer position without entering the cloud. I checked my compass and determined I needed to track at 260 degrees to get forward then switched on my turn and bank and slowly pushed forward at 65 knots. I entered the cloud and focussed on my instruments trying to maintain my heading and keep the turn and bank centred. After about 2 minutes I had everything stable but had let my airspeed slip to 60 knots, I'd only lost 500 feet so left my airspeed as it was rather than accelerate and risk a compass deviation. I kept everything very stable for the next minute, the airspeed was constant, the compass was constant and the turn and bank stayed dead centre.

All of a sudden the compass swung wildly from 260 degrees and settled at about 100 degrees so I executed a smooth turn anticlockwise till I was again heading towards the West. I put this down to turbulence but really didn't have the faintest idea why the compass had done this. After 3 and a half minutes in cloud I figured I should have descended through it and in desperation opened the brakes.

I popped out of the cloud after 4 minutes and all I could see were trees, it was weird, like looking down on a turbulent sea of greyish green. I knew I was over the back so checked the compass, it said I was still heading West so I shut the brakes and pushed the stick forward and in a few seconds I saw the top of the ridge a bit over 1 km ahead. I lined up some trees in front of the ridge and used the 'aiming point' technique to determine if my glide was going to get me over the top, back from the BOP and into the Waikato. It looked good, I should easily clear the top of the ridge so kept on track and focussed on flying at best glide using the 'aiming point technique'.

I was thinking about the wind being strong but I wasn't thinking about the way the airflow compresses over the top of the ridge lifting the wind speed up to about 70 knots and I wasn't thinking about the impact the rotor would have on my glide angle. As I got closer to ridge though it was obvious I was not going to make it. I made a

quick radio call indicating that I was likely to land in the trees behind the ridge, nobody heard. I headed South towards the waterfall where the ridge drops about a thousand feet and upped my speed to 80 knots to make sure I maintained manoeuvring speed through the rotor. I was now at 2200 feet and about 300 metres behind the ridge top and going down at 12 knots. My airspeed was fluctuating between 80 and 40 knots as I flew through the rotor tracking towards the South and the safety of the lower ground. I was not scared, I was in survival mode, and adrenalin was pumping and knew if I kept my cool I wouldn't land in the trees.

I was very close to the trees though and quickly planned for the possibility of landing in them. Straps tight, good flare and relax. The bush over the back is big; the tallest trees are close to 200 feet high and rise about 30 feet or so above the main canopy. I was so close that I had to flare over two of them. Flying at 80 knots a matter of metres above virgin bush is not something that you ever want to do on purpose. As the ground was dropping at about the same rate as me I was still behind the ridge with trees the only thing I could see and escape was not likely until ahead I saw a gully and a possible escape path. Another burst of adrenalin, a right turn with starboard wing slicing through the top of a Totara and I was in the gully. Heading now to the North West, I was out of the rotor but the ridge on the other side of the gully still towered above so I maintained my 80 knots until I flew out of the gully and into the main ridge lift. Back in the Waikato I was only 1 km away from where I joined the ridge 18 minutes before.

I considered flying back to Matamata and counting my blessings but chose not to, I had a very enjoyable flight for another hour and a half climbing to 7500 feet and staying well away from cloud.

When I got home I loaded the trace from my logger into 'SeeYou' and it just didn't make sense. I'd started off heading west into the cloud, slowed, wavered back and forward a small amount then about when I thought I had everything under control I was actually flying backwards in a curve to the North East. After a minute along this path I was almost pointing to the South when the compass swung and I executed my left turn until I was again point to the West. I didn't understand this, it didn't relate to what I was experiencing in the cloud but I figured it had something to do with the instruments not giving me accurate information so I did some research on compass errors.

The magnetic compass is probably the most useless instrument you have in your glider. Around Matamata it reads 20 degrees out when it is stable and motionless and it gives additional errors when flying. In relation to my cloud flying experience it gives a significant error when you are accelerating along an East West heading which meant I flew a curved path until the acceleration stopped due to reducing wind strength and deviation from the Easterly track.

I think there is no way that you can allow for this compass inaccuracy when you are flying an aircraft in cloud when the wind speed is almost the same as the flying speed of the aircraft and to complicate things further you are descending into a rapidly increasing airflow on the top of a ridge. All the books say, "Do not accelerate or decelerate" but this does not apply if you descend into an increasing airflow because your ASI says you are flying at a constant speed while you are actually accelerating backwards.

Simple answer is AVOIDANCE. I chose to fly forward into the rotor and got away with it but any glider with less into wind performance than say an ASW20 would not have made it and would have been forced to land amongst the kiwi fruit and Avocado plantation over the back of the high point. In other words crash. The best option is avoidance; I'll never let myself slip back over the cap cloud again.

**Dennis Cooke**

## The Next Fleet Upgrade: A Personal View

### **Chris Hector**

Twenty years ago the Club had an ageing fleet of training gliders, and a K-8 for the early post solo pilots through to silver badge. But at the top of the line the Club offered its members a smart, modern standard class glider.

The Club has made many good aircraft choices over the years, but the purchase of the Standard Astir was one of the best of them because of the effect it had on morale and enthusiasm. The arrival of that first Astir was electrifying. It was a glider, which could foot it in fast company. It competed squarely in the class, which at that time was the most popular. It was sexy, and Club members wanted to get their hands on it.

Since the 1980s the Club has very thoughtfully upgraded all the wooden aircraft with modern fibreglass, and every move we made was almost certainly the right one at the time. We started with one glass two seater, then moved to replace the K-8 with the PW-5, and then finished upgrading the twins. But during that process we lost Mike Charlie and the insurance payout only paid for a Club Astir. While the three wooden aircraft were upgraded our top of the line single seater was downgraded, and today it is clearly the Club's least impressive asset.

In short, the position of twenty years ago has been completely inverted. Back then we offered one glamour ship and minimal training gliders as stepping stones up to it. Now we have an outstanding training fleet with a relatively new PW-5 for early post solo, and nowhere further to go. The range of flying offered by the Club fleet is now so compressed that our better two seater performs as well as our best single.

There are two problems with this fleet structure. Firstly, the Club has very little to offer any Qualified Glider Pilot not in a position to get into private ownership. Gliding is not a cheap sport, and will always be unaffordable for many. But the Club exists to promote gliding, and should cater for as wide a range of potential members as it reasonably can. Leaving any viable need unfilled results in a Club, which is even more elitist than necessary. The wider the range of people we can attract to the sport, the better.

But secondly, and probably of more importance, the Club has nothing with which to tempt new members. Newcomers are impressed by the glamour ship they can't yet fly but know that some day they will. The Club needs to offer a lure. Very high performance gliders are not affordable because there are too few Club members who could be permitted to fly them, and they will therefore remain the exclusive preserve of the private owners. But mid performance gliders exist which are within the flying ability of most Club members, and offering one of these would show prospective members that there are huge possibilities stretching ahead for them, rather than merely offering them a training.

A high performance two-seater is favoured by a number of Club members, but it seems most unlikely that it would do much to lift the current level of enthusiasm, and most unlikely that it would enhance our appeal in the eyes of new or prospective members. The members it would most appeal to are established cross-country pilots who wish to refine their badge flying and competition skills. This is of course a worthwhile aim, but these pilots are already hooked, so much so that many of them have already bought into private ownership.

The cost of an advanced twin is very high, and it seems most unlikely that increasing the 2-seater fleet by 50% would increase total two-seater flying time by 50%. There are not many days when three twins would be in use, and at least one of them is likely to spend considerable time in the hangar, failing to pay its insurance bill. It is also most unlikely that the extra performance would be used during most of the new twin's flying hours. In reality it is very likely to spend much of its time carrying passengers, as the twins have always done.

Any further upgrade of the two-seater fleet at this stage will only reinforce the current message. That message says we are a Club with excellent training aircraft and the capacity to teach people how to fly, but if they want to enjoy the sport long-term they will have to go private. The reality is that many will indeed go private, at least at some stages in their flying, but it is hard to imagine a worse message to be sending our newcomers. What the Club needs now is the modern equivalent of Mike Charlie, a single seater that captures the imagination and helps to get our newer pilots hooked.

The future of the Club depends on people who don't yet belong.

## Piako Gliding Club: Flying Roster Sept-Dec 04

Day	Date	Tow pilot	Event	Instructor	Instructor	Duty Pilot
Wednesday	1-Sep	Oates		Shanks	Kunnemeyer	
Saturday	4-Sep	Harding		Care		Cook
Sunday	5-Sep	McGregor		Care	Pryce	Rudge
Wednesday	8-Sep	Oates		Scholes	Mace	
Saturday	11-Sep	Shanks		Turney		Hector
Sunday	12-Sep	Davies		Jeffrey	Kunnemeyer	Larsen
Wednesday	15-Sep	Oates		Gore		
Saturday	18-Sep	Rowe		Mason	Milligan	Britton
Sunday	19-Sep	Petch		Milligan	Pryce	Cox
Wednesday	22-Sep	Oates		Gore	Milligan	
Saturday	25-Sep	Nicholson		Care		McRae
Sunday	26-Sep	Hawes		Jeffrey	Smith	Courtenay
Wednesday	29-Sep	Oates		Turney	Mace	
Saturday	2-Oct	Scholes		Shanks	Gray	Beale
Sunday	3-Oct	Bowling		Care	Kunnemeyer	Qualtrough
Wednesday	6-Oct	Oates		Gore		
Saturday	9-Oct	Anderson		Turney		Rogerson
Sunday	10-Oct	Harding		Brown	Pryce	Sherrard
Wednesday	13-Oct	Oates		Milligan	Mace	
Saturday	16-Oct	McGregor		Mason	Milligan	Shuttleworth
Sunday	17-Oct	Shanks		Milligan	Badger	P. E. Smith
Wednesday	20-Oct	Oates		Gore	Kunnemeyer	
Saturday	23-Oct	Davies		Care		Steidle
Sunday	24-Oct	Rowe		Care	Gray	Stevens
Monday	25-Oct	Petch	Labour Day	Scholes	Smith	cooke
Wednesday	27-Oct	Oates		Gore		
Saturday	30-Oct	Nicholson		Care		Van Vliet
Sunday	31-Oct	Hawes		Jeffrey	Elliott	Scott
Wednesday	3-Nov	Oates		Gore	Mace	
Saturday	6-Nov	Carter		Care	White	O'Brien
Sunday	7-Nov	Scholes		Brown	Smith	Reed
Wednesday	10-Nov	Oates			Kunnemeyer	
Saturday	13-Nov	Bowling		Turney	Badger	Lorenz
Sunday	14-Nov	Anderson		Pryce	Gray	Drayson
Wednesday	17-Nov	Oates		Gore		
Saturday	20-Nov	Rowe		Mason	Elliott	R. Wine
Sunday	21-Nov	McGregor		Milligan	Badger	Woolford
Monday	22-Nov		Cross Country Course	Findlayson	Eccles	
Tuesday	23-Nov		Cross Country Course	Findlayson	Eccles	
Wednesday	24-Nov	Oates	Cross Country Course	Milligan		
Thursday	25-Nov		Cross Country Course	Findlayson	Eccles	
Friday	26-Nov		Cross Country Course	Findlayson	Eccles	
Saturday	27-Nov	Harding	Regionals/ Practice	Turney	Smith	Pinkerton
Sunday	28-Nov	Petch	Regionals	Jeffrey		
Monday	29-Nov	Shanks	Regionals			

Tuesday	30-Nov	Scholes	Regionals			
Wednesday	1-Dec	Oates	Regionals	Turney		
Thursday	2-Dec	Davies	Regionals			
Friday	3-Dec	Anderson	Regionals			
Saturday	4-Dec	Bowling	Regionals	Care		
Sunday	5-Dec	Nicholson		Brown	Kunnemeyer	Crequer
Wednesday	8-Dec	Oates		Gore	Mace	
Saturday	11-Dec	Hawes		Mason	Gray	Atkins
Sunday	12-Dec	Carter		Jeffrey	Badger	C. Wine
Wednesday	15-Dec	Oates		Shanks	Mace	
Saturday	18-Dec	McGregor		Scholes	White	Temple-Cox
Sunday	19-Dec	Shanks		Pryce	Smith	Detti
Wednesday	22-Dec	Oates.		Gore	Mace	
Sunday	26-Dec	Rowe	Christmas camp	Mason	Gray	K. Hall