

# THE FLYPAPER

**December 2006**

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## ***Dates for Diaries***

### **New Year's Eve**

Come for dinner and an evening of partying at the clubhouse to ring in the New Year on 31 December. Join with the 20-30 visitors from Auckland for the evening and show them that Piako hospitality we are famous for. Bar opens 6pm. Midnight will be celebrated early if the forecast for flying on the 1<sup>st</sup> is good!

### **Christmas Camp**

7-days-a-week flying from 26 December to 7 January.

### **Raglan**

The club will be moving to Raglan from 13-21 January. Tow plane availability at Matamata during this period depends on response from club members to a request for information earlier in the week. If you need tow facilities at Matamata talk to one of the committee so a decision can be made. See article "Booking at Raglan" elsewhere.

### **Sports/PW5 Class Nationals (29 Jan – 10 Feb) and Soaring Centre Champs (3 Feb – 10 Feb)**

Get your entries in NOW to get the early-bird discount. See the GNZ website ([www.gliding.co.nz](http://www.gliding.co.nz)) for entry details.

### **Booking at Raglan**

All of the club's gliders (twins and singles) will be able to be booked for flying at Raglan. We are just sorting out the logistics of this, but check the club website closer to the time for details. This will give club members first shot at the gliders while still catering for Trial Flight activity.

### **Piako Turns 50**

Our club makes the half-century in 2007. Planning is underway for a major celebration on Labour Day Weekend, but there are also opportunities throughout the year to celebrate our club's birthday. If you have ideas or historic materials to contribute talk to Roger Brown, Robin Britton, Chris Hector, or Trevor Atkins.

### **Check the Roster**

Don't forget you can check when you are rostered to instruct, tow, or duty pilot on the club website. [www.glidingmatamata.co.nz](http://www.glidingmatamata.co.nz) If you don't have the password you can email Trevor on [Trevor.atkins@hortvision.co.nz](mailto:Trevor.atkins@hortvision.co.nz) and get it in a jiffy.

## **Central Plateau Soaring**

This year was my third trip South to Taupo for the Central Plateau Gliding Competition, the third time scoring and the second time I have entered. This is a great competition and very different from the GNZ sanctioned regional and National competitions. Most pilots still want to do well but it's not a big deal if you don't as it's really about having a good time on a gliding holiday in one of the great holiday destinations of New Zealand.

One of the big attractions of Taupo is that there is plenty to do if the weather isn't any good for flying and for friends and family who aren't pilots. There is trout fishing on the lake and in the rivers and streams; there is sailing, bungy jumping, kayaking, rafting, parachuting, para-sailing, race track experience on the new international race track, plenty of cafes and good shopping. Another big attraction is the stunning scenery that you enjoy wherever you fly.

Apart from the flying the biggest attraction is probably the Taupo club and all of its members. You are always made to feel welcome and because the airfield is right on the edge of town there are always plenty of members popping out to help with the organization and do some retrieves. The flying though is the main attraction, when it's good I think it's the best in the North Island. During the last two competitions I have flown ten days and about half of these were fantastic.

This year we had one task that involved flying anti-clockwise around Lake Taupo, north to Mangakino, west to Tihoi, south to Turangi, east to Broadlands then back to Taupo. This flight involved very weak lift before the start gate opened then increasing lift as we flew north and west then a big blue hole 25 kilometres across to the north of Turangi. At Turangi you either landed out or got away from very low altitude, I got lucky and climbed away from about 800 AGL which was enough to get into the Kaimanawa Ranges and up to 6500 feet. Then it was a matter of skirting rain around an area of over-development, flying about 30 kilometres over the Kaingaroa forest and ending with a 25km final glide back to Taupo. I placed second which was a big plus for me.

Another great flight I had at Taupo was a non-competition day where we flew south to Mt Ruapehu then into the Kaimanawa ranges. There is nowhere to land and you are flying around peaks with snow on the tops, very spectacular.

When you fly over the forests and the mountain ranges from the Kaimanawas to the Ureweras and into the forests and ranges out towards Te Kuiti there are very few landing areas. It's absolutely essential to have a known landing area in range at all times. I usually have two, one ahead and one behind and out west I sometimes have three ahead as it's likely that the strip will have stock

or hay bales scattered along it. The trick is to stay within range of your last landing option until you have enough height to get to the next landing option, preferably with enough height to connect to good lift and move ahead again. A landing on a forest road is possible but it's a hell of a mission to do the retrieve and you can bet that your phone won't work.

If you can fit a week long holiday in around the end of October and beginning of November then give Taupo some serious consideration. It's a great place for a flying holiday and probably the best place in New Zealand for your family during a flying holiday. Give it try next year.

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### **Northern Regionals 2006**

The Northern Region Gliding Competition has just finished. In the context of the last four years this was a highly successful competition with good flying conditions on four days plus a great practice day.

There were good fields in all classes with six in the Sports class including highly ranked New Zealand rep. Paul Schofield and top performing new comer Richard Haxell who joins a small group of pilots who have actually beaten Paul. He's beaten himself more often than being beaten by other pilots. There were seven entrants in the Club class including the perennial winner Bryan O'Brien and new DG owner Bob Gray who managed to beat BOB on the first two days. There were also seven in the Standard class, twelve in the 15 metre class and 5 in the 18 metre class. As usual we created an unofficial 'Fast class' that included all Standard, 15 metre and 18 metre pilots. This is very popular as all the pilots who fly the open task are competing against each other based on their GNZ handicap. This made a field of seventeen with 15 metre and Standard class gliders performing equally well. New Zealand Champion of 2005, Tony Van Dyk, was the winner with recent Champions Lindsey Stephens, Ian Finlayson, Stewart Cameron and Trevor Terry taking the next four places. A very strong field indeed.

Piako pilots flew in all classes except the Standard class with excellent results, the top three places in the club class were taken by Bryan O'Brien, Nelson Badger and Bob Gray. Ian Finlayson was third in the 15 metre class and Bill Mace was second in the 18 metre/open class.

**Deadline for the next Flypaper is February 20**

*Dennis*

## **From the Presidential Cockpit**

The printing wheels are turning again just in time to wish you all a very Merry Xmas and a New Year that has exceptionally good gliding conditions every time you visit the field!! I am expecting to spend a lot of time in the air over summer, so should benefit from your good fortune.

**The Regional Championships** held at the end of November allowed 4 flying days out of a possible 8 which is about par for that time of the year. A good last competition day, and a great dinner the night before, meant that the competition finished with everyone feeling positive about the event. See the results at <http://www.gliding.co.nz/Racing/Contests/NorthernRegionals/NorthernChamps.htm> I enjoyed the congeniality, and the strong feeling of competition when it came to the flying. Bring on the Soaring Centre Champs. I understand Dennis will tell of the Taupo competition in which he excelled by coming a very creditable third. While we are on the topic of competitions **Tony Davies**, using his glider pilot skills in the “no instrument” section, won the Waikato Flying Club’s circuit competition. It is good to see our tow pilots excelling in their domain. He then went on to compete – unsuccessfully this time - in the regional competition. Well done Tony, but you need to spend yet more time in a glider!

**Summer Camp** is from 26<sup>th</sup> December to 10<sup>th</sup> January at the Airfield with Auckland Club, campers and others, flying everyday. Wahoooo!! The New Years Eve Party is all on for guess when. This will be a great night. A lot of club trophies and personal bests are done during this time – I’m talking about flying during the Xmas Camp here! -Will YOU be there?? Remember the Walsh Flying School starts here on the 11<sup>th</sup> January thru till 24<sup>th</sup>. Check the web site for details.

**Raglan:** Gliding along the west coast beach, casual holiday living at the camp or motel, and chilling out with friends in the evening. If this sounds like a bit of you check out Murray’s article on Raglan camp which is to be held from Saturday January 13<sup>th</sup> – Sunday 21<sup>st</sup>. Stay over or even enjoy some day visits just to get the flavour of it all. Trial flights are a feature of this time also and a great opportunity to show our sport to the public and enjoy ourselves in a different playground. Malcolm Jeffery has offered to be “Camp Commandant”. Please remember Malcolm is on holiday too, so be considerate and do what you can (as always) to make his job easier and you will have a friend for life(or at least the length of the camp). Hope to see you there.

The **instruction courses** keep ticking along and CFI Bob is continuing to put in a great deal of effort. Unfortunately the MSC Cross-Country course is not being held this year, but with the new student pilots coming through, there will

be local demand next year. The instigation of the second instructor on Sunday's has alleviated some of the congestion that was occurring. The real test will be when we get consistent fine weather. I remind you, the instructors are monitoring the situation. The concept at present is that the second instructor is on duty from 12 until there is no more demand. Bookings are the key. It is unreasonable to expect the second instructor to sit around for one late booking at 3pm and so stop them from doing their own thing. Please be considerate.

Looking into the future – Roger Brown has started co-ordinating and assimilating some appropriate activities and memorabilia for the celebration of the **Club's 50<sup>th</sup> Birthday** next Labour Weekend. All comments, ideas, offers of help, stories, flash-backs, photos, memorabilia (stuff etc) please direct to "himself." Please note he doesn't want your old glider trailer or other junk!

It is very useful to set goals to push our envelope and it is something that our top pilots do to keep the challenges before them. I have set some goals and I am looking forward to completing them. Now is the time to set the goals you wish to accomplish before the end of summer. Have a talk to those the may be able to help or advise you on your course to achieve them. Prepare early so when the conditions are right you are ready for them. The club will be operating for plenty of days over the next 4 months so the best of luck, remember your training, and extend your comfort zone with care and planning. I look forward to hearing the stories of enterprise and adventure.

***Bill Mace***

Your President

#### **Hats T-shirts Vests and Jackets**

Xmas is coming so I will put in an order for monogrammed clothing – I need a minimum of 10 articles for an embroidery run. Due to the late date it is unlikely that the order will be completed before New Year. Don't let that put you off, because good things are worth waiting for. Phone or e-mail in the next 2 days – or immediately while you remember! T-shirts (many different colours and styles) and hats are popular – contact me and I will be able to give you further details or accept your order.

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Sincere apologies from the editor, I have been living out of a suitcase for the last month due to a change of houses but all is back to normal now. Several contributors , Murray and Bill in particular, sent me copy a month ago so please don't blame them for the late news updates.

**Dennis Cook**

## CFI Notes from **BOB GRAY**

Themes of this months note – **communication and checks.**

### **Communication**

Following a couple of incidents recently, the need for good communication between all pilots - glider, towplane and other aircraft in our airspace, - has been highlighted and discussed by the Instructor Panel and Committee. This is a reminder for glider pilots to make sure that radios are working properly before you takeoff, that you communicate to the tow pilot about what you want from the tow and for tow pilots to make sure they are clear about what is intended. Before take-off don't be rushed into skipping checks or proceeding without everything correctly set-up.

### **Airspace Awareness**

Using radio freq. 133.55 for general chat when flying in uncontrolled airspace is very valuable when flying cross country. You can find out what conditions are like from other pilots and plan your route as well as helping out each other if someone falls into a hole. All pilots are encouraged to use this frequency and let each other know where they are and their intentions. However, there have been incidents of gliders returning to the MBZ or flying past the edge of the MBZ telling everyone on 133.55 what they are doing.

It is a mandatory requirement to listen out on 120.00 and give position a report and intentions when entering the MBZ, this means well **before** you get there. You should also do the same if you are transiting close to the MBZ because then you hear about local powered traffic and parachute drops and they get to know about you. Remember that our tow plane could be climbing for a 5,000' trail flight, or the parachute drop plane could be on climb out or descent well outside of the MBZ. It is very difficult for these aircraft to see gliders, they have large blind spots. Awareness of traffic around our airfield is a valuable and important safety issue.

### **Wheel Up Landings**

There seems to be a current trend among club pilots, who are fortunate enough to fly gliders that have retractable wheels, to dispense with using the wheel when landing! Whilst in most cases, this is a minor incident and amusing to other pilots, it does show that our standard of airmanship is dropping.

The message is - improve your own airmanship through good planning and executing your flying carefully and methodically. Do not allow checks to become a casual nuisance, and do not get distracted or so focused on a task that key checks are overlooked.

## **Presidents Forum**

Attended by your CFI, Club Captain and myself

The Presidents Forum hosted by the Matamata Soaring Centre was held at the Club house just prior to the Regionals. I pushed for GNZ to prepare some DVD's for training purposes to standardise the briefing side of training. As an instructor that comes across student pilots from other clubs, it is apparent that there is quite a variation in the standard of briefing offered. Piako is very fortunate that we have the depth of experience we have on our instructor panel.

There was a lot of interest in high reality simulators – it will be interesting to see where this leads. (It has also been discussed at Soaring Centre Meetings.)

GNZ is keen to lift the level of hospitality clubs offer to potential club members and visitors. A lot of effort is put in to attracting people to our sport. It would be heartbreaking to think that all that effort was put in to be wasted because the potential member was ignored and went off to do the next best thing on their list. This is an area that I think we do quite well in. I come away from these meetings feeling proud of The Piako Gliding Club. It is important for us not to become complacent.

### **Council – Users Committee – Airfield Management Update**

In brief: The other users and local Iwi rep made another presentation to a Council meeting in early November strongly opposing the Gliding Club's proposal to manage the airfield. Their main points; "they didn't want the PGC to control the airfield", they thought "Council were doing a great job" of management; and they believed the Club "had an alternative motive". I (Bill Mace) attended this meeting uninvited and I thought they made a lot of incorrect statements and had quite the wrong understanding of our proposal, which up to this stage have not been able formulate further. After lengthy debate I withdrew the proposal on the condition that the Management Plan and Funding Policy would be completed and in place within 2 years. Funding for that has been approved and the focus is now directed on completing the plans as required by the Reserve Management Act. I'm pleased Council is committed to a deadline, and I'm looking forward to the users working to achieve a suitable set of "rules for the sand-pit".

***Bill Mace***



## **Unplanned Arrival**

I feel that it is important that we are all open to sharing experiences, good or bad, so that everyone can learn from them. It is also why it is so important to report all accidents and incidents. It has nothing to do with blame or admission of fault, but to help others learn and not make the same mistake. As immediate past CFI I would like to set a good example by being open about one of my less than proud moments, but something that could happen to anyone.

12<sup>th</sup> November was shaping up to be a real good day, with a strong westerly and a clear sky. A planned ridge task was on, even though I was running late and so it seems was everybody else. I loaded up the 20 with about 70 kg of water, which is more than I normally fly with. I clearly remember doing my checks, at least to the canopy stage, but can not recall whether I checked airbrakes. I am aware that the radio is BZA is not switched on when the motor is not running, so I called for a radio check, as he was taking up slack. I did not get a reply and tried again without success, but by this time the slack was taken up. I mistakenly allowed the launch to continue.

The tow seemed uneventful apart from the fact that the glider was and felt heavy and the conditions quite gusty. The climb rate was good initially, but seemed a little less as it progressed, which I put down to the extra ballast. I elected to release at 1,500 ft, which I have done many times before and get to the ridge at about 1,200 ft, but sometimes can be as low as 700ft agl if there is a lot of sink around.

As soon as I released, I initially had 12 kts sink which reduced to about 7 kts. I was covering the ground very quickly, but I also seemed to be in very heavy sink. At about 1,000 ft I realised I might not make the ridge and elected to dump the water ballast and looked at a row of paddocks ahead and to my right, just in case. The sink continued but as I got lower it reduced a little and at one point I climbed slightly which made me think I was going to make it to the ridge after all. A few seconds later I hit more sink, did a right turn for 3 paddocks lined up in a row. I really didn't have time to pick a particular one and was lined up with the middle one. I cranked on some flap and as soon as I went for the airbrake, realised it was already open.

I ended up landing wheel up and doing a slight ground loop due to long grass. The tail slid came off, as it is designed to do and I had some cracks and paint scrapes where the belly of cockpit had flexed on quite a rough landing.

The chain of events from release to being in the paddock, happened so fast, that I barely had time to react in a rational and organised manner. There had been no indication or feeling that the airbrakes were open. I have done over

60 paddock landings and this is the first time that I did not feel totally on top of the situation. The total flight time was 5 mins 16sec. From release I was on the ground in 2 min 12 sec. I spent about 1 min 30sec of that thinking I was going to get to the ridge.

The main mistakes made were not checking the airbrakes were locked. Second, continuing with the launch, without the radio communications with the tug. The tow pilot tried to call me after I released, but I heard nothing. Third, not towing to a safer release height of 2,000 ft. Fourth, not doing downwind checks and putting my wheel down.

Things that I did correctly, were, releasing the water ballast sooner rather than later. Selecting a general land-able area and making the decision to land, rather than try to get to the ridge. Being very current also helped. I phoned the CFI, Bob that evening and completed an incident report within the mandatory 10 day period.

The thing that surprises me is that even with my years of experience, I had no idea that there could be anything wrong with the glider. It felt environmental and I expected at any moment the vario would just swing into action.

*Steve*

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## **BITS N PIECES**

**ACHIEVEMENTS** – It's been a while since the last Flypaper and I can not remember all the achievements since then but I think these are the top two. Piako was the Club Champion at the Central Districts Soaring Competition with Dennis Cook and Ian Finlayson placing in the top four. Auckland was second and "Others" (Wellington and Hawke Bay) third.

**RAGLAN** – This summer we are combining the annual fund raiser at the beach with a club camp at Raglan. You will need to book to fly on the weekend days at least and smart pilots will start early. Check out the website for details.

**MSC and SPORTS/PW5 NATIONALS** – The Matamata Soaring Centre competition will be held from 3 to 10 February and the Sports and PW5 Nationals will be held from 29 January to 10 February. Cameron Wine will be entering GSN and we hope to get enough interest to enter GPK. Give Bob Gray a call if you are interested in flying in either seat of PK.

**CHRISTMAS** – I hope you and your families have a wonderful, enjoyable Christmas and you all get some fantastic flying over the holiday period.

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### **Raglan by the sea**

Yeah, It's official, the club is off to Raglan again for a summer camp. Mark these dates in your diary. Sat 13<sup>th</sup> January to Sunday 21<sup>st</sup> January 2007

It doesn't get much better than this, camping, boating, swimming, the wife & kids... if I've been good some flying also...? We normally start flying late morning but can still be going till dark.

We hope to take both 2 seaters & at least a single over, the committee will confirm this. It is good to fly away from home base & the scenery is spectacular.

For those that haven't been before the camp is between the airfield & beach, with the town a short walk across the footbridge. We recently visited the camp ground & it is looking very flash with upgraded kitchen facilities.

Come for the day, the weekend or the whole lot, this will be my 4th camp & we always have a good relaxing time

It would be a good idea to book ahead as the camp has a lot of advance bookings well into the new year.

Raglan Kopua holiday park ph (07) 825 8283

Hope to see you there

*Murray Pinkerton*