

THE FLYPAPER

August 2006

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Notice of AGM

The annual general meeting of the Piako Gliding Club will be held on Saturday the 12th of August at the MSC clubrooms at 16:00

This will be followed by prize giving and drinks and nibbles

See you all there and please remember your subs are due at the AGM so bring your cheque book

From the Presidents Cockpit

An exciting time, but unfortunately not up in the air.

Tauranga had their Janus twin for sale and that got the committee excited. It was agreed to investigate the possibilities. After discussion with Dave their president, we put in an offer for a half share with Tauranga and for it to be based at Matamata for both clubs members to be able to use it on an equal basis under our CFI. There are lots of mutual advantages.

However for now it has been removed from the market. Our interest remains.

Two of the tender options for the runway contract the Council advertised were threatening to restrict the width of the main runway to 90 meters and leave the boundary for several crops of silage during the year. Fortunately I got the opportunity to address Council and explain the folly of this suggestion. A full length and full width grass control tender has been accepted. While there, I got the opportunity of floating the concept of an independent corporate, manned by PGC and Matamata Soaring Centre personal, running the whole complex under a lease agreement. The object being; to provide more informed management, to cut overheads by reducing intermediaries, to change the caretakers role dramatically, to work under the guidance of an Aerodrome Management Plan, to meet the requirements of the Reserve Management Act by seeing that the charges to users were fair and equitable, to run the aerodrome on a break even basis instead of the \$20,000 cost it currently is to ratepayers. This met with approval from the council and it would be fair to say that we are moving in that direction. There are a number of important issues that need to be addressed before this can happen, but the contract was let for only one year instead of three to give time for the wrinkles to be ironed out.

Irrespective of whether we take over the management of the airfield or not, a review of all charges is a legal requirement. We have little to fear from such a review.

Colds and Flu have had an impact on activities this year. My sympathies go to all sufferers. I have kept away for the last week or so to suffer in isolation and not spread it around further. Remember colds affect concentration and reaction abilities, let alone sinus pain and ear pain as altitudes and pressures alter.

The good news is the days are lengthening. Even now there are thermals to be seen (on non flying days so far) and we are bound to get lucky soon. Aren't we all optimists.

The AGM is coming up on 12th August. I hope you all come along. This is your opportunity to hear the reports, support the committee and/or offer alternative suggestions There will be nibbles to go with the beer or tea/coffee afterwards. Any remits should be in the Secretaries hands very soon.

The annual dinner was another great success. Paul, Trevor and Ron did a great job with the cocktails and pre-dinner drinks. The Kiwifruit Smash was very drinkable. One could get into trouble with that very easily. The clubrooms made a splendid venue, particularly with the availability of the overhead video to help Ben Flewett provided a riveting account of his Grand Prix experiences after the enjoyable meal. I was particularly pleased to see all the partners that came along this year enjoying everyone's company.

There is another beginner's course starting on the day of the AGM. If you see new faces around be sure to make them feel welcome. A new club can be quite daunting, especially when you are trying to learn a whole new set of skills and a culture.

I look forward to seeing you on the 12th August if not before.

Bill Mace

President

Spring Kickoff: 23 September

Let the bells ring out and the banners fly...

23 September is decreed the official start to the next soaring season!

More details will be announced as the day's events are finalized but:



* There will be a dinner involving two of Ralph's sheep who are looking rather worried just now, and

* Our guest speaker will be Murray Wardell talking about flying the West Coast cliffs and his oh-so-close world record attempt. Murray was involved in flying for the "Black Sands – White Wings" video and will hopefully bring some stunning photos with him to complement his talk!

Be sure to mark 23 September in your calendar. Watch the FlyPaper and the club website for more details.

Airfield Circuit Area

From time to time glider pilot flying in the circuit comes under scrutiny from other Airfield Users at our User meetings. I find it difficult to defend or justify, when often it is poor decision making and judgement which results in such complaints.

I refer in particular to circuit procedure, and the direction all aircraft can be expected to operate, observing non-controlled airfield practices and good airmanship. At Matamata Airfield there is a wide variation of aircraft operating, low speed microlights, topdressers, helicopters, high performance homebuilts and gliders. It is therefore important all users do the same to avoid conflict.

With the exception of an emergency or avoidance action, no gliders should be turning through 360degrees or in opposing direction of circuit traffic, once in the circuit pattern. Remember power aircraft circuits are often between 1000ft – 1500ft a.g.l. so vertical and horizontal considerations need appropriate planning.

If you find problems positioning yourself for downwind leg commencement, find an instructor and sort out best options that avoid turning in the circuit. This includes low level thermalling.

Ralph Gore

M.S.C. User rep.

Duty Roster

There is no change to the current roster which runs to the end of August. Details are on the website and an update will be published soon.

Correction

I screwed up Alan Miller's article last month and strangely nobody noticed (except Alan). This is the correct version)

True North (0 deg) PLUS +20 deg = 20 deg (20 deg East) for Magnetic North

(this means at Matamata when your compass reads North you are actually heading 20 degrees East. Editor)

unfortunately I had this bit backwards.

Magnetic North (360 deg mag) MINUS +20deg = 340 deg mag for True North *(this means at Matamata if you want to head North then get your compass to point to 340 degrees. Editor)*