

# THE FLYPAPER – NOV '07

Newsletter for Members of the Piako Gliding Club

Editor (temporary) Jan Mace

<b>President:</b>	Bill Mace	<b>Vice-President:</b>	Dennis Cook
<b>Chief Flying Instructor:</b>	Bob Gray	<b>Club Captain:</b>	Dom Stevens
<b>Chief Tow Pilot:</b>	Richard Small	<b>Secretary:</b>	Phil Smith
<b>Maintenance Officer:</b>	Sefton Crandall	<b>Treasurer:</b>	Trevor Atkins
<b>Committee:</b>	Steve Care, Bill Hewitt,		

## You are all invited to the **Piako Gliding Club's Annual Raglan Summer Camp**

**Raglan Airfield, Raglan. Camp ground adjacent with cabins etc**  
**Saturday January 12<sup>th</sup> (set-up) to Sunday January 20<sup>th</sup>**

**Applications for commandant to Captain Dom ASAP please.**  
**Indications of participants available would also be helpful**

## BLOWIN' In The WIND

Starting again with the weather.: Our local expert says with-out a crystal ball its very hard to tell you exact weather expectations for the Nov – early Dec period, but NIWA predictions seem to agree with Ken Ring's assertions for drier than average November. Sounds like a good start for excellent gliding conditions!

Probably old news now but it should be mentioned that the AGM was held in August and a good muster heard all the reports. All contained elements of "it's been a good year", membership was increasing, income was healthy, incidents in the low category, the courses were now integrated into the training system and being refined, and the bar hadn't run dry. Of course the year's subs were set, and there was some discussion and suggestions put forward on the 5 year plan review. The President thanked all members for support and contributions to running the club with special mention of committee and appointed members for their enthusiasm and hours of work. The club trophies and certificates were presented by Mr Ralph Gore . He had been especially asked to fulfil this task in recognition of his 21 years as President of the Matamata Soaring Centre. (Checkout the website for details of trophy winners). The New and Revised Latest Edition of "How We Do Things" was handed out, thanks to the editing efforts of CFI Bob Gray. You should have read yours by now and the test questions are further on in this publication with details of the prizes that can be won for the first correct answers.

**MARK YOUR DIARY** – have you organised your flying season dates?????

**Cross Country Course** at the airfield running **Monday 19<sup>th</sup> to Friday 24<sup>th</sup> November**. Towing is available to club members after participants have been launched. (However the tow pilots will be going home as soon as they can so it would be a mistake to arrive late expecting a tow.) There's the usual club flying day on Wednesday. Remember the club's twin gliders are being used by club members on the course. This year sees 14 students, 7 instructors, and 7 twins on the course.

**Regional Competitions** Practise day **Saturday 25<sup>th</sup>**, Starts **26<sup>th</sup>** till **Saturday 2<sup>nd</sup> December**. Towing available to club members after the main launch but the tow pilots will be going home soon afterwards. Cafe open during this week and there will be BBQs 3 nights. Club Members welcome any day, all day, for flying, helping, watching, retrieving, hosting.

**XMAS CAMP** starts Boxing day and flying every day till 11<sup>th</sup> January. Other clubs are expected to staying/visiting over this time. New Years Eve BBQ and social evening at the club rooms. Watch the website for details. This means flying ie tow planes and/or winching everyday (weather dependant) Great for reducing stress levels ready for the new year, having fun, (getting out of the family's hair), or bring the family for some country/outdoors activities eg flying, parachuting, model plane flying, waterfall walks, shopping at Matamata, and BBQ dinners and drinks with like minded people. Pick a day or come everyday! Insider information has it that Taupo Gliding Club is also having a Xmas camp and flying/challengers are possibly being set. See you here or there.

**RAGLAN CAMP** 2 weekends and the days in between are designated club days at Raglan Airfield.

Dates January 12 - 20 (Remember the Walsh Flying School is at the Matamata Airfield during this time). For details closer to the time check the website. Make you own arrangements for accommodation at the Raglan Kopua Holiday Park (Camping Ground), Marine Parade Raglan, if needed. Camp Commandants please put forward applications for consideration to the Club Captain. A great venue to incorporate family/friends etc for gliding/fishing/shopping/swimming/walking/socialising holiday. Take as many days to stay as you can, or come for a day trip and stay for picnic tea. Inquires in the first instant to Club Captain, Dom.

**NATIONAL Competitions and PW5 and sports class** etc etc.... February 2<sup>nd</sup> till 14<sup>th</sup>. See notes for the Regionals ie club members welcome, flying every day, meals etc etc Masterton Competition – for those needing a complete summer package. March 15<sup>th</sup>- 23<sup>rd</sup>.

Another A Certificate course has been completed and that's the last structured course for 07 by the club. A FRTO course has also been completed, run by Rainer and Bob. I heard some participants gave their brain quite a workout doing homework and study. Thanks to the instructors for their time and input. The first of the "Hot Topics" evenings were held last month and 15 or so club members gathered round and talked and listened and debated about Thermaling. A few drinks and a little food ended a great day. Checkout the Captains report for the next occasion.

Other work/jobs have been undertaken/organised/completed/done (and thanks are extended to):-

Phil for mowing the clubhouse lawn for Labour Weekend celebrations and to those who sprayed the weeds, weeded the gardens and the spouting! Also the man who vacuumed dirt and grass from the clubrooms floor

The other Phil (Cox)for supplying a base telephone and accompanying remote telephone for the club house.

Neil for the rub and scrub and washing of the club house. It now sparkles in the sun! Also for the cafe tables being used in the clubhouse. Dom for his wood working efforts, both supply for notice boards and table tops and desks. And for the nice work from the routing machine to produce a Life Members Plaque.

To the 2 x Bills for installing new reading lights in the bunk rooms (they'll be 1\* rated soon)

Gerald (& Sonia) for organising and collecting the new insigniated (new word there) club clothing. Highly recommended are the hats, vests, and the cool-dry long-sleeved shirts for summer flying. If you're really smart with an order you may get it back before Xmas – email Sonia ASAP

To Shirley Finlayson for getting some historic gliding photos reframed. These are now re-hung in the clubhouse. Also Julie for committee details suitably framed, and now hung in the clubhouse.

And to all those involved in making the Labour Weekend Celebrations such a success –refer to comments in the Presidents spiel.

Mr. Ray Bucknell, a local member of the club the last 3 years, died in September. Condolences were sent on the member's behalf to his widow.

A few miscellaneous matters to comment on – some great articles from Piako members in the Gliding Kiwi. Dennis Crequer has a glider for sale, please check the notice board for details. I am having trouble with the layout of this newsletter – a computer thing – but have included an article by scanning and hope the pictures are clear. It's written by Dom Stevens as part of his course. Thanks Dom

Tips for glider pilots. I have had many partners/wives/husbands asking about dates and details of club events...could I be so bold as to suggest you print this newsletter and leave it handy for fellow family and friends to read – they are often interested to know what's going on or the planned activities.

Finally - Is anyone having a clean-out? Useful items for the club include: stereo set (or just speakers), children's toys, towels and tea towels, large screen (plasma) TV, frying pan, china cabinet.

## Jan

## From The President's Cockpit.

What a great Birthday Party!!!! While we had strong cross winds, we have to be grateful that we didn't have the usual Labour Weekend rain. Thanks goes to the organising committee, Trevor, Roger Chris and Robin Britton, you did a terrific job. Thanks also to the club members that vacated their hangers to allow vintage and other gliders to be hangered: To Graeme Porter and Aviation News for sponsoring the Tiger Moths in and to the Vintage Kiwi's for such great support. It was great to see the pilots of past years getting together and reliving the stories and catching up with each other.

Thanks goes to Neil Stanford and Rhonda Hewitt, and Dom Stevens for the 5 tables for the committee room and also to Dom and Jan for the fine plaque that honours our life members.

Life Membership has only been given to 9 club members since the club started, to people that have epitomised the spirit of Club membership. Life members have been outstanding contributors over the years and deserve their honours. It was, therefore, a great pleasure for me to officially confer this honour to Mr Lew Hale, the club founder, at the birthday dinner. It was also a great pleasure to accept on the club's behalf, the model glider he had built to demonstrate the idea of gliding to prospective club members. ( A suitable display case is being arranged.)

The competition season got off to a good start with Ian Finlayson, Dennis Cook, Peter Ryan and myself competing in Taupo. Lionel Brackley was there to help as grid marshal and wing runner. 4 competition days and a free flight day saw some Piako members collect placings. I am now looking forward to the Regional's.

Moving on to Xmas we have the Xmas camp where we will have flying every day through to 12<sup>th</sup> Jan when we go to Raglan. This is potentially some of the best flying opportunities of the year so plan your holidays to take advantage of it. By helping and cooperating we can all enjoy a great summer. Some of you new members have yet to experience good thermal days, even if you wish to go high and enjoy the cool tranquillity of a local flight, or the challenge of a self set task, this is the time of the year to enjoy it while it is the easiest. Please remember that during this time the system may be stretched, so feel free to assist where you can.

Thanks to Trevor, the Club's website is a modern marvel and provides us with up to date info and communication tools. How fortunate we are to have such a man in our midst. I was thrilled to hear he is the selected candidate for the Tasman Trophy competition that will be flown in tandem with the National Competitions at Matamata in February. We're all behind you, Trevor (blowing).

Keep current so  
when the thermals grow  
you are ready to go.  
I look forward to seeing you out at the field.  
Bill Mace

### COMMITTEE DELIBERATIONS

It has been decided to apply for more funds to add to the amount of \$2000 from the Waikato Trust for the mobile control unit (concisely known as The Caravan). This project is currently on the fast track. Another project dear to your hearts – and some of you will have heard the official statement at the Banquet on Labour Weekend – is about new gliders. The committee is quite excited to announce the signing of a sale and purchase agreement for a Discus B and are now actively raising funds to pay for same. Quite an undertaking. Any donations thankfully received.

Ralph Gore reports: The following should be of close interest to all pilots. [N.I. Airspace Review](#)  
CAA are currently reviewing all Nth Island airspace as part of a 5 yearly cycle. Of special interest to Auckland, Thames, Piako and contest pilots is the allocation and use of the following areas:

NZG 277 Lake Waikare  
NZG 278 Hangawera  
NZG 279 Cambridge

If we cannot justify continued use of these areas they will be disestablished due to their lack of recent use. This review is a separate issue from Airways proposals for Bay Sector which involve lowering G airspace to 4500 feet as well as significant GAA changes.

The Bay Sector team leader, Jonathon Brookes, will be in attendance at the 6.30pm Safety Briefings Sat 24 Nov to talk about Bay Sector radar control and any other aspects that involve gliders' use of controlled airspace. This will be an appropriate forum to put your questions to him.

There was the **AIRPORT USERS COMMITTEE** meeting last month, attended by Ralph and Bill, and the following items were discussed;

- 1 Parachute Sectors are confirmed as being Waharoa west from SH27 and south of a line from Ruru to the Kaimai Tunnel. Wardville is east of SH27 and south of a line Ruru/Kaimai Tunnel Te Aroha is north of a line Ruru/Kaimai Tunnel and east of SH27 and Walton is north of a line Ruru/Kaimai Tunnel and west of SH27.
- 2 Council is looking at cutting down the trees on the southern boundary by the hangers to minimise the fire hazard.
- 3 Maintenance of the runway is still under discussion after the Hercules landed in March.

**Piako & Others – Xmas Gliding Camp**  
**26 December 2007 – 11 January 2008**  
**Everyone invited !**

Held at: Matamata Aerodrome. Towing everyday- weather permitting!

Bookings for bunkrooms still available.

You will need: Your glider Optional extras: family or friends

Expect a New Years Eve party – check website for details

Maybe some BYO impromptu BBQ's to be anticipated.

**The Club's 50<sup>th</sup> Birthday celebrations, flying, dinner and social weekend**

What a weekend!!! Anything between 140 and 170 (depending on who you talked to ) came to the official dinner at the Matamata Club. All seated in one room, all the men talking at once! Roger ceremonially cut a birthday cake (but he did need quite a bit of guidance from Mrs Brown).Some speeches and toasts. The Clubhouse was abuzz all weekend, as a lunch/coffee/meeting place with the dead flying man to greet you at the door. Memoriamility (old photos and stuff) were scattered around. Tapes of the stories heard are yet to be edited and a book published about the exciting, old days. Oh, and some old gliders and twin winged tow-planes were around to look at and some flew when the wind wasn't too wild. I think we should have one every 5 years. K.M.

## Qualified Glider Pilot Training Syllabus

### **Ref X - Country Soaring - part (i) Glider preparation.**

All flights will require preparation whether they are a circuit of the airfield or a cross country flight (more than 10 nm radius from airfield). If you do not own the glider make sure it is available for the intended day. Firstly check that the glider is within its annual review. The glider must conform to GNZ MOAP Section 3, Airworthiness Requirements. Also there are Airworthiness Directives required by CAA, (CAR part 26, 39, 43, & 66) these must also be in order. Needless to say the glider in question must be legally and officially airworthy. The Technical log should contain all relevant dates regarding annuals, maintenance and defects.



It would be prudent to check the above details are all present and correct well in advance of any planned cross country flight. Hopefully, good maintenance should have no unwanted surprises for the DI. If there are any doubts concerning unserviceable parts of the glider, allow several days prior to departure (not minutes before the intended take off) to rectify them.

#### ***Is the glider ready?***

If battery power is the primary source that operates the glider's avionics, make sure batteries are fully charged. This also applies for GPS, ELT's and any other cell powered device intended for the flight. A first aid kit must be carried. The parachute must be in good condition and current

An up to date Visual Navigation Chart must be carried (legal as well as navigational requirement). Pre-fold chart as this may be impossible within the confines of the cockpit. If you are planning for long a duration flight and are going to carry refreshments, it may be worthwhile sitting in the cockpit and making sure you can stow, retrieve and remain uncluttered whilst eating and drinking. Any items such as food or drinking vessels should be retained during flight in such a way that they cannot cause possible FOD problems.

Some form of latrine system may be required. For best performance from the glider, clean the aircraft especially the leading edges. Where there is a chance of sustained altitudes greater than 10,000 feet, make sure the oxygen system is filled and in working order.

Assuming that the prospect of an out-landing is likely, a ground crew must be organized. Secondary communications prearranged ie; cell phone numbers copied to aid locating the glider. The retrieval vehicle and trailer must be made ready and available. If any special tools are required to dismantle the glider make sure they are known to the ground crew or are with the trailer. In case the glider has to be left unattended, check that the picket is stowed in the glider.



***Be prepared for an out-landing!***

Ref: X - Country Soaring - part (ii) Personal preparation.

The human factors placed on the pilot during a cross country flight at the very least will be both physically and mentally demanding. Therefore, it is fairly reasonable that along with the glider preparation a similar course should be taken with the pilot. This will include checking that you are current and cleared for cross county flying.



***Do the wings fall off at Mach 1?***

make all the difference to your final destination.

The environment, both in and out of the glider, in which we fly, is fairly harsh regardless of the time of year. Warm clothing will be required for high altitude and the eventuality of an out-landing may last well into the cool of evening. Yet, lower to the ground the summer heat will raise cockpit temperatures. Protection from sun is paramount; hat, sun-block and sun glasses are basic essentials.

To keep the mind and body functioning to a high level for what could be several hours some sustenance will be required. Give some thought to the type of food and drink to be carried; carbonated drinks that may erupt on opening may not be the best choice and a lettuce leaf may not have the calorific value to keep you going.

Plan in advance the details of the flight and have a contingency. This may allow for weather changes, for example, or lack of clearance to enter certain air-space that may affect the chosen route. It will be worthwhile looking in advance at weather forecasts as changeable conditions is usually our means of propulsion.

Always studying in advance the area in which you intend to operate especially if you need to fly over high or desolate ground. This may also include flying in controlled air-space. Know the borders of VFR airspace and Special Use Airspace. If you need ATC clearance to enter Terminal Control Areas, have the relevant frequencies to hand i.e. programmed into the RT and transponder present and working.

Dominic Stevens

Alleviate as much stress as possible by being rested, relaxed and fit prior to take-off. Know your own limits along with those of the glider whether they are flying experience or placarded speed and maneuver limitations. Some knowledge of L/D ratios and best speed to fly may



***Alone in the great blue yonder***

## CFI JOTTINGS

### ACHIEVEMENTS

Congratulations to Alan Miller for a five hour flight for the Silver Duration combined with the 50km Silver Distance. Looking at the trace of the flight, Alan did about 300km up and down the ridge, over the 5 hours he went round the 50km course turn points (100km round trip) at least twice. He probably got quite familiar with the ridge features over that many hours.

### OCCURRENCES

I know that others will report on the very successful 50<sup>th</sup> celebrations, but I must comment on the long weekend gathering. The number of visiting pilots and aircraft from other clubs as well as “old” Piako pilots together with challenging weather conditions resulted in some *issues* of poor flying discipline and less than ideal judgement.

To begin the weekend, on Saturday morning there was a close encounter between a glider and a low jump time parachute student which caused some understandable concern from the parachutists. The glider was not identified although it appears to have been one of our visitors, but that has not been confirmed. This is the second glider/parachutist close call this year and again shows the importance of all pilots being aware of the parachute operations by listening to the radio and by visually checking all the time when within the MBZ and immediate surrounding area. If you are in the sector when a parachute “time to drop” call is made **you must** vacate before that time, or if that is not possible, immediately advise the drop aircraft by radio of your position and intentions. **Do not** continue thermalling and expect the parachutists to see you and avoid you. This incident did not result in any injury or damage but it could very easily have been different. There is an aerial photo/map of the parachute drop sectors around Matamata airfield posted on the clubhouse

are Dling the Puch’ take special care checking the Tech Log and the control play and throws. If in doubt about anything, speak to the duty instructor or contact our maintenance officer, Sefton.

### TRAINING ROSTERS

Last of the A Certificate courses for the year has finished and we have two instructors rostered on for the coming weekends up to Christmas for all club members to get current again, BFRs and general fill-in training. We are also expecting a busy time of trial flights after the poor weather conditions of the winter and early spring which has created a backlog of people out there wanting to Trail Flight.

So if you are wanting some special training or other check flight please use the booking system and it is also a good idea to phone the duty instructor a couple of days before to chat over what you are wanting to do and what the weather might allow.

wall. Please make sure you look at it and know the names and boundaries of the sectors.

Later in the day, with the weather turning bad, one of our experienced instructors (who shall be nameless here, but most know who it was) was caught out when taking a visitor student on the last ridge flight of the day. The deteriorating weather reduced general visibility and created a loss of awareness because they had to dodge around rain squalls when trying to get back from the ridge. The result was the pilot could not find the airfield and elected to outland. Well done for staying cool and making a safe outlanding, but it would have been better to have decided not to take-off in those conditions.

The strong crosswind on Sunday produced a number of *interesting* departures and arrivals which was not helped by again by the large number of visiting aircraft including the Auckland Av Sports operations and Tiger Moths etc. A couple of times during the day I had to get people to move gliders and cars from in front of the launch area. This is something that ALL people on the field should be aware of and avoid. If you see someone park a glider on the fence 50m in front of the launch point – get it moved before launching. Pilots, on this strong crosswind day, were launching from very close to the caravan and with other gliders in front of and alongside them. This is NOT safe practice.

There were also a number of poor circuits and approaches, one with a 360 orbit on final at about 300 feet. Most of these displayed a lack of competence to deal with conditions. If you are not comfortable that you can handle high wind situations then either use the day to get some dual training in those conditions or don’t fly.

### PC

We’ve had a couple of issues with PC recently to do with control linkages needing adjustment and inspection. She was grounded for a time by an A/D which required an engineers inspection. So if you

## INSTRUCTORS PANEL

We are very pleased to welcome Neil Stanford as one of our instructors. If you haven't met Neil and his partner Rhonda yet, you soon will. Neil is an experienced instructor and has joined us from the Auckland Club and I'm sure he'll fit in well with our instructors.

## COMPETITION

So far we do not have any Club gliders entering the Regional Competition. This low level comp is an excellent way to begin serious cross country flying and there is still time to apply for a glider. (*Piako Team might suit with designated pilots flying 1 or 2 days each for those who can't get away for the week – Ed.*) I would be happy to speak to anyone with an interest in their first comp about what level of experience you need and how you go about it.

Bob Gray.

## *SETTON SAYS*

A special note to pilots using club gliders - would you *please* leave all club gliders with the brakes closed and not locked so the strain is left off them.

As it was reported there wasn't air in the right places of the 2 front tires of PC & NI they have now been fixed. The apparatus to constrain said air had failed. Maintenance has also been done on PK including the boots (round the control column) and the tow release handle being repaired. A restraining strap has been installed in PC for the tool bag. Thank you to those who ferried the gliders to/back from Drury. All set and ready for the summer gliding season. – well almost.....

Unfortunately, this week has seen an Emergency Airworthiness Directive issued by the CAA in regards Puchacz aircraft and so PC is back at Drury having the Control Stick Mounting checked, and the Airbrake Control Levers inspected and/or replaced. We're all hoping for a swift return to the club's hanger.

## *AN Exclusive Interview with Gordon*

I had an opportunity this month to talk with MR GORDON SCHOLES

Very quietly Gordon's name has come off the clubs tow pilot list and I rang to check on the details of this news item. Gordon had his credentials on hand... 22000 launches (yip that's the right number of zeros!) 27 years ATC, 38 years towing at Piako (probably the same over at Tauranga ED.) hundreds of trainee pilots, and quite a few glider pilots instructed as well. Tug Master for the 1995 World Champs at Omarama, gliding instructor and tow pilot at Bidford-On-Avon for 2 years, issued tow ratings to 102 pilots, flown in Tiger Moth, Pawnee, PA18 Air Truck, Cessna DR400, Fletcher etc etc, etc. Gordon couldn't give a good reason why he particularly liked being a tow pilot. I asked if there had been any highlights of his years of duty and he did say he has always got a buzz when a current captain of a 747 or Skyhawk came and reminded him he had taken them on their first solo flight. I suspect Gordon really just enjoyed the Piako bunch of pilots. I have seen him being Mr Efficient with a capital E during competition launching and the smile when he came down and asked what the others were mucking about for. Thanks Gordon for the tows and we'll now put you on the instructors list for a while if that's OK with you.

## *Comments on participating in the Taupo Gliding Competition*

Competitions are another dimension of gliding and for "the retrieve crew" it has it's own peculiarities. I'm sitting at the Taupo Gliding Club Clubrooms typing some of this newsletter and it's a most pleasant experience! The sun is shining, the sky is a beautiful blue, we saw the mountains clearly this morning capped with the last of the winter snow and the air was tinged with a very fresh dew then came a zephyr breeze off the lake. The petite fluffy clouds started to form, the smell of coffee whofted through to the front porch, and the camp sound system announced "briefing in 5 mins". Another day in paradise was what we all thought! The task today was to Old Taupo, Matamata, back to Pureora (way south) and back to Taupo, 270km or more depending on the distance into the circles. 17 gliders on the grid, from the old campaigners, to the experienced and very good pilots, to the new-bies still learning what competitions are about - and feeling a little anxious - and the raw recruits. Ages ranged between 75 and 21. Just the 2 tow planes, but even these pilots have varying experience from 50yrs flying down to the airline captain doing his first competition tows. Ground crew looked a motley lot scrounged from those left and available, young to older, novice and regular. But in action it was hard to tell the difference and they proved they could work most proficiently. All gliders were launched without hiccups





Peter Ryan's Glider  
Love.



Less than an hour it took to get everyone aloft including any re-launches. 10 mins until the radio call that "the gate was open", and away they went. The retrieve crews (which were mostly the wives) and launchers trailed back to the clubhouse and settled in for the afternoon. We anxiously listened to all the radio calls with the operator and followed the field, until the first call of "I'm very low"... Where was the paddock I might have to find? Will I be able to back the trailer if I need to? What time will we get back?..... But this afternoon the task set matched the conditions fairly closely and only one pilot landed out. Several came back early having done only part of the task for varying reasons, although most pilots completed the course and came back with smiles.

So a perfect day comes to end with a BBQ dinner, talk and more talk over a drink. Of course there's already been a mixture of subjects discussed through the afternoon. Some of us are ready for a wet day's outing (dare I say it? to go shopping or fishing!)- but for now there's a friendly happy glow about us all. Ahhh, that we're fortunate enough to be here at a competition.!!!!

## This Is Your Club Captain Squawking

An awful lot of happenings have happened in the short term: the club got older, the students got younger. As it should be, in the greater scheme of things!

And now for something completely different.....

There will follow a list and I've decided to rate the excitement value of each listing with stars, 1 star being not exciting – possibly dull, 5 being whooha, I think I've found a new glider in my Christmas stocking! I think you'll understand.

- ▶ Announcement at the 50<sup>th</sup> anniversary meal of the new club single GXP Schemp-Hirth Discus B (pat ourselves on the back) )( )( )( )( )( )
- ▶ X-country course 19<sup>th</sup> to 23<sup>rd</sup> November: for those of us who thought that up until now we knew it all, then found that Obi-Wan Kenobi and Yoda were course leaders! However, this will make us Jedi on completion.... I can already hear the voice from the back seat "use the force and open your ruddy eyes!! )( )( )( )( )( )
- ▶ Christmas Promotion at Centre-Place, Hamilton 22<sup>nd</sup> to 24<sup>th</sup> November (remember what the Springboks said about Hamilton a year or so back – I rest my case) )( )
- ▶ Northern Regionals – practise day 24 Nov – start 25<sup>th</sup> - where the local top buns let loose, always good for a hoot )( )( )( )( )( )
- ▶ Xmas Camp at Matamata A/F 26<sup>th</sup> December to 11<sup>th</sup> January: eat too much, drink too much and talk flying – what more could you want? )( )( )( )( )( )
- ▶ Club moves to Raglan 12<sup>th</sup> to 20<sup>th</sup> January – I think this has biblical implications! )( )( )( )( )( )
- ▶ National Championships 3<sup>rd</sup> to 15<sup>th</sup> February – bit more serious than the Regional's and where the real top buns do very silly competition things )( )( )( )( )( )
- ▶ Tasman Trophy – competed for during the Nationals (NZ verses Aus). Originally Young Cameron Wine was our first choice, but that was a foregone conclusion. So we decided to handicap ourselves and let Trev be our pugilist (please, place no pressure on Trev – Oh what the hell, if he loses then we'll dishonourably discharge him from the ranks and take his silver C!). )( )( )( )( )( )

Well, as you can see, some good times lie ahead. Although, you may have noted that the Christmas Promo doesn't quite hit the excitement button! As you will have got your call-up email to help with this event I'll just be waiting for the flood of applicants to man the stand at Centre-Place shopping Mall (Tim Bromhead will win a prize – just not sure what yet, as he is the first to volunteer. Tim, this action makes you an officer and a gentleman and places you head and shoulders above all others!)

Can I ask all those that qualify as duty pilots to maintain a listening watch on the club web site as to when they are called upon to fulfil their stint?

Some of you may have wondered why the "Hot Topics" have been laid low for a while. This is only a slight interlude, as we thought too much information could be dangerous, but then we thought about it and what the heck! Next time I get a quiet moment I'll try and tee something up.

During the club holiday at Raglan we usually have a "Camp Kommandant" who over-see's the flying activities. This time we'd like to lighten the load by having a "Daily Camp Kommandant". The inclusion of the word "Daily" implies a less stressful time and much more jollification by sharing the burden from one to many. Those who think they will be attending the Raglan camp and would like to help out, please let me know.

A few other things you should all know: Membership: 74 flying members.

*Note from Treasurer:* Please be sure to pay at the end of each day's flying. It creates a lot more work than you might think if you don't pay at the end of the day. A small number of people are doing this fairly routinely. Stop it please!

*Note from booking desk:* Watch the website for information on *changes to the booking system* as directed by the committee. The intention is to ensure booking policies encourage making the twins more available for cross country instruction and dual cross country this summer.

A reminder of the *Flying Duty Roster* for the coming week will now be published every Tuesday evening and emailed to all club members with an email address. Please be sure your email address is up to date on the club website. Let Trevor ([trevor.atkins@hortvision.co.nz](mailto:trevor.atkins@hortvision.co.nz)) know if any of your details need updating.

Plus some hype from our contender for the Tasman Cup:

Yup! Tasman Trophy. Flown 2 years in NZ, then 2 years in Oz, then back to NZ for 2 years etc. Flown at each others nationals in a class nominated by the host country. Eligible pilots must be good looking, debonair etc... failing that they are eligible if they have never represented their country before, ie cannot have flown at a worlds or a previous Tasman challenge. Initially offered to Cameron Wine who had to say no due to work commitments. Trevor Atkins has elected to fly the challenge in the Sports class (naturally enough!) Last time it was flown in the Sports Class was 1997/98 at Matamata when Gavin Wills flew a PW5 against Australian Jonathan Shand. Australia won. In fact, Australia has won 7 of the last 10 years... time for payback!

That's all for now, Good gliding, Dom. [domandkate@xtra.co.nz](mailto:domandkate@xtra.co.nz)

**NB's** If you have not yet got your new VFR charts they are available from the following web site;  
<http://secureorders.airways.co.nz/aimsite/docs/orderform.pdf>

The club is in need of some more responsible tow pilots. Names to Richard Small to follow up please.

## HOW WE DO THINGS – Piako Gliding Club – QUIZZ QUESTIONS

1. What should you do if you suspect your ELT has been activated?
2. What is the commonly used Winch Channel Frequency?
3. What do these letters stand for :- MBZ, VNC, ASL, ELT, MOAP, AUC, CTA, PIC, SAR, GPS, AWIB, CAA?

First correct answers after the weekend win the prize. No correspondence will be entered into. No family members or employees. No cheating.

## Note to self... remember the GPS!

In case you have not heard the story, yes I did manage to misplace the field on the Saturday of Labour weekend and opted to pop PK into a paddock so I could go ask a farmer “errrrr, which direction is the airfield”.

My navigation skills are notoriously feeble so it was with an audible gulp that I realized I had left my Garmin back in the car when it was time to head home from the ridge in the murk and low sun angles at the end of the day.



We were (unknowingly at the time) 1 or 2 miles east of the field still at 1500' when I finally decided I did not have a clue where the heck I was and elected to drift back downwind to some plum paddocks we had flown over earlier. Landout was picture perfect even if I do say so myself, other than landing at the absolute furthest point possible on a rather long narrow farm! Of course my cell phone was sitting on the car seat keeping my GPS company, but my luck finally changed for the better as the farm family were at the door just about to leave for the evening when I arrived to use their phone - one minute later and I would probably still be out there trying to phone in!!!

Some morals to the story... (1) GPSes are much more useful in the airplane than sitting back at the airfield, (2) cell phones work better when carried with you, and (3) be confident in your landout technique as it brings a lot of peace of mind. People look a bit oddly at me when I do a bunch of circuits in any glider I haven't flown for awhile... but I want to know in myself that I can put that glider down exactly where I want it without drama – because you never know quite when gravity is going to rule!

Trev.

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