



Flypaper

The Farewell to 'FN' Very Late Edition

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From The Presidents Cockpit

Take heart June 21st was the shortest day. In spite of the weather there has been a steady flow of pilots braving the conditions and trying out the ridge and wave soaring. There have also been a number of 'One Day' Courses and a successful 'Five Day' winching course as well. So all has not closed down for the season.

As you will be aware the committee has been discussing the purchase of a PW6 and the sale of 'FN' We are close to achieving the latter, and it will be with a great deal of sadness when 'FN' actually leaves the airfield. Once we have the details of the sale confirmed we would ensure that this news is passed on to you. We also plan on organising a 'Farewell to FN Day' once we have a more certain commitment of time and dollars. For those that have enjoyed flights in her in the past, it would be great to come and have a last flight with her from Matamata

The PW6 is a big commitment for the club and will achieve the strategic move to an all glass fleet. The committee is interested to see if we can raise some loans from members to help off set the cost of borrowing money. If you would like to contribute please contact either Murry or Steve. [If you do have other thoughts on this purchase, remember the committee members are all contactable and the committee meetings are open to you as well.]

Congratulations also go the Phil Smith Snr. on his selection for the NZ team flying in the PW5 Worlds. Good luck Phil.

And kind thoughts to Trevor from the club as he supports his mother through an operation in the U.K. Greetings have also come from Cole and Kate – both doing lots of flying back home in the USA.

The Air Women's Rally took place over Queens Birthday weekend and three brave pilots turned up. Thanks to Dave Reid for helping us out and setting some interesting challenges for us. Su Wild [Wellington] Anne Johnston and myself attended. Ann had not flown for 12 years and got a great buzz from flying again, showing a very fine display of skills. Undaunted Noel also had a try. It was a fun day even if a bitterly cold one. The clubs midwinter dinner is being planned. Please put the 27th July in your diary now and we will send more details shortly.

In addition the end of the financial year is nigh. If there are issue you would like to raise at the AGM please let a committee member know. Again a date will be set and will let you know in due course.

Here's hoping to see some sunshine soon
Robin.

Notes From The CFI.

Enthusiasm

Our sport is basically based on enthusiasm, which of course is very good thing. However we can't let 'Enthusiasm' dull our direct responsibilities of the moment. Don't let our own or any group 'Enthusiasm' hurry us into moments of bad judgment calls.' 'Quickly lets get into the air, the conditions are really booming' etc. When rigging a sailplane rig with care and attention to detail. Over the years we have all witnessed sailplanes attempt to take off with canopy's unlatched, drag pins not fully locked in place, fairings come adrift, even controls crossed up, all because of this 'Enthusiasm'.

When pushing gliders out onto the runway, check that we really have pushed it out to a very safe distance from the parking areas beside the runways. Do not allow the result of the effort to dictate to what side clearance we have, in an effort to get airborne quickly. A bad ground loop can happen so much quicker than people can run and vehicles moved.

Take your time to do your pre take off cockpit checks Remember **you** are the pilot in command, and **you** will decide when you are ready to launch.

Cross check your performance when doing your cockpit checks .Am I doing it too quickly, to satisfy an impatient launching crew. If so- then slow the process down .The 'something ' that you may have missed will one day be the 'something ' that will cause you all sorts of problems when in the air.

So yes. Lets have lots of 'Enthusiasm', but lets be wise enough to control it at the required times.

Enjoy your flying everyone.

Recent Happenings

Welcome new members

Arnold Price –from Cheshire England

Dr. Roslyn Skinner – transferring from Taupo Gliding Club.

Bruce Radford

Mark Drayson

Bruce Frederick

The Land Out BBQ held on Anzac afternoon was very well attended by at least 60% of our farming guests that were invited despite the bad weather. Neil Thomas took over the running of the project from Dave Qualtrough who was to be in the Deep South with his family on holiday. Dave has organized and run this event from its conception some years ago. A good number of members also attended to help as cooks, dish washers [thanks Jacqui] waiters and generally to help make the day a successful one for our farming guests. Dave Reid seemed to have the lion's share of the farmer reunions this year.

Congratulations to new B cat Instructors Tony Davies and Robin Britton who have successfully passed all of the requirements and been upgraded accordingly.

And also congratulations to **Phil Smith** in making the New Zealand team for next years World Class Champs.

Arrived too late for the last Piako Fly Paper as follows: 'So long to all my friends at the Piako Gliding Club. Thanks for your hospitality this summer. You all made me feel very welcome and like 'one of the club'. I hope to see again there – or here '? ? Cheers Cole

Back in the engine room of the club its thanks to **Les ,Morrie Beale and Jeff Randrup** for helping with all the radio /altimeter / transponder checks on the entire private and club aircraft. It was a big job with at least two 10-hour days being logged by the team

James Turney ran A Five Day Intensive Gliding Course recently. It was winch based. They flew three out of the five days with the last two days being rained out. Both the course participants wanted to complete the last two remaining days at a later date rather than accept the pro rata refund. Yes they enjoyed it that much it seems. Well-done James.

The westerly winds have come early this year [May] with a week of very unstable fronts that gave the many club adventurers that took advantage of the really great ridge flying conditions, all having a **real** ride for their money.

Some of our members journeyed to Wellington for Gliding New Zealand AGM in conjunction with New Zealand's first ever Soaring Convention .It was by all accounts a very successful mix over the three days. Well done GNZ for a far more modern approach to the more traditional AGM set up.

New very proud private owners are **Trevor Atkins and Julie Hall** who has purchased the ex. Thames based PW5 .GJO . Trevor had leased this a/c over the last several summers and was obviously so pleased with it eventually decided not to give it back to the owner.

Also very proud new private owners are **Adrian Cable [TGC]** along with **Dave Reid** and **David Jensen [TGC]** of the ex Kim Thompson ASW27 GRE which is still to be based at Matamata. Apparently it comes complete with a number of ear defenders so people on the ground will not be affected by the sonic boom as these guys start to really push this super ship along.

The only difference between a really high performance sailplane and the lesser mortals of the performance range is that they still actually land out, .how ever much further away from the airfield, as our own **Steve Care** recently found out, out landing his new syndicate ASW20 VC. Steve is all praise on the out landing capabilities of his new wonder ship.

Congratulations **to Robert Lindsey** for successfully achieving his 5 hr. duration flight plus also rewarding himself with a Silver C gain of height as well. These Wednesday people seem to be reaping all of the awards recently.

Super News Flash Julie Hall always noted to be quick off the mark had the privilege of being the first of the now new syndicate to fly 'officially' their new toy while Trevor was away. She was later reported to remark that her 'JO' was a real darling and handled ever so much better than the 'other one' Sorry Trevor. Looks as if Julie may now have another love in her life.

And it's also now farewell to **Robert Lindsey** who is returning to his native home the USA for a while. We will all miss that slight southern drawl accent of his. The club looks forward to his return in the future.

A night of carnage at the airfield after a BIG low pressure moved down the east coast over night very recently resulting in VERY high easterly winds. The clubs road signage snapped off its fittings, to get itself tossed over the road [highway 27.] A very brave Club President risked life and limb to retrieve it a day or two later. Trailers in the new trailer park got badly beaten about after moving in the high winds and weathercocking into each other. Some were damaged as a result. Private hangers had very wet floors as the high-speed rain blew in through all the gaps etc. The club hanger suffered some roof damage as a couple of sheets of roofing iron literally took off. All the a/c however were ok.

Please support the Matamata Hotel Yep that's an order. As part of the Pelorus Trust they have given the Piako Gliding Club **\$5,500.00** YES **that's \$5,500.00** to help pay for upcoming hanger maintenance and security.

Yes. Our ASK13 GFN is being sold. Everyone may feel a little sad but now believe that the club really needs to move on. The replacement will be a brand new PW6 subject to the 'FN' sale.

The Secret Committee would like to apologise to its members for the lateness of this 'Fly' Paper'. The release of this edition was to coincide with the impending sale of 'FN' which at this late stage had not yet been finalised.

A Very Important Announcement

The committee would like to thank all the many members who have come forward with a **debenture pledge** to fund the new PW6. However we are still about **\$5000.00 short** of the target required. By financing this internally with debentures the club will be able to purchase our new PW6 with out borrowing from the banks and contending with the rather high interest rates which inflate the true price and would have to be passed onto members as a further increase in the hourly rate **Debentures are the way to go**. The club would like to hear from any **other members who would like to contribute** to the clubs future purchase please contact either

Murray Pinkerton ph. 07 846 3328

Steve Care ph. 07 843 37 654

OH FOR THE GOOD OLDE DAYS

The following monthly summary of accidents was dredged from the December 1917 records of the Royal Flying Corps.

Resume of accidents

Avoidable accidents

The pilot of a Shorthorn with over 7 hours experience seriously damaged the undercarriage on landing. He had failed to land as fast a speed as possible, as recommended in the Aviation Pocket Hand Book.

A BE2 stalled and crashed during an artillery exercise. The pilot had been struck on the head by the semaphore of his observer who was signalling to the gunners

Another BE2 failed to get airborne. . By error of judgment he was attempting to fly at midday instead of during the recommended best lift periods i.e. just before dawn and just before sunset.

A Longhorn pilot lost control and crashed in a bog near Chipping Sudbury. . An error of skill on the part of the pilot in not being able to control a machine with its wide speed range of 10 mph between top speed and its stalling speed.

While low flying in a Shorthorn, the pilot crashed into the top deck of a horse drawn bus, near Stonehenge.

A BE2 pilot was seen to attempting a BANKED turn at a CONSTANT height, before he crashed .A grave error by the experienced aviator.

Unavoidable accidents.

The top wing of a Camel fell off due to a fatigue failure of the flying wires. A successful emergency landing was carried out.

Sixteen BE2s and nine Shorthorns had complete engine failures .A marked improvement over November's figure

Pigeons destroyed a Camel and two Longhorns after mid air strikes.

Cost of accidents.

Accidents during the last three months of 1917 cost [pounds] 317.10 6 d. Money down the drain and sufficient to buy NEW GAITERS and SPURS to each and every pilot and observer in the Service.

Piako Gliding Club: Flying Roster 2002

‘ Winter’						
Day	Date	Tow Pilot	Event	Instructor	Instructor	Duty Pilot
Saturday	29-June	McGregor		Care		Lindsay Robinson
Sunday	30-June	Carter		Davies	Grey	Geoff Taylor
Wednesday	03-July	Oates		Reisterer		
Saturday	06-July	Bowling		Gore		Chris Hector
Sunday	07-July	Kreiger		Jeffrey	Wyatt	Robert Lindsay
Wednesday	10-July	Oates		Reisterer		
Saturday	13-July	Scholes		Care		David Reid
Sunday	14-July	Harding		Britton	Brown	Robin McRae
Wednesday	17-July	Oates		Reisterer		
Saturday	20-July	Anderson		Mason	Milligan	Gareth Pryce
Sunday	21-July	Shanks		Milligan	Jeffrey	Stu Rogerson
Wednesday	24-July	Oates		Reisterer		
Saturday	27-July	Fraser		Gore		Godfrey Larsen
Sunday	28- July	Petch		Davies	Brown	Phil Kay
Wednesday	31-July	Oates		Reisterer		
Saturday	03August	McGregor		Care		Allan Eccles
Sunday	04August	Carter		Scholes	Grey	Dave Reed jnr

Up Coming Events

Piako Gliding Clubs Mid Winter Dinner 27th July. Venue to be notified.

Annual General Meeting. 27th July.

The ‘ Farewell to FN ‘ all day event. Date still to be set when a/c is sold

‘ P.C’ will be out of the air 30TH June for up to several days to have its new main wheel disk brake fitted.

Winching at Matamata

An overview of 26 years of winching operation.

In 1975 the club undertook a feasibility study on winch launching from the airfield. It was very apparent that the cost of aero towing was escalating so it was concluded that a winch launching operation could and must work if the club was still to attract affordable launching and flying to its membership. The club also realised that the winch must be something special, made in such a way that hold ups of any kind were reduced to a minimum. Obviously a professional approach was necessary. A small winch committee was formed which looked long and hard at the German Tost winch concept but the club felt it could make its own if it went about it the right way. Dick Hastings, an active club member, engineer, with some knowledge of glider winches was given the task of making it happen.

Before the club dived irrevocably into commitments it had to approach the Piako County and Civil Aviation to see how they felt about adding a winch with all its special problems, to the busy ground and air movements at Matamata airfield. After much fruitful discussion, letterwriting, and a lot of help from both sides the club gained their consent.

The design stage started in February 1976. All those involved knew what was wanted, but finding all the parts was a problem necessitating several modifications to the design when particular parts were not available. The original design idea incorporated a 350.cu. in. diesel motor driving through a manual clutch and gearbox into the drum axle. It was felt that a diesel would be better suited with its shallower torque curves and of course the vast difference in fuel costs, but when fitting this to the axle ratios available at the time, required a drum around 40 inches diameter because of the limited revs available from the motor [around 3500rpm .]

The final design incorporated a 429 cu.in. Ford V8, an automatic gearbox and a Bedford J4 rear axle to carry the drums. All these parts were mounted on a short compact trailer type chassis along the tost line.

The engine and gearbox was a second hand unit and reconditioned. To keep these units cool a large truck radiator and a large oil-cooling radiator for the gearbox was fitted. It needed large radiators due to the not so obvious factor of the engine and air intakes being situated in a down wind position on the vehicle. Cooling in this position was always going to be a problem. The drive shaft is only 1 ft long and has a disk break on the pinion to enable the transmission to be stopped when engaging either axle shaft into the differential. This type of break allows the splines to be cleanly engaged.

The J4 axle was found to be best suited for the purpose .It is a fulling floating, [about 600lbs. on each drum.] and good-sized break drums.

A new crown wheel and pinion of the exact ratio required was found and the conversion consisted of inverting the axle, cutting holes in the casting, about half way along the tube, inserting a fork through the holes which run between two collars on each axle shaft, the axle shaft studs were replaced with two inch long studs allowing the shaft to be pulled clear of the differential splines when not in use. The differential was locked to enable it to drive on one drum at a time.

The drums are 28 inch in diameter, with 8-inch sides and 7 inches wide. The inside of the drums are lined with aluminium to protect the wire cable as much as possible. It was decided to use originally a 5 mm galvanised wire cable with a breaking strain of 3096 lbs. The paying on heads are based on the Tost idea using two pulleys, one above the other and two vertically mounted rollers on each head. The whole assembly is mounted on a double track bearing so that it can rotate 360 degrees along the line of the cable This enables the head assemblies to follow the line of the cable as the launch progresses.

The main chassis has a light frame covered in sheet steel to form a body. Both sides can be lifted in two sections to gain access to the motor, heads and drums. The cab assembly is removable to carry out axle work and the driver is surrounded by wire mesh for protection.

The winches instrument panel has a number of instruments for engine monitoring including a tacho and of course a communications radio pre set on the Matamata Airfield frequency.

The main engineering work was undertaken by a local engineering co. in Morrinsville who worked very closely with the winch committee. Production time was 2 months.

Club members watched as the old hands like Sandy Norman, Peter De Renzy, Ross Charmichael etc gingerly flew their first solo launches on the winch. Colin Ross [life member now living in Auckland] had the honour of achieving the first thermal flight off the winch.

The winch was to become a valuable launching system, ideally suited for very inexpensive circuit training. . Many single seaters used it as a very cheap way of launching into thermals. The ‘scratching ‘ skills of many pilots and the pride in admitting ‘I got away off the winch ‘ started to become the hallmark of inner greatness and great pride. Winch trained pilots seemed to progress more rapidly through the training program and by far were the most skilled. The club was to involve it self in many weeklong intensive courses using the winch at times achieving up to 85 launches in a day.

Alas that was all to come to an end about 5 years ago when during 'just another launch' the winch gave up and internally heme raged, big time. In essence that was to be a \$20,000.00 launch

After being put into storage for a couple of years, Steve Care approached the committee of the day with a plan and proposal to completely overhaul and refurbish the winch back to active duty status. With help as required from varies club members the winch went from overhaul to a further development stage, and was transformed once again to a very reliable launching system which now included a far more comfortable cockpit complete with its own 'designer' drivers chair. Comfortable, you've got to believe it.

To days overview

The winch was originally conceived as a way of achieving very inexpensive launching for its members. Training costs were, and still can be slashed by a third, which on to day's values still has to be a very attractive. It always will be a secondary launching vehicle to the clubs aero towing activities but still can play a very big part of the training program as proven in years past .The club having spent a great deal of time and money bringing it back to life must now some how slot it back into the structure and culture of the club. It has to be the most ideal circuit launching system that the club has. Our sport is not a cheap one as we would sometimes try and tell ourselves and have others believe but we do have the ability to greatly reduce the initial training costs by having the winch playing a much bigger role. Newer members I am sure tend to drift away from any consistent training programs as the higher aero tow costs really start to bite in to their budget .**So lets get it together**. Instructors need to re rated **now** and only a **couple more winch drivers** need to be found, so the club can by the time our summer arrives get back to being able to provide to all its members a most competitive launching and training program that Piako was once famous for.

The Historic Section

1958 Report on Christmas Camp at Waharoa. Assembled aircraft were two T31s Eon Baby, Olympia ,Skylark 2, Bergfaulke and L Spartz. Total hours flown 246 hrs

1965 Club Rule #7. Members cars may not be driven on the runway area except with the prior agreement of the Duty Instructor.

1968 Site is pegged out for a new 2000sq.ft. Clubhouse.

1969 The original Piako/ Tauranga ‘Come and get it trophy ‘ was initiated.

1970. Piako’s hanger was built and completed this year.

1975. To relieve launching congestion double tows are reintroduced as a standard form of launching operation.

1977 Rates apply as follows Aerotow = \$6.00/2000ft. Gliders = 0.10c /min.

1978 Ralph Gore claimed 300km.with a flight from Taupo –Patetonga – Taupo.

1979 C Hector; S Care flew their 50kms.

1980 Original formation of the ‘Airfield Users Committee’

1980 Colin Ross is again to organise another of his now famous’ Cross Country Weeks

1993 Gerald Van Vliet obtains his passenger rating.

1998 Robin McRae completed his Silver C

1999 Anna Doerr completed her 50km distance flight.

The F.N. Story.

Ruldolf Kaiser designed, and built by the Schleicher sailplanes factory at Popenhausen Germany in 1967, this brand new design was developed from the earlier very successful Schleicher KA7 also designed by Ruldolf Kaiser. The ASK13 first flew in prototype form in July 1966. Who was to know that the brilliance of this designer had just produced for the world probably the most sought after and most successful two seater trainer ever. It was, for every purpose 'Just Right'.

The Piako Gliding Club was just recovering from losing their KA7 'GEG' through tragic circumstances while flying on the Kaimai ranges. With an obvious desire to try and move forward the club ordered through the then Schleicher agent in NZ, John Roake, a brand new and latest design called an ASK13. This turned out to be the clubs most successful discission it had ever made as GFN was about to show over a period of some 35 years.

ASK13 S/N 13038 was registered to the Piako Gliding Club 24/10/67. It was shipped out from Germany on the vessel 'Main Lloyd'. 'FN' arrived at the Auckland wharf where it was transported to Ardmore airfield to be surveyed. It was test flown in November 1967 by Frank Gatland. Using an Auckland G/C Tiger Moth 'FN' was aero towed home to Waharoa with Colin Ross in the front seat and Tony Fowke in the back.

Colin reports '24 November 1967 delivery flight ASK13 [brand spanking new] Ardmore to Matamata Instructor Tony Fowke. I'm certain we asked the Auckland tow pilot to drop us off about the Tahuna area for a final glide. Now, that's really something after being trained on a Rhonelerche. Clearly it was a good investment. One piece moulded canopy. Wow 100 % perfect visibility for a change. TV dive breaks [not just boring old spoilers] Sufficient penetration to easily get home from the ridge' This truly was the Roll Royce of its day.

'FN' set about to reinvigorate the club and quickly established herself as the aircraft to fly. An old newsletter reports that on Sunday 12th December 1967. The clubs three aircraft flew a total of 25hrs in that one-day. 9 hrs were by the new K13 'FN'. The same newsletter mentions that since its arrival it has been 'thrashed around the circuit, bashed through the thermals and belted along the ridge' Enthusiasm in flying 'FN' was obviously at a very high level

Even now some 35 years later 'FN' is still the preferable choice with the Piako instructors. It really is such a very good training aircraft

'FN' has now completed some **32000 launches** achieving over 8000 + hrs of flying time. She has been spun in and thumped in. She has hit fences ditches, hoggets and numerous other things. Even when she returns to flying status after a rebuild her ability to please never falters. Even when we mistreat her in the air she continues to safely look after the crew. She is flying now, even better than ever. . As students have found out, if you do not get it right first time she has the ability to teach you with respect, and as Instructors have found out, if you can get it very right she can be made to perform to very close limits indeed - if required. She has flown everyone from students to professional 'All In Wrestlers' to 'MISS WORLD' titleholders. She has been used even by the NZ Police to spot for local Cannabis plots on and about the Raglan Mountain on one occasion.

She has trained nearly three and a half decades of soaring pilots and still holds the unofficial club two-seater record of 320kms. There are some instructors that have over 1000 hours of flying her. Every one of us has a story to tell. She has been maintained by three generations of family engineers [the Haighs], and has also out lived a number of our members sadly The ASK 13 has become the standard measurement of requirement for any two seater training aircraft because it can demonstrate and teach, , any full training syllabus that is asked of it.

But 'FN' was something very special to us all. There is not one of us that has not flown and learnt from her. But now, she has more than done her time with us it seems and it is the right moment for her to move on to another deserving club. Yes 'FN' you will be missed.

Footnote. This is the longest serving aircraft the club has ever owned and operated. The committee realise that 'GFN' has been very special to us all. That being the case the committee is planing a 'Farewell to FN day' 'once the hopeful sale is concluded. Watch your E-mails and letterboxes for details when the deed will be done. **The secret committee wish to thank Colin Ross and Harold Oates for filling in the required gaps to this article.**

**Don't forget to bring your
cheque books to the AGM
Your Subscriptions are now due.**