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## From The Presidents Cockpit.

The Season has begun.

Yep, it is Labour weekend and so the season has really started. But, we had already some quite good days within the past weeks, and thermals are beginning to pop. Labour weekend usually does not bring exactly good weather, but the Saturday was not bad at all – Sunday made up for it, though, with Monday fine again. The prospect of less than perfect weather was not enough to keep friends from Auckland away, and they appeared to have a good time.

It was good to see Dennis back at the airfield after his scare.

What's the plan for the year? There is a cross-country course the week before the Regionals – have fun guys!! For those who do not take part in either the competition or the course, I guess it can't hurt to ask if you might get a tow mid week.

Then there is Christmas, and we'll be flying full time here at Matamata from Boxing Day through to 9/1/2005. In parallel, a group will be out at Waihi from 1/1 to 9/1 and will try and raise as much money from gliding as possible. So, yes, we'll have a double operation for the beginning days of the New Year. We will have a second tow plane, and are working through the process of possibly having an additional 'borrowed' twin in Matamata, but that aspect is still in the early stages.

Then we have decided not to go to Raglan this year, but instead try the last weekend of the Walsh to go and visit Pauanui or a change.

Thank you to some more people who have taken part in the survey – we still do not have enough responses to clearly see where the club wants to go as far as expanding the fleet, so please let us know your views if you have not already done so. Regarding operational matters, there was some good feedback, and we are working on making the club more into what people are asking for. A new, updated web page should not be too far away, and rumour has it that a new camera has arrived. The club has purchased a copy of the new gliding video, and it is making the rounds – let somebody from the committee know if you are interested in borrowing it.

Several safety sessions are planned, partly before Christmas, and we hope we will have as many of you taking part as possible. I personally believe that, unless we do something about our safety culture, we will have more accidents. And, apart from the stress and strain these accidents inflict on the pilots and friends and family, it also affects our insurance rating. So, let's keep accidents down, without stopping to have fun flying.

See you at the airfield

## C F I Bits N Pieces

### **New B Cat Instructors**

We now have four new B Cat Instructors. Congratulations to Bob Gray, Gareth Pryce, Rainer Kunnemeyer, Bill Mace.

### **CATLIN TROPHY**

As last years Catlin was not contested, I have set a ridge course this year. 33 BOP Depot, 03 Tirohia, 33 BOP Depot (105Km). FAI rules apply, i.e. you must go around the turn point and start/ finish height diff <3,280ft. GPS required. Open to sports/PW5 class only

### **CARE 200**

Again a ridge task 72 Gordon, 03 Tirohia, 33 BOP Depot, 05 Hikutia, 72 Gordon (208Km) FAI rules again Open to Standard, Racing Open only. Handicap applies.

### **LES RIESTERER SHORT COURSE**

Caravan, Wardville, Pollen Rd, Walton, Caravan. Height limit max 3,000ft, Min 1,000ft.

### **AWARDS**

Congratulations to Cameron Wine, for getting his OGP, silver height and silver duration. Also congratulations to Alan Scott for getting his QGP.

### **PADDOCK LANDING COURSE**

Set for Saturday 13<sup>th</sup> November. Start time 9-30 am. Now is a good time to get a refresher, just before the season starts.

### **BFR'S**

I am having a drive to get all our BFR's up to date. If yours has expired, you need to get it done before you next fly solo. I will email those that we do have a record for.

### **WINCH**

The winch is now fully operational, but the main runway is closed for the next month or so for hay.

There has been a lot of discussion around the instructor's panel regarding the minimum safe speed for our gliders on the winch. The BGA have a lot of information on the subject as they seemingly have a lot of winch related accidents. The GNZ recommend a min safe speed of 1.3 Vs where as the BGA recommend 1.5 Vs. There are very good reasons to err on the side of BGA, particularly if the glider is near max all up weight. This would put min safe speed for the Puchacz at 54 kts. Main problem is that the pilot cannot feel the weight of the wire and this weight, pull of the winch; climb angle all substantially increases the stall speed. Personally, I have not had any problems launching the Puchacz at speeds down to 50 kts, but I have generally by then had the glider at a gentle climb angle and knowingly well on the lower boundary of aborting the launch.

The BGA tried to get the PZL to increase the max Puchacz Vw of 59kts to give a safer margin. PZL have done tests and they cannot increase it as it places substantial overload on the tail.

My main message is respect min and max speed on the winch. I do not enjoy hearing pilots saying the speed got down to 40 something knots or got up to 60 something knots, if those speeds are outside the limits. Yes, I guess I have got away with the odd marginal launch, but it

does not mean that any of us should stretch our personal boundaries outside accepted safe practices. The launch should be aborted if it is outside parameters, as a matter of course.

### **AEROTOW UPSET**

We had a recent incident, (in gusty wind conditions) where a glider got too high on the early part of a tow, to the point where sight of the tow plane was lost. The glider response was to open the airbrakes to try and get down, even though the tail of the tow plane was already lifting up towards 45 degrees. There was no way that sink rate from the airbrakes would ever catch up to the tugs ever increasing pitching down moment. BZA headed for the ground faster than freefall, all at about 300ft. Luckily the tow pilot pulled the release in time, but was very shaken by the incident. The glider safely landed in a paddock just beyond the boundary threshold

**Last weekend** I curiously asked one of our C Cert/QGP qualified pilots how he would react to losing sight of the tow plane. His reply was “pull the airbrakes out”.

This makes me wonder how many others think the same. If you get to the point of losing sight of the tug, it is way too late to recover. You must “**pull the release**”, *not just quickly, but as an instantaneous reaction*. The time frame from being just being 20 or 30 ft high, to being vertically over the tow plane would be frighteningly short, possibly less than a second. There have been many fatalities overseas with just this type of incident and often they are multiple fatalities, as the combination can get to a point where neither can release.

### **RADIO'S**

Always maintain a listening watch on your radio. It needs to be loud enough to clearly hear all radio calls, particularly if you are in the MBZ, but also on 133.55. I have had several occasions where I have tried to call some gliders for safety reasons and got no response. If you have difficulty hearing communication, give some consideration to treating yourself to something a bit better. We fly gliders that are worth tens of thousands of dollars, but then skimp on spending a bit extra on quality communication. It is a safety issue.

### **SAFETY SEMINAR**

To be held 7pm Wednesday 17<sup>th</sup> November at the Clubhouse. Fin will give us a talk on Cross Country flying, John on airspace and we have some Trivial Pursuits. Hopefully we will have some supper later as well.

**Safe flying**

**Steve**

## And from The Treasurer

### Dept of treasury's 90 cents worth

**Hi everyone**

It is good to see a few good flying days amongst the rubbish weather of late. I am told that summer must be coming...Last Wednesday turned on a real stunning ridge thermal day after the morning rain. At least everyone else got home ok; I got to check out the paddock at the base of the Tirohia quarry & finally arrived at the committee meeting 2 hours late!

#### **Subs**

The cut off is 30<sup>th</sup> October, if you haven't paid by now we assume that you won't be rejoining the club this year. Please advice ASAP if you wish to stay, or become an associate with gliding kiwi.

#### **Tow fees**

Here are the current (unchanged) tow rates; let's hope that the fuel prices remain the same.

1000'	\$17
1500'	\$25
2000'	\$30
2500'	\$38
3000'	\$45
4000'	\$60
5000'	\$75

#### **Aero tows**

I have noticed when reconciling the tow sheets to the daily glider sheets that there are a few pilots that hang on for an extra couple of hundred feet.

*Here's how it works*, if you take a 2000' tow (2180' QNH), you pay \$30, but if you hang on for another 200' you should be paying for the next rate, which is 2500' (\$38)

Ok, 200' doesn't sound much but at the end of a day could be an extra ½ hour more fuel etc for BZA=direct cost to our club

#### **Club glider hire charges**

No charge before noon or for circuits

\$36 per hour or \$540 for unlimited hours til 30<sup>th</sup> June '05

**Happy & safe flying**

**Murray**

# SAFETY SEMINAR

Wednesday 17th Nov @ 7pm

Get all the latest info on Cross Country flying, Airspace and Safety. Fun night with some trivial pursuits and other activities. To be held at Matamata Soaring Centre Clubhouse at Matamata Airfield

How much do think it will cost to attend this once only seminar. Not \$100, Not \$50, not even \$10. Ladies and gentleman you can attend for a bargain price of “Nil”. Yes you got it right “FREE”  
See you all there.

# Recent Happenings

Welcome to our new members, **M Denigan, Mark Morley**

**The Clubs Questionnaire.** Apparently only a few members found the time to answer and return the clubs recent questionnaire. The committee is very keen to get your responses. **Chris Hector** can resend one to you if required. Come on team. Lets respond and have your say in the way the club develops.

**Congratulations to Cameron Wine** who recently achieved his 5-hour duration and also bagged a Silver C height gain. Well done

**Also new QGPs are Allan Scott, Cameron Wine** Congratulations to you both

**During September one of the 'Big Wings** apparently out landed somewhere up on the Hauraki Plains. Crew and trailer were eventually dispatched. The aircraft was eventually placed into its custom built trailer. Being the 'real' aircraft it is, every one breathed a well-earned sigh of relieve But some how it looked - wrong. But wait, the door will not shut. Not even close  
\*\*\*\*\* ' The '\*\*\*\*' wings are back to front. The whole aircraft comes back out and gets put back into the trailer with the wings the right way about this time. Has next years 'Wooden C ' award already been spoken for may be?

**Dennis Cooke** gave himself and every one else a descent scare recently when he decided to have a mild heart attack when rigging his aircraft at the airfield Very smart work **by Robin Britton** and **Phil Smith Jnr** saved the day by getting him into Matamata Polland's hospital where he was very quickly diagnosed and promptly placed into an ambulance and sent to Hamilton hospital **Dennis** spent a week or so there getting very board while they held him under observation. He is now back home. He wishes to thank the club members who finished the rigging of **KO** and putting it back into the hanger for him. He would also like to thank the members who were able to visit him during his stay at the hospital.

**Incident An aero tow up set.** During September **BZA** had a towing upset with **PK** This happened at approx. 500ft when towing out of 22 runway on a reasonably gusty day.  
. It seemed **BZA** hit a hell of a bump and got dumped vertically out of the view of the **PK** crew. During that process **PK** unintentionally pulled the tail up on **BZA**. and put that aircraft into an extremely steep nose down position. The tow pilot released the glider instantly, regained control of the situation and landed back on the airfield. However **PK** was now not in a position to land back and instead did a very neat out landing in a field only just across the road from the airfield. It was a first ever out landing for the crew it was reported. Quick reactions and clear thinking saved the day on this occasion. Well done everyone.

**The club now owns a vehicle** to tow the caravan about the airfield and no doubt be used on the airfield for a multiple of tasks. Gossip has it that **Gerald Van Vliet** sold the car to the club for \$1..00. . It is not warranted and its registration will no doubt be cancelled. It is only to be used on the airfield. Great stuff. Thanks **Gerald**. It's a great idea and a really great gesture.

**Picture this if you would** Tow pilot hooked up to the glider ready to do the first launch of the day 'Radio check. Mmm. transmits ok, but its not receiving'. Try again. Same result 'Damn headset no doubt'. Checks headset, checks connectors, checks lines, checks all the electrical leads, checks everything 'Ooops. Sorry boys. Volume turned right down'. The Wooden C is certainly going to get a bit of a hammering this year it seems –as observed by the hanger cat

**A free met forecasting service web site** has been launched by CAA. Comments so far have been very positive. Refer the article in this newsletter

**Mid October** saw an early season attempt on the Catlin Trophy course with **CFI Steve Care** and **Bruce Rudge** in the PW6. With a steadily lowering cloud base and strong winds a decision was made to abandon the flight short of the first turn point and return to the airfield. Good early season enthusiasm. to the new Catlin task. Watch this space.

**Rumour has it** that a new private syndicate has been formed. **Bob Gray**, and **Robin Britton** have joined forces with **Murray Pinkerton** in his **DG101 NV**, which now becomes a three up syndicate. **Robin Britton** still wishes to retain her share in her other a/c **KA6 LX** it has been reported

**Run way 11 / 29 is now closed** for the annual hay crop it seems. The runway that we must now all use is 04 / 22. Watch for the mechanical turbulence and wind gradients that this runway can at times be subject to

**After many years of service** as the Piako Rep. to the Soaring Centre **Les** has decided it was time now to step down from all those late night journeys up to the 'Red Fox.' for the meetings Thanks **Les** for a fantastic commitment and contribution on your part The clubs new representative is **Bill Mace** who generously agreed to take this role.

**Dennis Cooke** has built a new page for the clubs website This apparently will be activated shortly.

**New Video available** The club has apparently purchased the new John Roake Video 'Black Sands White Wings'. It is very spectacular and if CAA saw it they would probably ground the pilots. The video is now doing the rounds of the club. Eventually it will live in the clubs video library, which members can borrow from.



**And last**, a short notice from the **Fly Paper's Secret Committee**. TSC welcomes a new member to the Flypaper team. He can be recognised very easily by TSCs secret handshake. His prime job is to develop the flypaper into a more compact newsletter as to take less 'space' so down loading can be done quicker and easier by the general membership. Hopefully we may be able to send – more for less as it were. It will be an interesting project and hopefully have the concept developed for the January/ February edition

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## **CAA Met Flight.**

CAA has introduced their new met forecasting web site, which is available to Gliding New Zealand registered pilots free of charge.

You have to be a registered user to access.

The access protocols are.

User name. Membership number with 'GNZ' prefix eg.GNZ1234.

PIN Members birthday d / m / y eg 5/09/1977 or 30/11/1981. Note . there is no leading zero on the day.

Your GNZ number does not change. You will find your number in the latest soaring directory, but if you have joined the club since it was published, you can email [nationalregister@johnroake.com](mailto:nationalregister@johnroake.com) and it will be provided.

This will be a very good tool, which we can all use.

## **Up coming Events Calender**

**13- 14 November.** Paddock Landing Practise

**17 November.** Safety Seminar

**22 November / 26<sup>th</sup> November** Cross Country Course Matamata

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

**26 December- 9 January** Christmas Camp Matamata

**01 – 09 January** Trial Flights at Waihi One only two seater to be used

**01 – 09 January** Club flying continues at Matamata.

**11 – 23 January** Walsh memorial flying camp

**22 –23 January** Pauanui visit

**05 – 12 February** Matamata Soaring Centre Champs.

## **From your' Fly on the wall' at the last committee meeting**

The committee is considering a weekend at Taupo, but thinking pre Easter. Possible early March  
If any members have an opinion on visiting Taupo please email Gerald Van Vliet  
[Gerald@resco.co.nz](mailto:Gerald@resco.co.nz)

Trial flights at Waihi . Thanks to Harold for again organizing this. A second tug has been organised so that normal club flying continues at Matamata while BZA is away at Waihi. It is possible another two seater may be borrowed from the Tauranga club to be available to fly as well during that week at Matamata also

The committee is also considering flying on Friday afternoons Possibly from early December – end of January/ February depending on interest. If you want to do the Friday flying thing contact Chris Hector. [chector@waikato.ac.nz](mailto:chector@waikato.ac.nz)

Safety Seminar planned for Wednesday 17th November. Diary this date now. .

## **From, The Politically Correct Dictionary.**

For those of us who need to this foreign language

### How to speak about men and be politically correct.

He does not get lost all the time -. He investigates alternative destinations  
He does not have a beer gut. - He has developed a liquid grain storage facility.  
He is not balding. - He is in follicle regression.  
He is not a cradle snatcher. - He prefers generational differential relationships.  
He does not get falling down drunk. - He becomes accidentally horizontal.  
He is not horny. - He is sexually focused.  
It's not his crack you see hanging out of his pants. - Its rear cleavage.

### How to speak about women and be politically correct

She is not a screamer or a moaner -. She is vocally appreciative.  
She is not a dumb blonde. - She is a light haired detour off the information superhighway.  
She does not get drunk or tipsy. - She gets chemically inconvenienced.  
She has not been around. - She is a previously enjoyed companion.  
She is not a two – bit hooker -. She is a retail assistant  
She does not have breast implants. - She is medically enhanced.  
She does not nag you. - She becomes verbally repetitive.

## ***Flying Roster Sept-Dec 04***

<b>Day</b>	<b>Date</b>	<b>Tow pilot</b>	<b>Event</b>	<b>Instructor</b>	<b>Instructor</b>	<b>Duty Pilot</b>
Wednesday	3-Nov	Oates		Gore	Mace	
Saturday	6-Nov	Carter		Care	White	O'Brien
Sunday	7-Nov	Scholes		Brown	Smith	Reed
Wednesday	10-Nov	Oates			Kunnemeyer	
Saturday	13-Nov	Bowling		Turney	Badger	Lorenz
Sunday	14-Nov	Anderson		Pryce	Gray	Drayson
Wednesday	17-Nov	Oates		Gore		
Saturday	20-Nov	Rowe		Mason	Elliott	R. Wine
Sunday	21-Nov	McGregor		Milligan	Badger	Woolford
Monday	22-Nov		Cross Country Course	Findlayson	Eccles	
Tuesday	23-Nov		Cross Country Course	Findlayson	Eccles	
Wednesday	24-Nov	Oates	Cross Country Course	Milligan		
Thursday	25-Nov		Cross Country Course	Findlayson	Eccles	
Friday	26-Nov		Cross Country Course	Findlayson	Eccles	
Saturday	27-Nov	Harding	Regionals/ Practice	Turney	Smith	Pinkerton
Sunday	28-Nov	Petch	Regionals	Jeffrey		
Monday	29-Nov	Shanks	Regionals			
Tuesday	30-Nov	Scholes	Regionals			
Wednesday	1-Dec	Oates	Regionals	Turney		
Thursday	2-Dec	Davies	Regionals			
Friday	3-Dec	Anderson	Regionals			
Saturday	4-Dec	Bowling	Regionals	Care		
Sunday	5-Dec	Nicholson		Brown	Kunnemeyer	Crequer
Wednesday	8-Dec	Oates		Gore	Mace	
Saturday	11-Dec	Hawes		Mason	Gray	Atkins
Sunday	12-Dec	Carter		Jeffrey	Badger	C. Wine
Wednesday	15-Dec	Oates		Shanks	Mace	
Saturday	18-Dec	McGregor		Scholes	White	Temple-Cox
Sunday	19-Dec	Shanks		Pryce	Smith	Detti
Wednesday	22-Dec	Oates.		Gore	Mace	
Sunday	26-Dec	Rowe	Christmas camp	Mason	Gray	K. Hall