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**Winter Edition July, August 2005**

## **Editorial**

This is the first Flypaper from the new editorial team of Dennis Cook and Jacopo Detti, the lucky man who is currently sunning himself in Italy. I've written an article for every Flypaper over the last couple of years and I've never found it to be very difficult, I am passionate about the sport of gliding, I love every aspect of it so it's never hard to write about it, why not give it a go.

Editing a newsletter though is a very different activity. I believe this is mostly about presenting the news to members, keeping them informed about political, governmental, commercial and other issues that are managed by the Piako Club Committee, the Soaring Centre Committee, GNZ, the Airfield Users Committee and the District Council. The Flypaper is about official communication but it also provides a means for members to raise issues, lobby for support, advertise their glider and share their love of flying through story telling. Please contribute.

Until now the Flypaper has been produced by 'the secret committee', I don't know everyone who has participated as members of this committee although I do know who has contributed the most. I'd like to publicly thank all of you and especially Roger. I never was any good at keeping secrets, thanks for all your time as editor and publisher.

Dennis Cook

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## **Sperm Donor Required**

I hear that Tauranga are looking for a replacement for the PW5 that was wrecked by a visiting pilot recently.

## The Presidents Page

### ... and winter is still here

In the last newsletter I was talking about winter and the strong ridge days – well, for the last few weeks we had winter and rainy days. Not a lot of flying took place, but a bit. We also have a few new members, very keen, and they most certainly are enjoying themselves.

I hope you have had a chance to look at the web-page? It's all running, even the camera! I guess we have to have a look at the weather input of some of the sensors, though, the cloud base is definitely out quite often. Several people have commented how good it is to be able to have a look in the morning to see what the weather is like at the airfield, especially those that are living some distance away. Also, pre-booked trial flights are entered now onto this page, so duty pilots, instructors and tow pilots should be able to see if there is an 11am trial flight booked and make doubly sure that they get there to greet the visitors.

We have looked into our insurances and have confirmed a few details over the last few months, mainly relating to the fine print as to what exactly is covered, and I'm feeling a lot more confident that we now know our risks a lot better. Following on from there we have developed a policy for visiting pilots, and it should be clear now what exactly we can offer to visitors both from within NZ as well as from overseas. After reading the recent GK, looks as if this is an important issue for other clubs as well.

Upcoming events: Dinner and AGM. We've decided to split these events this year, with the Dinner end of July, and the AGM in August. Dinner will be held at the club-house, catered for by Alan Johnston and we'll have Doug Hamilton as the guest speaker, telling us a bit about Argentina, the record flight there, the team, and most certainly some as yet unpublished stories. Will be a good night – make sure you're there!!

Also upcoming is a small, friendly competition, to be held once a month during summer. Members from the Tauranga club will be joining us, and probably pilots from other clubs as well. The idea is to have something for everybody, not just for the 'big boys', so that everybody can have a go and stretch their wings a bit. The base idea is to get people who would not usually fly in a competition an introduction into this type of flying, but also have something for the more advanced pilots. It will most likely be happening on the second Saturday of each month, and we'll keep you posted on details.

That's it from me

See you at the airfield

Anna

## From the committee

Make sure you put the **end of year dinner** in your diary, 30<sup>th</sup> July at the clubhouse. Bar is open at 5:30, nibbles served at 6:30 and dinner at 7:00.

We are going to purchase a **zip-zap machine** so people can use their eftpos card to pay for glider time and aerotows. This will be very useful to people who have come for a trial flight and for visiting pilots over the summer. We considered an eftpos terminal connected to the phone line but the cost is too high and it's not that convenient if the duty pilot has to go back to the clubhouse all the time.

GNZ have increased the price for the **QGP training manual**, it's now \$30-00.

GNZ have also increased their **subscription fees** to \$78-00 plus GST. Part of this is a \$5-00 PR levy. Some members have been contributing to the GNZ PR budget by way of regular automatic bank deduction and may wish to review this. Also the costs associated with the Trans Tasman Trophy competition have until now been met by competition pilots only but these costs will now be shared by all GNZ members through their subscription fee. This should mean a drop in competition entry fees, we'll see.

Hadleigh Bognuda has donated a Wireless Access Point (WAP) which I installed a couple of weeks ago so **we now have WiFi** at the club. I've set it up so that the WAP will only allow access from laptops or PDAs that have been registered, by me at present but longer term also by Julian and Trevor. This means that people attending competitions can access the internet and keep tabs on their business and we can charge them a small fee for this. This will go towards the fairly high cost of broadband at a rural location.

If you've been out lately you will have noticed two large and brightly coloured parachuting signs advertising Drop Zone have appeared where there used to be '**Try Gliding**' signs. Drop Zone has been asked to remove their signs from our posts and these will be replaced by two new and hopefully just as eye catching signs advertising gliding.

With the **AGM** less than a couple of months away now is the time to think about remits, what direction you think the club should be taking, where we should go for an away camp this summer or any other issue you want to raise. AGM will be on the 20<sup>th</sup> of August at the clubhouse, time will be advised next issue.

Our **financial position** is very healthy at present so when the Pawnee's engine time expires around October we won't have any problem paying for the overhaul. Because a significant part of the overhaul cost is affected by the US exchange rate we have opened a US\$ account to protect ourselves in case the US\$ makes a recovery or the NZ\$ falls. This is protecting the clubs assets, not gambling with them so if the reverse happens then we may miss out on some profit but at least we won't be worse off than we are now. We also have \$25,000 in the glider replacement fund.

Dennis Cook

## Winter Thermals at Matamata

I've been flying for nearly three years now and have never endured more than three weeks without a soaring flight. That was until two months ago. The weather has been crap for the last two months and unless you came out on a Wednesday for one of two good ridge days it has been almost impossible to stay up. I had a 45 minute flight a couple of weeks ago, so did Dominic and Steve stayed up for about an hour but it was very localised so you would be a very brave pilot if you went beyond final glide. Apart from that on one quiet day I arranged a double tow just to keep current. The only positive is the gardens, which have barely been touched for three years, are not quite as overgrown as they once were.

Steve Care told me that he has noticed over the years that about now pilots will be getting withdrawal symptoms and will come out if there is the slightest hope of getting a soaring flight. They will come out on a day that would be rejected outright in the summer even though all they can do is scratch around within gliding range of the airfield. People even came out on Saturday (25<sup>th</sup>) and managed to squeeze in one flight before the rain came down.

Sunday (26<sup>th</sup>) though was a totally different picture, a cold southerly was blowing about 10 knots and the sky was blue all over. Southerly flows give very clear and dry air with good lapse rates so there is always a chance of mid winter thermals. I had to give it a try and if there was no lift then maybe I could get my BFR out of the way early so I didn't have to disrupt a good day next month. I got to the field around noon to find that Steve and Malcolm had been busy doing 5000 foot trial flights for the last hour and checked the log to see whether there was any lift. 30 minutes from 5000 feet in a two seat training glider means almost no lift by my calculations but Malcolm said there was plenty of lift under the clouds, more like wisps actually, so I decide to get the glider out and give it a go.

It looks so marginal that I decide to take a 3000 foot aerotow, I'm only going to get one shot at this so why not spend an extra \$15 and make it a good shot. There are a few bubbles coming off the ploughed paddocks at around 1500 feet then nothing much until I release. I then start a search pattern in the area the wisps have been forming and lose 500 feet in the process but eventually find some zero which turns into a 0.2 then 0.5 and eventually peaks at 0.7 knots. Ten minutes later I am back at 3200 feet and have drifted due north about 3 or 4 km. I'm only about 3 or 4 km from the ridge and there is good cloud forming there so a short glide across wind to a good looking cloud and I'm into a 5 knot average that takes me up to 4200 feet. This is not too bad for the middle of winter and there are good clouds from where I am north of Thompson's track down to about the railway tunnel so South I go. Flying a little over minimum sink speed I notice the wind is slowly increasing and turning from the South to SSW.

The ridge is now working, it's 210 degrees and 20 knots at 4000 feet. It's also minus 1 degrees outside but still pretty snug in the glider so I pick up the speed and head towards the lookout on the Tauranga road where I pick up some more height before heading further south towards the Rotorua road. Pretty soon the wind is back to the South and reducing in strength to 14 knots so I call it quits and head back to the high point.

I've been in the air now for over an hour and figure that by the time I land back it will be close to an hour and a half so decide I've had a pretty good day and head towards home. I can see parallel bands of wispy cloud aligned across the wind and spaced about 5 km apart which seems to indicate a weak wave influence from the direction of Maungatautiri. I use this to determine speed to fly and arrive back about 2 km north east of the field at 2400 feet and wait for the parachutists to drop out of the Waharoa sector. Well 30 minutes later I'm still at 2000 feet, like all soaring it's simply down to being in the right place at the right time. Sometimes you plan this and sometimes it just happens.

I eventually land with a 5 knot tailwind a couple of minutes short of two hours for an OLC (on line competition) cross country distance of more than 90 km. Not too bad for the middle of winter when the days high for Hamilton was 10 degrees. Almost got rid of the withdrawal symptoms and Wednesday looks good for another ridge day with 15 to 20 knot WSW predicted, a day off work is highly likely.

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## **Over the Bar**

As a result of the recent Bar course I went on, some of you will have noticed a number of changes at the bar. It is a necessary requirement of our licence to be able to serve food whenever the bar is open, and this means more than just chips and peanuts.

There are available pies, pizza and frozen meals in the top two shelves of the freezer in the kitchen, and of course there is the microwave and mini oven to heat them in. These are very good value and an acceptable meal if you are looking for lunch or dinner. Price lists are on the bar and the mark-up is small.

To cater for the many members who prefer not to drink alcohol I have extended the range of non alcoholic drinks. As with the food, most have a limited shelf life, particularly the iced coffee and chocolate drinks. So if they are not sold I will not restock them. Added to the range is Lemon Lime and Bitters, Ginger Beer, Lemon and Paeroa, and Red Bull.

As it is an offence to have anyone in the bar outside drinking times (5pm to 12pm) a new store cupboard has been installed in the briefing room. Reserve stocks can now be found in the cupboards in the bar for anyone who wishes to restock the fridge if I have been unable to keep up with demand.

I have been able to purchase some quality wines for the club dinner at very reasonable cost. The savings will be passed on.

The dinner is on 30th July 6.30pm at the club house. Caterers have been engaged. Cost to be announced elsewhere. Heating will be seen as a priority.

So enjoy the bar. See you all at the dinner.

Bill

## Hangar Rentals and Other Council Charges

This is a bit of an up-date on what has been happening since the last missive.

As you may recall the Council organised a meeting to which you were all invited to consider how the airfield was managed and costs apportioned. Many thanks to those who came along and supported Ralph and myself.

From that meeting an agreement was made that Council would provide us with some accounts and valuation information. Some information was provided and a subsequent AUC (Airfield Users Committee) meeting was held to discuss it.

At that meeting the AUC members agreed to an increase in the hangar rentals to \$3 per sq m (currently \$2; market value \$4)

The Council was adamant that private hangars were a totally individual benefit (as opposed to providing any benefit to ratepayers in general) and therefore needed to be dealt with separately. They also wanted to have this resolved before 1 July when the new financial year started.

They are now seeking to address all the other outstanding matters and costs of airfield management. Therefore they will in the very near future put out a brief discussion document to all parties and Council expects that any feedback you have will be made to Ralph and myself. The feedback from all parties will then be discussed at an AUC meeting (date yet to be set).

So please take time to consider the Council document when it arrives and make your views known to Ralph and myself. Likewise if you have any queries in the interim, give either of us a call.

NB: Ralph and I have also re-iterated our requests for further financial and valuation information.

Cheers

Robin

PGC's rep on the Airfield Users Committee (AUC)

Ralph

Soaring Centre rep on the Airfield Users Committee (AUC)

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Personally I have not received any communication at all from the council regarding any proposal to increase fees. Has anyone else? Let me know as I'm not too happy about what is effectively a rent rise being made with no justification and no consultation let alone prior notice.

Dennis

## Duty Roster

Day	Date	Tow Pilot	Instructor 1	Instructor 2	Duty Pilot
Saturday	2005-07-02	Andrew McGregor	Julian Mason		Julie Hall
Sunday	2005-07-03	Ross Nicholson	Tony Davies	Phil Smith	Ross Annabell
Wednesday	2005-07-06	Harold Oates	Ralph Gore		Mavis Oates
Saturday	2005-07-09	Nick Bowling	Tom Shanks		Ashworth
Sunday	2005-07-10	Nick Rowe	Bob Gray	Nelson Badger	Allan Eccles
Wednesday	2005-07-13	Harold Oates	Bill Mace		Mavis Oates
Saturday	2005-07-16	Tony Davies	Steve Care		Jeff Randrup
Sunday	2005-07-17	Gordon Scholes	Roger Brown	Gareth Pryce	Charl Marais
Wednesday	2005-07-20	Harold Oates	Ralph Gore		Mavis Oates
Saturday	2005-07-23	Tony Petch	Rainer Kunzemeyer		Cameron Wine
Sunday	2005-07-24	Tom Shanks	Malcom Jeffery	Rainer Kunzemeyer	Hadleigh Bognuda
Wednesday	2005-07-27	Harold Oates	Bill Mace		Mavis Oates
Saturday	2005-07-30	Dave Harding	Steve Care	Gareth Pryce	Godfrey Larsen
Sunday	2005-07-31	John Shuttlerworth or Adrian Cable!	Bob Gray	Malcolm Jeffery	Paul Castle
Wednesday	2005-08-03	Harold Oates	Ralph Gore		Mavis Oates
Saturday	2005-08-06	Nick Bowling	James Turney		Chris Hector
Sunday	2005-08-07	Nick Rowe	Rainer Kunzemeyer	Phil Smith	Brian O'Brian
Wednesday	2005-08-10	Harold Oates	Bill Mace		Mavis Oates
Saturday	2005-08-13	Ross Nicholson	Steve Care		Dennis Cook
Sunday	2005-08-14	Andrew McGregor	Tom Shanks	Rainer Kunzemeyer	Anna Doerr
Wednesday	2005-08-17	Harold Oates	Ralph Gore		Mavis Oates
Saturday	2005-08-20	Tony Davies	Julian Mason		Bruce Rudge
Sunday	2005-08-21	Tony Petch	Roger Brown	Malcolm Jeffery	Stu Rogerson
Wednesday	2005-08-24	Harold Oates	Bill Mace		Mavis Oates
Saturday	2005-08-27	Tom Shanks	Tony Davies	Gareth Pryce	David Qualtrough
Sunday	2005-08-28	Gordon Scholes	Bob Gray	Phil Smith	Robin Britton
Wednesday	2005-08-31	Harold Oates	Ralph Gore		Mavis Oates
Saturday	2005-09-03	John Carter	Steve Care		Alastair Haigh
Sunday	2005-09-04	Dave Harding	Tom Shanks	Gareth Pryce	Jacapo Detti
Wednesday	2005-09-07	Harold Oates	Ralph Gore		Mavis Oates
Saturday	2005-09-10	Ross Nicholson	Steve Care		David Reed
Sunday	2005-09-11	Nick Bowling	Gordon Scholes	Bob Gray	Phil E. Smith
Wednesday	2005-09-14	Harold Oates	Bill Mace		Mavis Oates
Saturday	2005-09-17	Nick Rowe	Julian Mason		Ron Courtney
Sunday	2005-09-18	Tony Davies	Roger Brown	Phil Smith	Phillip Cox
Wednesday	2005-09-21	Harold Oates	Ralph Gore		Mavis Oates
Saturday	2005-09-24	Andrew McGregor	Tony Davies		Howell Round
Sunday	2005-09-25	Tony Petch	Gordon Scholes	Nelson Badger	Gerald Van Vliet
Wednesday	2005-09-28	Harold Oates	Bill Mace		Mavis Oates