



# Flypaper

**Caution.** This issue contains a 'Pin Up Of The Month' Centrefold.

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<b>January</b>	<b>February</b>	<b>Issue</b>

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## From The Presidents Cockpit

Happy New Year to you all - it's certainly been a busy time since the last newsletter. There has been some magnificent flying days and some amazing rainy ones. It certainly seems as though summer is slow to come this year. A warm welcome to Cole Frantz who has joined us this summer from the USA and also to Ron who has returned from the depths of Pommy land. Also a very warm welcome to new member Maxwell Hunt.

Congratulations to you as club members. Jointly we have won the Matamata Sports Club of the year. In additional congratulations to Trevor Atkins who also won an award for Service To Sport These are two significant wins for the club.

The Christmas camp was supported by the clubs stalwarts and some new members, this saw some very good ridge days and some strong cross winds. Undeterred the Auckland club flew consistently off their winch and had a great time with lots of enthusiasm from their new members .It was great to see the field with so much activity. A rainy Sunday saw both clubs twitchy as both clubs were trying to vacate the airfield for Raglan and Auckland respectively. Monday came and we succeeded. Raglan provided a mixed weather bag but it was still a great club holiday. There were two great caravans that definitely increased the usual level of accommodation for the glider pilots. 'Camp Pink' was a centre for all sorts of activities. While not as many members stayed over it was nevertheless great to see so many drop in for the different days, including the welcome contingents from Taupo and Auckland.

Undaunted the 'flying visiting' had caught on and from Raglan it was off to Waihi where a busy group kept operations ticking over very successfully. I even understood that there was wild dancing on the tables at times. [what- again, Ed ]

Well with that as the start of the year its going to continue to be busy, with up coming events being the Nationals 3- 15 Feb. Sport Avex 23<sup>rd</sup> Feb. and the POPS Parachute World Meet 27- 10 March. We will keep a notice board system operating through this time re. Operations from the airfield any any restrictions etc. Please make sure you keep an eye on it. The idea is that any key messages can be added to the whiteboard that we use as a notice board. When an event is on it will be in the window

behind the piano. When its just club operations we will lean it against the blackboard. So please take time to have a look for the latest messages.

The Nationals is going to be a field of over 30 gliders. There will be towing available each day after the field has launched.[ and some times beforehand]. Instructors will be available on the usual club days [ or ring Cole 07 888 5114] if you want to arrange a different day **Do come out and see what's happening**, as it is also the Pre- Worlds and as such is a practise for all the ground staff for the World contest to be held here next February. If you would like to help there are always the extra jobs that need to be done. Come and listen to a daily briefing, come and help retrieve, come to the social events, as there is lots of fun and opportunities to be involved with if you would like.

TheMatamata –Piako District Sports Award 2001. Monday 26<sup>th</sup> November in the midst of the Provincial competitions a brave trio of Ralph, Phil Smith [Snr] and myself attended the sports awards. The Piako Gliding Club had made a number of entries into this.

Dave Reid – Sportsman of the year. Nelson Badger – Administrator of the year. Ralph Gore – Club Coach of the year. Trevor Atkins – Service to Sport. The Piako Gliding Club as Club of the year. Sport Waikato supported by the Lion Foundation run this event each year to celebrate the achievements of local sports people and to recognise that behind every successful sporting person lies a club structure involving lots of different people doing different roles .The club can be duly proud of its achievement in winning the Club of the Year award [see it on the wall in the clubhouse] and Trevor for receiving a medal for Service To Sport. By winning this event we are also brought forward to the regional event to be held in Hamilton on late January. Again this was very great exposure for our club.

And last but not least – please take the mobile phone with you to the launch point when on duty as there are a lot of phone calls that we are missing as well as the safety aspect of having a phone available in case of an airfield misadventure. Return it to its charging cradle at the end of the day.

Here's hoping for some more great flying.

Cheers Robin

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# Notes From The C.F.I.

## **Running The Wing**

**Most** of us really don't think a lot about running the wing on take off, relegating this task to students, friends and bystanders. It is of course being a minor role in the initial take off procedure.

Wrong Think about it. At the critical first stage of the takeoff the wing runner has the ability of creating a successful safe take off or a major uncontrollable drama ending up with a possible broken sailplane at worst or a fairly twitchy pilot having just survived a major ground loop. So what is the wing runner responsible for? Since neither the tow pilot nor the glider pilot can look out for conflicting traffic, the wing runner is the eyes of the operation. The wing runner must look – all clear above and behind, but should also check ahead and to the side for anything that may hinder the take off roll. If the wing runner says ‘ no go ‘ you don't its as simple as that, as from the moment that you accept the hook on you are under the wing runners control. The initial roll of the sailplane is the first critical stage, for if the wing runner does it wrong, starts a chain of events leading to a possible ground loop of either minor or major proportions. Most discussions about wing running deal with the horrors of pulling back on the wing, which is highly dangerous and is generally of a rare occurrence. A much more common mistake is for the wing runner to hold the wings level- NO MATTER WHAT. This of cause is just as dangerous. The only feedback the pilot does have is from the sailplane and if it is struggling to drop a wing, which the wing runner is forcibly preventing. then the pilot will remain blissfully ignorant up to the point where the wing runner lets go.- BANG - . The resulting and sudden wing drop will happen SO UNEXPECTEDLY the pilot may not have time or control to recover and result in an aborted launch, possibly ending with a very spectacular ground loop. Depending on what speed this occurred the end result would either be no damage to major damage to the sailplane. Sailplanes that sit on their tailskid / wheel [tail draggers ] are more prone to this sort of potential misadventure. As you can see the wing runner certainly has a great responsibility to the success of the launch

To be a really good wing runner is very simple. You must hold the wing lightly, and if the wingtip wants to rise – or – fall , you let it , JUST A BIT. This will inform the pilot of the sailplanes intentions, and he/she can apply corrective action to level the wings .The main point is to give the pilot some CONTROL FEED BACK, by ALLOWING SOME MOVEMENT of the wing.

Prior to the take off sequence the wing runner should also get into the habit of quickly scanning the sailplane. Is the tail dolly still attached? Does the canopy seem to be securely down and locked. Do the dive breaks look to be flush and locked. The wing runner may just see something a miss, which the pilot has just overlooked [temporally].

Therefore running the wing is NO SECAND CLASS JOB. It has to be done well, just the same as anything else in gliding . A good wing runner after all, is the one who starts your flight on the right foot.

Safe Soaring

Julian

## Advertorial

**Horne Engineering Company**  
13 Thames St, Morrinsville ph. 07 889 7556

Brian Horne of Horne Engineering Company have very kindly donated to our club expert engineering assistance in reconditioning the differential on our winch.. They have done this for a fraction of the price it would normally cost.

If you have any engineering requirements, farming or otherwise, Brian and his team would provide an extremely professional service, and it would help the club reciprocate the wonderful work that has been done. Brian was very involved with the original construction of our winch.

## Aircraft Maintenance logs that are truly inspirational

Aircraft maintenance problems and solutions. Never let it be said that ground crews and engineers lack a sense of humour. Here are some actual logged maintenance complaints and problems, known as 'squawks' submitted by pilots and the solution recorded by maintenance engineers.

P = The problem logged by the pilot.

S = The solution and action taken by the engineers.

P = Left inside main tyre almost needs replacement.

S = Almost replaced left inside main tyre

P = Test flight ok, except auto land very rough.

S = Auto land not installed on this aircraft.

P = No. 2 propeller seeping prop fluid.

S = No. 2 propeller seepage normal. Nos 1,3 and 4 propellers lack normal seepage

P = something loose in cockpit.

S = something tightened in cockpit.

P = Dead bugs on windscreen

S = Live bugs on back order.

P = Autopilot in altitude hold mode produces a 200 fpm descent.

S = Can not reproduce problem on ground.

P = Evidence of leak on right main landing gear

S = Evidence removed.

P = DME volume unbelievably loud.

S = DME volume set to more believable level.

P = Friction locks cause throttle levers to stick.

S = That's what they're there for.

P = IFF inoperative.

S = IFF always inoperative in OFF mode.

P = Suspected crack in windscreen.

S = Suspect you're right.

P = Number 3 engine missing.

S = Engine found on right wing after brief search.

P = Aircraft handles funny.

S = Aircraft warned to straighten up, fly correctly and be more serious.

P = Mouse in cockpit.

S = Cat installed.

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## **Recent Happenings**

### **Welcome New Members**

Maxwell Hunt

**Ridge running** took on a whole new meaning when a small group of members replaced part of the hanger roofs main ridging and the old plastic clear panels that were in bad disrepair.

**The Auckland Provincial Champs** had only two flying days due to the consistent bad weather patterns that were still plaguing the country. However in the Sports Class saw **Phil Smith** in his KA6E in the front position with **Robin Britton** in 2<sup>nd</sup> place with her KA6 having headed off all the other boy racers. Glass may be class but wood is obviously still very good .

**The Annual Piako Christmas Party** was this year held at the O'Brians place. It was very well attended despite the weather .. This year 'Santa' could not come due to having to travel to the U.K. at the last moment, so he sent one of his 'Santa ' helpers in stead.. Dave ' These b' pants keep falling down ' Reid was found to be a real hidden talent in entertaining both young and old as ' Santas ' helper . Everyone agreed that next year we should have both the 'Jolly Old Gent' that we all have got to love plus his new helper\_would make a heck of a party.

**Phil Smith Jnr.** is now airborne in his own 201B. Libelle ' GK' and really looks the part He is now walking around with that 'Pundit' gleam in his eye

And some one else who is also gleaming and beaming is **Kevin White** who is more recently airborne in his leased 201B Libelle ' I.B'. Currently there are now four Std. Libelles based at Matamata. There are also a total of three leased single seaters operating with in the private owner ranks. Assistant CFI Steve Care did the conversions.

**And even more rumours** are about of more aircraft changes with in the private owners ranks in the very near future. Yes, watch this space.

**The Annual Cadet Forces A.T.C Gliding Camp** was held this year at the airfield. Over  $\frac{3}{4}$  of the cadets went solo by the end of the week. Both 'FN' and 'PC' were used as well as a/c from Tauranga .

**Mother** always said 'things ' always happen in threes . In just one day –  
The clubs Pawnee was found to be damaged. [Overnight vandals damaged the flap system- big time]  
'FN's wheel punctured while being towed down to the flight line.  
A club member while putting on a clubs parachute prior to flying deployed it accidentally. What a day it was.

**And yes you read it right.** Overnight vandals had broken into some five hangers and had damaged or taken property from some four- five aircraft, our Pawnee tow plane being just one of the damaged. As luck may have it none of the club sailplanes were touched but it is indeed a real security warning for all. Unfortunatly the vandals also stole the 4 wheel farm bike which was in the hanger that was on loan to the club by 'Boyd Honda of Hamilton which was to be used to retrieve the gliders at Raglan. Matamata police are investigating the incident.

**A blast from the past** when Les R. flew his old beloved Skylark 4 'C.P' again, which he part owned some, may years ago He loved every minute of it. ZKGCP is now based here at Matamata. of cause.

**This last Christmas holiday season** the club has been lucky enough to have had the instructing services of **Ron Davidson** [once again] from England and **Cole Frantz** from the USA. Both are highly rated and skilled pilots in their own right each currently owning a LS8 and Discus respectively. Both have a profile interview in this current newsletter issue

**The Christmas Camp** was well attended by members with some attempting badge flights. However the camp was very weather dominated which at times proved most challenging. There were some very good old-fashioned 'ridge' days as well.. The Auckland Gliding Club arrived for their traditional visit c/w winch and associated ground support vehicles on the back of a huge road transporter. It's got to be said that when 'Auckland' travel they travel in style..Smoke from the Australian bush fires created another weather-induced problem taking visibility at times down to only a couple of miles. On one flight a group had to glide from Mt Te Aroha using GPS so to get home safely as visibility got so bad. Overall the camp went well with nearly two weeks flying being achieved.

**The Raglan Camp.** Ask Les R about kayaking skills Apparently 3 singles and 1 double kayak investigated the inner Raglan harbour. In an attempt to stop having a mid air [sorry] mid harbour collision Les apparently miss controlled, the end result he 'Dutch' rolled into the harbour. Ever tried to swim a large kayak back to the shoreline. Ask Les. Both Dean and Laurent [international visitors] both soloed at Raglan. In fact both were in the air at the same time in both PC and FN.

The camp had a good turn out of aircraft with the club taking its entire fleet as well as two private PW5' s on site. More of a passing interest of entertainment to the camp was the first flight under power of a motorised hang glider by a pilot that was very uneducated with such things The end result was a series of uncontrollable near vertical climbs and descents A sort of controlled landing was eventually achieved.

One morning a small two place home built decided to attempt to take off with wet wings. [ silly boy] The end result it stalled on rotation dropped a wing and quietly sort of cart wheeled to a halt just short of the runways end boundary. Obviously the locals decided to replace the more normal tropical cyclone entertainment that we have witnessed in past years to put on this quality entertainment instead.

**Colin Ross** [ex President /Treasurer / Committee member Instructor / Tow pilot / Private owner and current Life Member celebrated his 'big 70' recently in Auckland . A lot of how the club was set up and operates to this very day can be traced back to Colin's commitment to the club and his very forward thinking ideas during the 1960- 1980 era.. Happy birthday Colin.

**The real big news is that the Piako Gliding Club** won the 'Club Of The Year' at the annual Sports Awards. An achievement that all of us should be very proud of. Well-done team.

**The week at Waihi.** Was very weather dominated but achieving some 98 trial flights over the 4-5 days that were flyable Many valuable dollars were earned for the club This was only achieved by the work put in by the 'Gold Digging' crew of **Harold and Mavis Oates, Les Riesterer, Dave and Loraine Qualtrough Ron Davidson Cole Frantz, Dave Reid, Gerald VanVliet**

**Trevor Atkins** got 'Gonged' See 'From the Presidents Cockpit' for details Well done Trevor..

**Chris Hector** has kindly agreed to organise our Club Library for us. If you have any gliding books you would like to donate to the club or

perhaps still have outstanding ones one loan, can you please return directly to Chris or leave it in the bar. You can borrow them again borrow them again once they are logged into the library system.

**Obituary Pat Milliken** long time member of the club who retired from flying some years ago passed away recently. Very senior members will remember him in the KA6 days flying FD.

**Hello...**thank you for your answer. Unfortunately, I don't have enough time to come again in Matamata. But can you thank everybody. You have a very nice team. Thank you and may be see you. Laurent. [Departing International visitor.]

Congratulations to **Phil Kay** for achieving his very first solo soaring flights . On one launch he achieved a 1hr 8 mins flight and late in the day had a 35 min flight QGP rating here I come .

**And finally summer** has at last arrived with Matamata having seven yes count them, seven fine soaring days --- complete with an easterly.. Well no one said it was going to be a totally perfect summer did they.

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## Up Coming Events..

New Zealand Nationals / World Class Pre Worlds Feb.03- 15<sup>th</sup> 2002  
Sport Avex. Feb 20- 25<sup>th</sup> 2002 Home built convention. NZs version of Oshkosh.

POPS World meet Feb. 27- 10<sup>th</sup> March. Parachuting contest

Piako's Gliding Easter Camp Taupo. March 29<sup>th</sup>= April 1<sup>st</sup>. **Make your accommodation bookings now for the' must be there' camp of the year.**

Out Landing BBQ. April 25<sup>th</sup> 12.00 midday onwards. Join our Farming families for a **free BBQ** to thank them personally for the help and hospitality officered to our 'outlanders ' during the year.

## **First Impressions of the PW6.**

Trevor Atkins

When Auckland was down for our Christmas camp I decided to take advantage of a beauty of a ridge / thermal day and an empty PW6. Eddie Gray from the Auckland club grabbed the front seat and I jumped in the back, as I wanted to try out the Instructor's view of the PW6. Luckily Auckland's winch was experiencing some teething problems with a new rope they were testing so there was no drama with moving the PW6 over for an aerotow as that was the way I had wanted to first experience the PW6.

**Initial Fit.** When I first jumped into the back seat I wriggled once to settle in and was absolutely at home. Long -legged people have made comments about not liking the back seat , but as a short -wheel based type all I can say is that I was home. The fairly upright seating position felt great, everything was at hand; I am a real sucker for twins with a split canopy.

**The Launch.** Ground run was very uneventful Aileron control was positive and early and we had little difficulty with the strong crosswind that was blowing. I really didn't know what to expect with the PW6, and the aerotow came as a very pleasant surprise. It was a fairly boisterous day and we had watched some gliders having a good old twitch in the turbulence down wind of the hangers and shelterbelt. ThePW6 was quite solid through the turbulence, exhibiting more inertia than I had expected. I guess with all the comparisons made with its namesake cousin the PW5 I had expected a bouncier ride.

**Cruising** A nice light touch to the stick, but with good feed back from the controls surfaces .The flight manual [ from memory] states a roll rate of 4.3 seconds from 45degrees to 45 degrees, and this is what you get ...a feeling of a very fast response. Trying out the rolling on a point exercise showed the rudder co-ordination to be as good as it felt. The PW6 defiantly does not suffer from the under ruddering of the PW5 . The rudders though did exhibit just a bit of the stiffness of the PW5, but defiantly nowhere near strongly accentuated. Contry to what I had heard I found the visibility of the PW6 to be good. It may be something to do with the leg length and seating position – in the Puchacz I feel like I am sitting in a tunnel looking out at the world, whereas with the PW6 there is none of that effect. We flew home down the middle of the valley to get a feel for penertration against the strong headwind component. I put the nose down to 75 knots to punch into wind, but kept hitting lift where ever we went Flying from south of Matamata to overhead the airfield

only cost us 300 feet, so never really got a good impression of what the cost of punching into wind was.

**Aeros** We tried out some light aero's including stalls , spins , loops and chandelles. The first impression was that everything happens at a couple of knots higher airspeed including stall and entry to each manoeuvre. This particular glider had a definite tendency to drop the left wing in any stall condition. The drop was quite pronounced, and even exhibited itself in a stall turn, which felt quite interesting. Eddie said they suspect a difference in rigging angles and will be working on the glider to sort that out.

**Landing.** Airbrakes are very positive and progressive. No change in pitch was noticed when the breaks were deployed. I was interested to see how the PW6 would handle the strong crosswind landing. There was some weathercocking, but nowhere as near as pronounced as the Puchaz and it was very easily controlled with rudder, with no impression of running out of rudder control. The PW6 exhibited more steer ability on the ground than than the PW5, which generally likes to continue going in whatever direction it happens to be pointed when the front wheel begins to track.

**Overall Impression.** I found the PW6 to be a nicely balanced glider that will make a very good trainer. Stall and incipient spin recognition are important factors in training. The excellent rudder co-ordination, and the stable pitch at all air break deployments suggest that it would be prudent for students to train on more than just the PW6 or at least have a couple of flights in a another twin, so they are familiar with these differences prior to converting to singles **I liked it**

## Historic Section.

### Snips from Gliding Kiwi Dec.1957.

Total gliders flying in NZ; 29

Piako club ordered their Rhonlerche. Due in 2 months

Auckland club congratulates Keith Wakeman on flying Cook Strait.

Ralph Court flew from Masterton to Waipawa and back, opening up the Wairarapa wave for all.

Wanganui having trouble with the application of dope on their as yet unflown Slingsby T31.

Wellington club excited over arrival of the Rhonlerche. Final cost landed and ready to fly 910-1-8d [ pounds /shillings /pence]

Gisborne club buys T31 from NewPlymouth Aero Club.

Gliding Kiwi subscription raised to 2/- [ shillings ] per issue.

NZGA approve Keith Wakeman as official NZ entry at World Championships, Poland.

Tauranga club takes delivery of Rhonlerche ZKGBQ  
Piako club buy Tiger Moth ZK AQA.  
Snips from Gliding Kiwi March 1958

Otago club digging potatoes and running raffles to find funds to purchase a Tiger Moth. Gliding Kiwi annual subscription is now raised to NZ 2.40 [pounds /shillings]

## The Light Relief Section

Tower. 'Eastern 702, cleared for take off, contact departure on 124.7'  
'Tower, Eastern 702 switching to departure. By the way after we lifted off we saw some kind of dead animal on the end of the runway.  
Tower. 'Continental 635, cleared for take off and contact departure on 124.7. Did you copy the report from Eastern ?  
'Continental 635 roger, and yes we copied Eastern, and we've already notified our caterers '.

It looked like an Irish hijack. Paddy used one of those airline-sleeping masks with no eyeholes. He jumped up, with a gun pointing the wrong way and roared. 'Hands down, this is a stuff up'.  
'One move out of you and you'll be geography ' he yelled.  
'Er, don't you mean history?' ventured a passenger timidly.  
'Don't change the subject ', roared Paddy

Professors are supposed to be absent minded, but a prominent General of one of the smaller nations during recent exercises was more than a match for most professors.

During an inspection of one of the allied bases in the Mediterranean he was invited to try a new flying boat. The General considered himself quite a flyer and everything went well until his host saw that the General was inland and about to bring the boat down on an airfield.

'Excuse me sir ' the host said, 'but wouldn't it be better to come down at sea. This is a flying boat.'

'Of cause' replied the General, 'I didn't know what I was thinking of.' He swung back out to sea and soon landed safely on the water.

Rising from his seat he turned to his host, 'I greatly appreciate the tact with which you drew my attention to the incredible blunder I nearly made.'

Then he opened the door and stepped out into the ocean..

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# Up coming Events over view

A mystery - Guest Club Captain.

## **Taupo Easter Camp**

Centennial Park Airfield March 29- 1April.

Once again the club will be holding an Easter camp at Taupo . The Taupo Gliding Club are famous for their hospitality, and we look forward to another visit soaring over the volcanic plateau and gaining weight from their legendary BBQs.

This is a great family camp, as there are a lot of family attractions outside the flying. Fishing, Horse riding, Tramping, All Day Shopping etc. The Taupo club can also arrange boat hire or even a scenic fly around the mountain in a high performance twin-engine aircraft.

The chance of flying from different sites should be taken by one and all, but especially by new pre and post-solo pilots. Because Taupo is a new and different site the experiences gained tend to accelerate over all skills and confidence. Away trips are also good fun. **So book your accommodation now.** There is limited on site accommodation also.

The club will double tow both FN and PC **early** on the 29<sup>th</sup> and return late on the 1<sup>st</sup>. The single seaters may be trailered down by any member who is available to do so.

For further information phone Robin Britton.

## **Out Landing BBQ April 25<sup>th</sup> 12.00 Midday onwards**

Once again the club will again host a 'Land Out BBQ ' at the end of this current season This is our special thank you to all the farmers subjected to an out landing during this past year, Landing out is a fact of gliding life and we rely greatly on the good will of the farmers when it happens. This free BBQ is an honest attempt to say thanks on ever ones behalf.

So please come and enjoy a **free feed** and even meet one of your temp. Adopted families [ if you out landed] and also help the club to say thanks.

## **The 'Fly Paper' Profile - Ron Davidson**

Known to all his many New Zealand friends as Ron The Pom. ' Ron has in more recent years been actively flying with Piako on a honouree working holiday program instructing generally over the Jan. to March period, when the club is very busy and some what short staffed. Ron has been the clubs sort of 'full time' casual instructor and has filled a vital gap that seems to have emerged over recent years, and really enjoys being part of the Piako team. So who is this English person who. Flies for about 2/3 months each year contest flying in Australia, and from there quietly arrives on our shores for a little aeronautical rest and recreation.

Well check out the following.

Started flying 1968.

Has flown at 90 different gliding sites.

Has flown 140 different gliders.

Has flown 30 different power aircraft.

Holder of 3 British records in Australia

Current BGA seeding #220

Has owned or part owned the following. ASK 13, Slingsby Petrel, Std Libelle, Open Cirrus, Astir C.S, Glasflgal Mosquito, LS4, T61 Motor Faulke Auster J5

Has also built an owned a Quickie and a Europa.

Currently owns a SB5 LS8 and the Europa .

Owns a shipping container that he fills with gliders for people that wish to join him in Australia each year. [UK – Australia – return for a set fee]

Currently has 5500 hrs gliding 1800hrs power.

Flies at this moment about 300hrs per year.

Into contest and distance flying

Retired business man and Course Instructor

Has held the following positions in England. Tow Pilot, CFI, BGA Gliding Examiner, Motor Glider Instructor / Examiner BGA Regional Coach. .

Currently Active. Popular Flying Assoc. Coach. Current member Vintage Glider Assoc. Current BGA Airframe Inspector. BGA O.O

Ron first came to visit NZ in 1976 but has been coming here via Australia since 1997. Ron has a sister living at Whangarei who is married to an ex WW2 Wellington pilot.

Not a bad CV for a 'fill in 'Instructor don' t you think.

As interviewed by the ' Fly Paper'.

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# Reminders

## Small

When does flying start each day? Instructors, Tow pilots and duty pilots should be ready to operate as from 11.00hrs latest. If you are needed earlier than that then Julie from the 'Booking Desk' will let you know.

Catlin Course and the Les Reisterer Short Course. These are out lined in the last newsletter. Have a go at them and enjoy with this fine weather coming up.

Videos . Who has the club videos of the Worlds at Omarama plus the Lucy learns to fly video. Can you please return them to the Bar urgently so other may get enjoy them as well please.

Please use the canopy cover on S.N when the a/c is in the hangar. Canopy's are very expensive to maintain and scratches are not easy or cheap to remove. Deeper scratches are impossible to remove and can give bad visibility problems in flight The canopy cover **must** be fitted Thank you. If any one can find the cover for PC the same obviously applies.

Roads and Speed. Sincere thanks go to the Matamata Piako Council for widening our road entrance. It is a vast improvement. Please remember though that the internal speed is s l o w , not only does it avoid hitting children/ other pedestrians but it also keeps the dust down over summer. Also caution as there is now an increase of speed bumps laid down as well.

Piako Bar. The club will be running the bar over the Nationals and World Champs . We will be putting the prices up to assist in the fundraising aspects for these events. Please support the Bar. Help will also be required. Talk to Ross or James if you want to know more.

Trial Flights Certificates. This is a plea for people to fill in a certificate before they take the trial flight. While negligence 0cannot be signed away, the disclaimer does alert people to the risks involved so they can make an informed decision. The second reason is that it gives us a marketing database for contacting these people again in the future. while they may not be interested any further, they may themselves pass our information onto others .

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# Flypaper' Pin up of the month Centrefold

## Piako Gliding Club: Flying Roster

2002

Day	Date	Tow Pilot	Event	Instructor	Instructor	Duty Pilot
Monday	28-Jan	Frantz	Auckland Ann.	Care		
Wednesday	30-Jan.	Oates		Reisterer		
Saturday	02-Feb.	Carter		Frantz	Britton	Allan Eccles
Sunday	03-Feb.	Bowling		Care	Frantz	Kevin White
Monday	04-Feb.	Anderson	NZ Nationals			
Tuesday	05-Feb.	Anderson	NZ Nationals			
Wednesday	06-Feb.	Oates	NZ Nationals	Reisterer	Frantz	Bob Gray
Thursday	07-Feb.	Oates	NZ Nationals			
Friday	08-Feb.	Oates	NZ Nationals			
Saturday	09-Feb.	Kreiger	NZ Nationals	Shanks	Frantz	Jeff. Randrup
Sunday	10-Feb.	Harding	NZ Nationals	Care	Frantz	Brett Loughnan
Monday	11-Feb.	Scholes	NZ Nationals			
Tuesday	12 Feb.	Scholes	NZ Nationals			
Wednesday	13 Feb.	Oates	NZ Nationals	Reisterer	Frantz	
Thursday	14 Feb.	Anderson	NZ Nationals			
Friday	15 Feb.	Anderson	NZ Nationals			
Saturday	16 Feb.	Shanks		Care	Davies	Morris Beale
Sunday	17 Feb.	Fraser		Gore	Van Vliet	Allan Johnstone
Wednesday	20 Feb.	Oates		Reisterer		
Saturday	23 Feb.	Petch	Sport Avex	Brown	Britton	Derek Krippner
Sunday	24 Feb.	McGregor	Sport Avex	Scholes	Frantz	Ted Emmerton
Wednesday	27 Feb.	Oates.	Pops Meet	Reisterer		
Saturday	02 March.	Carter	Pops Meet	Shanks	Care	David Qualtrough
Sunday	03 March.	Bowling	Pops Meet	Mason	Jeffrey	Phil R Smith
Wednesday	06 March.	Oates	Pops Meet	Reisterer		
Saturday	09 March.	Kreiger	Pops Meet	Wyatt	Van Vliet	Jeremy B/Smith
Sunday	10 March.	Harding	Pos Meet	Gore	Davies	Nelson Badger
Wednesday	13 March.	Oates		Reisterer		
Saturday	16 March.	Anderson		Brown	Frantz	Gareth Price
Sunday	17 March.	Shanks		Care	Britton	Brian O'Brian.
Wednesday	20 March	Oates		Reisterer		
Saturday	23 March.	Fraser		Mason	VanVliet	Lindsay Robinson
Sunday	24 March.	Petch		Turney	Jeffrey	Stuart Rogerson
Wednesday	27 March.	Oates		Reisterer		
Friday	29 March.	McGregor	Taupo	Gore	Wyatt	Graeme Sherrard
Saturday	30 March.	Carter	Taupo	Brown		Dean Herrmann

Sunday	31 March.	Scholes	Taupo	Care		Robert Lindsey
Monday	01 April .	Bowling	Taupo	Mason	Davies	Phil Kay
Wednesday	03 April .	Oates		Reisterer		
Saturday	06 April .	Kreiger		Wyatt		R Mc Rae
Sunday	07 April.	Harding		Care	Van Vliet	Chris Hector
Wednesday	10 April.	Oates		Reisterer		
Saturday	13 April.	Anderson		Turney		Dave Reid
Sunday	14 April.	Shanks		Gore	Britton	Phil E Smith
Wednesday	17 April	Oates		Reisterer		
Saturday	20 April	Fraser		Jeffrey		Ken Hall
Sunday	21 April	Petch		Mason	Milligan	Geoff Taylor
Wednesday	24 April	Oates		Reisterer		
Thursday	25 April	Scholes	Anzac Day	Care		Neil Thomas
Saturday	27 April	Mc Gregor		Brown		Howell Round
Sunday	28 April	Carter		Brown	Davies	Jacapo Detti

## The Club Library.

Colin Mackay did a great job of establishing a club library; which provides club members with books about gliding both for help with learning about flying gliders and also for general interest.

Unfortunately [for us ] Colin left last year to travel overseas, and for some time there has been nobody looking after the library. I am now trying to put it back into some sort of order, and my first task is to establish what the club owns.

If you have any books or videos on loan from the club library please let me know.

Chris Hector

Email [chector@waikato.ac.nz](mailto:chector@waikato.ac.nz)

61 Berkley Avenue

Hamilton. Ph 07 856 4332 [ Home]

027 434 3493 [ Week Days ]

As soon as I have a reasonably complete list of our books I will make this available to members, hopefully over the website. Then we can re start a system for lending them. I would also be pleased to hear from members with books they are willing to donate or back copies of the Gliding Kiwi or Piako Fly Paper.

Chris .

# Tugger's Corner

An interview with **Cole Frantz** by **Tony Petch**

## A Southern Tour – Gone South To Glide.

What prompts a mechanical engineer from Salem, a small town in Virginia, to visit Matamata for the 2002 summer? Cole Frantz, our visiting tow pilot – gliding instructor tells us how she came to spend the summer with the Piako Gliding Club. The story starts some time ago. Cole picks up the story.

‘My interest in flying started way back when I was 13’. My dad said ‘it was time to learn to fly’. I wasn’t fully convinced back then and dad had to use more than a usual amount of coaxing to keep me going. But dad was a really keen glider pilot, and a power pilot too, and well, I soloed 2 years later.’

Cole’s flying continued intermittently through high school and in the first few years of collage with most time being spent gliding. Later Cole took time out from collage to work –study and in her own words, flew and flew and flew. I got into power flying big time when I went on an intensive course at a flying academy called ‘Flight Safety’. There she completed her commercial pilots licence, multi engine, instrument and instructors ratings ‘Flight Safety become a well-known training establishment, but for all the wrong reasons’ Coles says. ‘The company trained several of the pilots who crashed their planes into the World Trade Centre and the Pentagon last September.’

Cole is adamant that she is not a security risk but admits quietly that she has yet to see a really tall building in this country. Cole has spent much of the last few years instructing on gliders and corporate flying for the company she worked for. ‘The corporate flying has been great. I got to fly all over the U.S east coast, into Canada, as far west as Colorado and into Chicago. We use a Beach Baron for the corporate work. It has been great to see the many engineering firms that the company chiefs were visiting. My personal interest is the three dimensional design and foundry casting processes, so I was able to what the other companies were doing.’ Our glider field is called New Castle International. It is in the mountains of South West Virginia. It is 2700ft long; shorter than Matamata .It is about as high as the Taupo glider field, about 1300ft, so it is a bit tight. We can’t double tow off it. With high mountains all around there are not many landing areas like around Matamata . And we have to keep our circuits close because of the terrain’, Cole says.

Cole is a proud owner of a Discus C.S. One of her favourite places to glide is at Uvalde Texas. Cole recalls attending across country gliding

camp at Uvalde ‘. It was my first camp and I was in the beginners group. We were in the green team with the more experienced pilots in the blue and red teams. The greens were shepherded about the sky by anxious instructors who told us how high to thermal and when to leave for the next one. By the end of the day they were really worn out making sure we all arrived safely home. It was a great course and I stayed on for the regionals .I even returned to Uvalde the following year because the flying was great.’

So why come to New Zealand and Matamata ?

Cole says ‘After several years of mechanical engineering, first with General Electric and then with Graham White Manufacturing I caught the wanderlust bug and quit my job.’ I had planned to take a motor home and head out west, but while I was planning my trip, one of my gliding buddies said ‘ Hey why not really take really break out and go to New Zealand for winter. It would be summer down there and you could go gliding.’

‘And that’s was what started it. I checked out several web sites and after e mailing Robin and Julian I settled on Matamata ‘‘ said Cole. This is Coles first overseas trip.’ This is such a beautiful country. It is spectacular. The beaches are so close. Where I live it takes 5 hrs to get to the beach. I am having a great time. The flying is fun and I am looking forward to the Nationals ‘‘ says Cole.

Later in February Cole’s parents and family friends will arrive.”I am looking forward to seeing them .We are going to tour the North Island for a week and spend two weeks in the South Island. We all want to visit and fly at Omarama. I just have to see those mountains where the ‘95’ worlds were held’ says Cole. But of Matamata and the Piako Gliding Club, Cole says ‘I love the gliding here and the beautiful places like Raglan, Waihi Beach and Taupo The people are so friendly . It will be hard to leave and go back home.’

So that is just part of the story. Have a chat with Cole and find out the rest.

Happy Flying  
Tony.

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