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The January- February Edition

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And get committed!!!

. From The Presidents Cockpit.

And another year has begun, hopefully with lots of fun and achievements.

Unfortunately, the old one did not say goodbye in a way we all had hoped for with Dave's accident. I think the short write-up in the 'Kiwi' was a good one and said a lot about David – thank you to the team who was involved putting it together. Elsewhere in this flypaper you'll see some more about the fund which has been set up to celebrate David's memory, and the outcome of which is taking a bit more shape as time goes by.

On a more positive note: people did get a lot of flying in despite the sometimes-foul weather, and some good flying too. Waihii, x-mas camp, Raglan, the comp, national gliding day, and anything in between all had their fair share of rain (what's fair?), but people still had fun. Take the gliding day: it was bucketing!!!! Down in the early hours in the morning, and blowing a fair gale to mid morning (I know, I was checking the house for leaks and any potential damage), at lunchtime the three visitors we had had a pretty good flight, and in the afternoon some club members were talking of 'awesome' conditions and had some good local flights – I guess we can learn from that that the weather isn't quite what it used to be: predictable, reliable, now similar to two hours ago, ...?

On more operational aspect of the club: a security system is going into the club hanger within the next few weeks, so watch out for any changes around access there. We'll let you know in time what exactly the changes will be when we know more details, just watch out for any signs that might signal an installed alarm system – the system might be 'hot', and we do not want to create false alarms!!!

Going forward, the committee is planning to carry out some strategic planning as well as a review of how we do things. My view is that there should be two aspects of this planning: 1) We want to do the right things and 2) We want to do things right. Again, once we know more, we'll let you know. Any thoughts in the meantime let somebody from the committee know.

Easter is coming, and we've decided not to go to Taupo as a club this year. We'll try and get a party and something on the flying side going at Matamata and hope the weather will be good. Any ideas or inputs – again let somebody from the committee know.

Anybody has any photos from either the classic/vintage get together or the flying day? Stephen Tollestrup is looking for some – please e-mail him StephenT@Tearfund.org.nz anything you think he might be able to use in a post promo write up.

Let's have a good autumn, hope the storms and rain will go away, have some fun and fly safely

Anna

Notes From The C F I

CFI BITS N PIECES

CIRCUITS

We have had some recent representations from other airfield users regarding our circuit procedures. In particular gliders therming in the circuit area, but also Tow aircraft doing a short base in front of other aircraft on long finals, without good radio communication.

Much of this related to the recent Nationals, which is outside of club control, but our operation has not been without reproach. Any time that you are on the circuit side of the airfield you need to be aware of other aircraft. Maintain a listening watch and call up if think an aircraft might not have seen you. As we all know, once you start your circuit you are committed. Do not circle, no matter what lift you run onto.

CLOUD

If you are flying on the ridge and start to get enveloped in cloud, it is important that you use dive brakes to descend clear of it. If you are in any situation of reduced visibility, keep your eyes peeled and use the radio.

NATIONALS

Well done to those who competed at the recent Nationals. Some very good placings, despite the poor weather.

FATIGUE

We often take it for granted that our tow pilots and instructors can just keep flying all day without food and drink or a short break. Take the opportunity to help out if you can.

MEDICALS & BFR'S

Check and make sure you have a copy and the club has a copy.

ATC GROUP

A Rotorua group of about 20 will be here on the 13/ 14th March.

DAVE'S ACCIDENT

Dave was passionate about gliding and it has been very difficult to farewell someone that played such a major part in our club. The best memorial we could offer is to make sure we continue to develop and grow as a club.

Steve

Tuggers Corner

I'd like to thank all our tow pilots, who put in extended hours over the Christmas Camp, Raglan, and the Nationals, and Harold for the great job he did at Waihi Beach. Also thanks to those tow pilots who dutifully went out to the airfield to find the weather had crapped out and only did one or two tows all day.

Now that the holidays and the Nationals are over, the roster goes back to the regular Wednesdays, Saturdays and Sundays. At the Committee meeting on 18th February, the Committee decided not to go to Taupo this Easter but to have some type of competition and social events at Matamata. No doubt there will be details of the Easter weekend elsewhere in this Fly Paper.

The problems we experienced with poor fuel pressure on BZA at Raglan and Waihi Beach appear to be over. The non-return valves in the fuel lines between the tanks and the mechanical fuel pump were partially blocked. These were cleared during BZA's 100-hour service last month.

The request for glider pilots to advise that they have released from tow has been taken 'on board' by most, but in my experience there are still glider pilots who remain silent after 'banging off'. A simple radio call, "glider released", will be a great help.

With summer not having arrived, certainly not in February, I hope the weather improves so that you have some good days gliding.

Tony Davies
Chief Tow Pilot

And from The Treasurer

Dept of treasury report

Treasurer's 95 cents worth

Hi all, not a lot to report apart from it has rained a lot which = less flying days=decrease in income for the club. Thankfully there were a few good \$\$ days at both Raglan & Waihi.

We must have done some flying as it must be a club record, BZA managed to chomp through \$3925 worth of fuel in 1 month!

The duty pilots over the holiday period did a very good job of the timesheets, thankyou, they were reasonably easy to decipher meaning I processed them instead of filing in the 'Too hard, can't be bothered tray!'

That was only 85 cents worth

Murray

Club Flying at Raglan

Raglan by the sea

We as the committee decided to put Raglan back on the agenda for January after missing last year.

The fleet arrived on Sunday night with instructors Gareth & Gerald with their newish students Allan & Dominic for a cross-country double tow. All 4 arrived smiling.

Only 4 families stayed the week; the Van Vliets, Shanks & Qualtroughs in their caravans (the Qualtroughs really roughing it with their sky TV!) & us in our cosy tent sheltered behind a sand dune.

The flying wasn't that great, gliding rather than soaring seemed to be all we had. A couple of days the cloud base was around 1000', & then the tow plane broke down, but we all had fun.

During the week most of the kiwi families (potential trial flightiest) had already finished their holidays but on Friday the campground refilled.

The atmosphere of Raglan is very cruisey; a lot of young overseas tourists would stay a couple of days at camp before moving on to Waitomo then Rotorua. They would arrive in NZ, buy a van for \$500 then drive around for 2 months before visiting Australia, what a life!

Most members came out for a day, which was good to see.

My kids had a great time with their bikes, retrieving the gliders on the motorbike & we even used the boat 3 times!

Thankyou Gerald for being camp commandant & organising getting everything from Matamata to Raglan & back again. Thankyou Tony Davies for flying & organising your team of tow pilots. Of course thanks also to all the instructors & others that came over especially to join us.

Personally I would love to go back next year, but more importantly, what do YOU want to do next year? Eg stay at Matamata or go to Thames, Tokoroa, Pauanui, Whitianga, Taupo or Elstow?? You decide &

Let the committee know so we can plan ahead.

Murray

Easter 2004

For many years we have headed to Taupo at Easter but due to the poor turn out of the past couple of years and the high number of events at Matamata over the last three months we have decided to stay home this year. The Regionals, the Nationals, two ATC camps, the Walsh Memorial and weeks at Raglan and Waihi have meant that this summer we have not had a lot of time at home where club members can get together so the committee has decided that the fleet will remain home this Easter.

We are going to have a barbeque on Saturday night along with some low key and fun competitions plus take the opportunity to provide some experience and training in dual towing and short landing. The main objective is to get as many members as possible together to enjoy each other's company while enjoying the sport we love. The competitive side will be aimed at providing a challenge that always ends in a landing back at the airfield and will probably include spot landings and races around the Les Reisterer short course.

Even if it's just for a day come on out and if the weathers fine why not bring the family and a tent or stay in one of the cabins for a few days. It'll be fun so we hope to see you there.

David Reid Memorial Fund

Our old friend Dave Reid's family have established a memorial fund with the intention of putting something in place that will perpetuate both Dave's spirit and his love of gliding. Many of you will have already contributed to this fund but many of are probably unaware of it. The form of this memorial has yet to be determined although some of Dave's friends, both here and overseas, have expressed an interest in some form of scholarship that will make it easier for young people to make a start in the world of gliding. The final decision is with Dave's estate but the Piako club will be supporting this endeavour whatever it is.

If you would like to contribute just approach a committee member to find out how can do this or if you know Dave's family then send your contribution to them.

Recent Happenings

Welcome new members, **Ross Nicholson, David Dennison, Ron Courtenay**

Club members were no doubt stunned to hear the news of **Dave Reid's death**. He really was just too young to have been tragically taken from us in this way. **Dave's** passion was the flying and the club, and I believe he would have been damn proud of how, as a club we all rallied around and supported each other during that time of disbelief, shock and grief. He will, be greatly missed by us all. . **Ed**

The Christmas camp was well supported, - at least by the Auckland Gliding Club who bought down everything but their kitchen sink. to fly. Our own flying hours for this camp were very poor it seems with a very low attendance of members wanting to fly.

Great to see Chris Money back in the air. It was reported that he got checked out in PK complete with a BFR and then flew his beloved **DG101 NB** after some year's absence. Great stuff Chris. .

Occasionally it can happen. BZA 'fell over' due to a low fuel pressure problem. BWS was sent over from Tauranga as a stand in tug until 'old faithful' returned. Apparently it was a real education to some of our newer generation pilots coming to grips with a 150-horse power Pawnee rather than our huge and heavy 250-horse power beast that we all take for granted. Any one care for a tiger moth tow then?

Shock. Horror. What will be next? It was reliably reported that Standard Libelle **GJ** was **actually** seen flying recently.

Julie Hall discovered the westerly wave with an excellent flight to 11,500ft in the lee of the 'Cambridge hills' while flying PK. What started out to be a check flight with an instructor turned out to be a magical ride into the stratosphere?

The Raglan Camp. Harold Oates had an exciting ride when once again BZA was besotted with fuel pressure problems Apparently **Harold** only just managed to complete a very low level circuit due to the intermittent low fuel pressure. The problem has now been resolved its reported

The Wahi Camp. This year was the Waihi camp once again very well organized by **Mavis and Harold Oates**. Unfortunately a combination of indifferent weather and a competing scenic helicopter operation took its toll on this years generated income generated it was reported The operation grossed \$6200.00 which truly high lights the real potential that is available there.

Jacopo Detti flew his silver C distance to Thames recently. Well done

We think Bill Mace completed yet another 300km ridge task and also claimed his Silver C gain of height. Rather a long distance to go to gain a simple 1000m don't you think?

Congratulations to **Mark Drayson** after converting to the PW5 SN **James Turney** did the conversation for him.

And its also congratulations to young **Cameron Wine** for also converting to the PW5 SN. Its understood **CFI Steve Care** did that conversation.

How about another Really BIG party then. The club as such apparently turns 50 years old in about 3 or so year's time. The club had a roaring 40 s party. What are your thoughts on celebrating such a milestone when it turns 50. Does seem a little way off perhaps but time truly does fly if trying to prepare for such an event [So, go grab your still and video cameras and start documenting the club, as it is to day. Opportunity missed = documented history lost forever. **Ed**]

February 14th was set aside by GNZ as National Gliding Day. With a small gliding promo as an introduction to the main TV1 news bulletin this day had exciting potential. The weather, well that was a different story. Some three interested people apparently arrived and flew.

Alan Scott, Cameron Wine and Dominic Stevens recently sat their QGP exams. Results not known at this stage.

Robin Britton is down in the Deep South at Omarama flying with Doug Hamilton's Alpine Soaring organization. It seems **Robin** was one of the successful candidates of the Matamata Soaring Centre's X-Country Training Trust. . It has also been reported that **Cole Frantz** is also down in that neck of the woods as well. Man o man! We are not going to receive reports of more pub table dancing exploits from those two are we?

Cole Frantz apparently achieved her Diamond height gain flying at Omarama. Congratulations from all your NZ mates **Frantz**

The new club representative on the airfield users committee will be Robin Britton

The Personal Confession Column

Be our guest and get it off your chest

Last Wednesday was an interesting day on the ridge. Cloud base was at 3500ft. with 6/8 clouds and within an hour cloud base had dropped to 2600ft. All with 25kts of westerly wind with periods of up to 40kts. Rainsqualls were approaching from Matamata, which had cut off the south and already were developing at the high point. Lower wisps of cloud were scudding across constantly after forming east of the river. Not a nice place to be if conditions continued to deteriorate, particularly in a glider with lower penetration performance.

In conditions such as these it is a time for extreme diligence regarding look out and obeying ridge flying rules and just plain common sense.

Imagine my horror when I observed two gliders emerge from cloud with what seemed to be very close height separation having obviously crossed paths some where in side the cloud. One was heading due west and the other slightly west of north each seemed oblivious to each other. If wether in cloud or surrounded by cloud you simply cannot see far enough to take avoiding action. Just don't go there.

If you are descending under or around clouds that are passing through, ask you're self where any opposing traffic may be. Best get out of the murk and well clear of the cloud so you can see what may be coming. Review your VFR procedures.

Remember also gliders from other clubs fly the ridge very regularly, so never think you have it all to your self.

Everyone should be monitoring 133.55mhz and keeping a listening watch. If you are aware of another glider in your flying region keep in contact with them. If you intend on a course change, let them know. Never assume the other glider is flying as safely as you. And as importantly don't use it as a direct chatter link. One may need to get that life saving call out. One can't if the frequency is all jammed up.

It is only our understanding and skill that keep us safe.

Happy Flying

Bill Mace

A mini report from your Committee

The committee have decided not to go to Taupo at Easter this year. In stead the club will stay at home and have a number flying activities for members to get involved with, including some short x country tasks. **Dennis Cooke** will be the organiser

New signs are being placed up around the airfield. They are mostly safety signs. One is being planned for our club.

The new security system has been ordered for both the hanger and the clubhouse.

Police say there is no hope of recovering our winch motor that got stolen last year. Quotes for re engineering the winch will be submitted to the insurance company as they come to hand.

Retrieve aero tow costs to stay the same. \$70.00 for retrieve tows from the spud patch or Elstow airfield and \$155.00 from the Tokoroa airfield.

The club is to purchase a Cambridge GPS logger for its aircraft This is actually an IGC approved secure data logger, with position and height / time information to enable badge flights to be valid and club gliders to compete in competitions. This technology in time will replace our old barographs.

Up Coming Events.

March 13-14 Rotorua Squadron ATC weekend visit.

April 9- 12th Easter weekend Club will be at home with lots of flying activities planned.

April 25th Farmers Out Landing BBQ.

The 2004 Nationals

I made a commitment to the secret committee about a year ago that I would provide an article for every Flypaper and I've found this to a pretty easy commitment to live up to. Why don't you make a commitment to provide just one article this year. It's not that hard.

Well the obvious subject for this issue is the 2004 Nationals. The other obvious one is the lack of good flying weather this summer but I guess I can cover that off at the same time because as you probably know the Nationals were held in the worst February weather conditions in living memory. This can be proven because Ralph has been recording the weather for thirty years and I have good records for the last nine years plus my hang gliding logbook that goes back to 1977. Both sets of weather data confirm that this month is crap.

All the same I believe that the deserved winners shone through and I actually had a really good time. I was the scorer for the Nationals so I got to learn a lot about running a competition and what you need to do to win a gliding competition. I learnt how the top pilots use different strategies and tactics, the importance of being patient, well prepared, flexible, resilient and determined. I think that in the very difficult conditions we had the most important attributes a pilot could have were firstly understanding the weather, secondly being well prepared (but also prepared to change your tactics) and thirdly really, really, wanting to win.

I'm not going to give a blow by blow report or tell you who won each day or each class, you can check out the website for that, I'm just going to talk about the things I've mentioned above. Running a competition, being prepared, and understanding the weather, strategy, tactics, flexibility, resilience, patience, determination and the will to win.

RUNNING A COMPETITION

This is not an easy job and although it's not always a thankless job there is very little reward. Most of the people who help out have to pay, I took two weeks leave and had to pay for the privilege of being the scorer, the fact is you do it because you love the sport. John Van Ham-Etches, the competition director, was running his first Nationals and only his second competition and I was scoring my first ever competition. We were both very inexperienced but I think we did an excellent job. Luckily we had the help of Pam Gore, Ralph Gore, July Timmermans, Ruth Pryde, Shirley Finlayson, Alan Eccles, Les Reisterer, Gordon Scholes and Trevor Atkins who are all very experienced in various aspects of competition administration. Those eleven people were not the only volunteers by a long shot, there were lots of tug pilots and people helping with the launching and retrieving of the competitors. Probably twenty people helped the thirty-six competitors have a good competition. A very special mention must go to Les who organises the efficient launching of the gliders and the efficient retrieval process (with lot's of help from Pam). These things work so well that people think they are easy. They aren't.

BEING PREPARED

Some pilots got by through by experience. This is the thing that happens when after making mistakes for twenty years you eventually learn something. Others got by because they planned everything and the rest didn't get by at all. On the first night I had to manually review eighteen of the thirty six GPS logs due to missed start gates or turn points, poor GPS traces, incorrect time zone settings, engine start verifications or basic finger problems. On the last day I only had to review one GPS trace. The person who should have won the premier 15 metre class scored 46 points on day one due to lack of preparation, a huge handicap in a competition that only had five valid days. I am stunned by the amount of people who turn up with no maps, no parachute, no height recording GPS, no EPIRB, no driver, no understanding of the rules and equipment that doesn't work. How did we ever produce a world champion? The lesson here is to prepare yourself, think about what you will need, think about what can go wrong and think about what you can do to optimise your performance.

UNDERSTANDING THE WEATHER

This is where local knowledge really helps but general knowledge of the weather and a bit of research comes into play. Most competitors were familiar with the Waikato weather and the 15-meter class winner (Mike Strathern) found himself almost at home. Mike is from Nelson but originally hailed from England so found the miserable weather quite familiar. Predicting the development and lifecycle of rain cells and the impact on convection was very important.

STRATEGY

Obviously I don't know what strategy each pilot had but by looking at how they flew each task and listening to the chat around the clubhouse I could make a pretty good guess. The important lesson is that you need a strategy. Some of the strategies I noticed were; to finish first you first must first finish, stay up at all costs, follow the leaders, stay with pack then hope you can make a break towards the end, treat every day as a new competition and do your absolute best on the day. You need a strategy that suits both your personality and your ability and you need to stick to it. If you do this you can win even though you are not the hottest pilot in your class.

TACTICS

A strategy defines how you will fly the competition or fly the task but your tactics will define how you achieve that goal. For example your strategy may be to finish at all costs, no matter how long it takes and you will at least get some speed points rather than none. To support this strategy your tactics may involve backtracking to enable you to stay up or waiting till most other pilots have started the task and marked the lift for you or it may involve never leaving an area of lift until you have a sign of lift ahead. You first of all need a good strategic plan and then a good tactical plan but to make the two work together you need to be flexible.

FLEXIBILITY

For me the standout pilots in terms of flexibility were Phil Smith, Robin Britton, Paul Schofield, Mike Strathern and Tony Timmermans. I suspect that all of these pilots learnt this lesson through flying gliders that didn't perform that well or by flying in conditions that were not that great. I

also suspect that 'big-air' pilots that fly in places like the Owens Valley, parts of Australia or out of Omarama will never be as flexible as English or Waikato pilots because they don't have as many options. They only have one or two choices to select from whereas pilots who fly in the Waikato have dozens. They have to cope with different weather conditions every ten kilometres and only have 2000 feet above the ground to play with. I can't remember who first told me the importance of stabilising yourself then making a new plan but I know it was one of the most important lessons I ever learnt as far as cross country flying goes. It's also something that Fin always stresses and that's a lesson learnt from many years of successful cross country and competition flying.

RESILIENCE

In case you don't know resilience is one of the properties of rubber, you first apply pressure and then you bounce back. This is a quality that was shown by Lindsey Stephens who failed abysmally in the first round then bounced back to just miss winning his class. It is also a quality that others didn't have and was evidenced by them just giving up after having a bad day. Never ever, ever give up. You are only defeating yourself.

PATIENCE

This is a quality that I really have difficulty with, even though I am an ardent fisherman. I am basically a 'go for it' sort of person but this is not a good idea when flying most cross-country tasks. Again the people who best exhibit this quality are Phil Smith, Robin Britton, Paul Schofield, Mike Strathern and Tony Timmermans. I'll get the hang of it eventually. I'll have to if I want to succeed in cross-country and competition flying.

DETERMINATION AND THE WILL TO WIN

This is the quality that differentiates the winners from the losers. I think this is obvious to all of us, we all know who really wants to win. It's not the people who choose to land back to avoid a retrieve and a de-rig followed by a re-rig. It's not the people that think I won't bother with a few extra points by landing a few paddocks further on. It's not the people who are thinking about keeping the support crew happy or thinking of the dinner engagement that night. It's the people who really want to win.

All of the qualities above were shown by the winners, they are not natural winners; they are people who work hard at it. They are people like Phil Smith, Paul Schofield, Lindsey Stephens, Tony Van Dyk, Trevor Terry, Ross Biggar, Mike Strathern, Tony Timmermans and hopefully one day it will also be me.

Dennis Cooke

Final Results: New Zealand National Gliding Champs, 2004

OPEN CLASS

#	Rego	Pilot	Club	Glider	Total points
1	SP	Tony Timmermans	Auckland	Ventus bt	3790
2	RJ	Peter Lyons	Hawkes Bay	ASK 25	3591
3	VG	Roger Didsbury	Auckland	Ventus bT	2121
4	UN	Eric Gosse	Hauraki	LAK12	1139

15m CLASS

#	Rego	Pilot	Club	Glider	Total points
1	TP	Michael Strathern	Nelson	Ventus bT	3496
2	ZM	Lindsey Stephens	Auckland	ASW 27	3406
3	TD	Tony Van Dyk	Hutt Valley	LS 8	3204
4	TZ	Trev Terry	Taupo	Discus b	3202
5	KT	Steven Wallace	Aviation Sports	Mosquito	2919
6	VW	Ross Gaddes	Auckland	ASW 20	2918
7	KZ	Stewart Cameron	Taupo	ASW 20	2761
8	NL	Mitchell Turner	Australia	Ventus A	2592
9	PV	John Bayliss	Auckland	Discus b	2493
10	NM	Brian Chesterman Adrian Cable	Tauranga	Discus C	2403
11	NK	Roland Van Der Wal	Taupo	LS4	2277
12	ZO	Ian Finlayson	Piako	ASW 27	2135
13	XS	Graham White	Hawkes Bay	LS 8	2008
14	VC	Ralph Gore	Piako	ASW 20	1076
15	XN	Max Stevens	Wellington	Discus b	967

STANDARD CLASS

#	Rego	Pilot	Club	Glider	Total points
1	TD	Tony Van Dyk	Hutt Valley	LS8	3897
2	TZ	Trev Terry	Taupo	Discus b	3738
3	KT	Steven Wallace	Aviation Sports	Mosquito	3461
4	NM	Brian Chesterman Adrian Cable	Tauranga	Discus C	2782
5	PV	John Bayliss	Auckland	Discus b	2734
6	NK	Roland Van Der Wal	Taupo	LS4	2712
7	XS	Graham White	Hawkes Bay	LS 8	2410
8	PX	Glenn Joll	Auckland	Duo Discus	1855
9	XN	Max Stevens	Wellington	Discus b	1084

CLUB CLASS

#	Rego	Pilot	Club	Glider	Total points
1	KM	Roy Edwards	Tauranga	LS 4	2120
2	IY	Nelson Badger	Piako	LS 1	2025
3	JD	Bryan O'Brien	Piako	Hornet	1630
4	YR	Ross Biggar	Aviation Sports	ASW20F	1601
5	UP	Murray Wardell	Auckland	Std Cirrus	1417
6	IB	Kevin White	Piako	Libelle	1385
7	NC	Ross Taylor	Auckland	Std Cirrus	1330
8	NV	Murray Pinkerton	Piako	DG 101	1238
9	XY	Maurice Honey	Auckland	PW6	971
10	LK	Peter Himmel	Auckland	LS 3	550

SPORTS-PW5 CLASS

#	Rego	Pilot	Club	Glider	Total points
1	FK	Phil Smith	Piako	K6-E	4116
2	LX	Robin Britton	Piako	Ka6BR	3429
3	SB	Paul Schofield	Auckland	PW5	3312
4	KF	Graham Wardell	Auckland	PW5	2205
5	JO	Trevor Atkins	Piako	PW5	1932
6	PD	Edouard Devenoges	Tauranga	PW5	1294

Flying down at Omarama

What an experience – I was lucky enough to be a recipient of a Matamata Soaring Centre Scholarship to fly in Omarama with the Alpine Soaring Ltd run by Doug Hamilton. Somewhat tardy in getting there, I finally got to go last week – and flew for 4 out of 6 possible days. Flying that I thought was magnificent while the locals thought of it as OK sort of conditions.

Thermals, ridge lift and wave – all occurring at once and from all directions!! The weather definitely changed by the hour/ minute – far more unsettled than they usually have apparently for this time of year. Typical day started with a weather briefing at 10:00am and flying starting at some stage after that depending on the weather and going until whenever.

I flew in the ASH 25 - TF (a few noticeable differences from the Ka6!!) mostly with Doug Hamilton – a superb teacher – and focused on cross-country skills. Two flights in particular stand out – one went up the Ahuriri valley then crossed over the mountains and two more valleys until Haast pass was nearly under the wing - the mountains are awe-inspiring from the glider!! The other great flight was a wave flight up to 14,500 ft. A lesson in the delicacy of getting into and staying in rotor lift until reaching the wave. At one stage we had 80 kts indicated and ground speed of 1 kt. The power of the wave clouds and the speed with which they form and dissipate was incredible. I learnt heaps over the time spent there. A very friendly and welcoming bunch of people.

Overall a fantastic experience and many thanks to the Matamata Soaring Centre for the chance to go.

Ps Congratulations to the “one who dances on tables” who also achieved a diamond height badge.

Robin Britton

Piako Gliding Club: Flying Roster March to May 2004

Day	Date	Tow pilot	Event	Instructor	Instructor	Duty Pilot
Sunday	29-Feb	McGregor		Care	Kunnemeyer	
Wednesday	3-Mar	Oates		Reisterer		
Saturday	6-Mar	Scholes		Shanks	Pryce	Reed
Sunday	7-Mar	Bowling		Gore	Mace	Hermann
Wednesday	10-Mar	Oates		Reisterer		
Saturday	13-Mar	Anderson		Care	Gore	Emmerton
Sunday	14-Mar	Carter		Care	Jeffrey	Larson
Wednesday	17-Mar	Oates		Reisterer		
Saturday	20-Mar	Nicholson		Mason	Milligan	Temple-Cox
Sunday	21-Mar	Hawes		Milligan	Gray	Scott
Wednesday	24-Mar	Oates		Reisterer		
Saturday	27-Mar	Harding		Britton	Kunnemeyer	Annabell
Sunday	28-Mar	McGregor		Scholes	Mace	Rodgerson
Wednesday	31-Mar	Oates		Reisterer		
Saturday	3-Apr	Nicholson		Shanks	Gray	Atkins
Sunday	4-Apr	Hawes		Davies	Pryce	Drayson
Wednesday	7-Apr	Oates		Reisterer		
Friday	9-Apr	Harding	Easter - Matamata	Britton	Kunnemeyer	Doerr
Saturday	10-Apr	Shanks	Easter - Matamata	Mason	Mace	Beale
Sunday	11-Apr	Bowling	Easter - Matamata	Brown	Gray	Sherrard
Monday	12-Apr	Davies	Easter - Matamata	Jeffrey	Gore	Taylor
Wednesday	14-Apr	Oates		Reisterer		
Saturday	17-Apr	Harding		Mason	Milligan	Cox
Sunday	18-Apr	Rowe		Milligan	Mace	Pinkerton
Wednesday	21-Apr	Oates		Reisterer		
Saturday	24-Apr	Petch		Gore	Pryce	Randrup
Sunday	25-Apr	Scholes	Anzac Day	Britton	Pryce	Thompson
Wednesday	28-Apr	Oates		Reisterer		
Saturday	1-May	Bowling		Care	Gore	Wyatt
Sunday	2-May	McGregor		Care	Jeffrey	Robinson
Wednesday	5-May	Oates		Reisterer		
Saturday	8-May	Rowe		Davies	Kunnemeyer	Chapman
Sunday	9-May	Carter		Britton	Gray	Falconer
Wednesday	12-May	Oates		Reisterer		
Saturday	15-May	Harding		Mason	Milligan	Hogg
Sunday	16-May	Anderson		Milligan	Pryce	Johnston
Wednesday	19-May	Oates		Reisterer		
Saturday	22-May	McGregor		Scholes	Mace	Money
Sunday	23-May	Davies		Jeffrey	Kunnemeyer	Thomas
Wednesday	26-May	Oates		Reisterer		
Saturday	29-May	Nicholson		Gore	Gray	Howell-Round
Sunday	30-May	Nicholson		Brown	Care	Hall

