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From The Presidents Cockpit.

The year is almost over.

... But it was an interesting one. Don't forget, AGM 14/8/2004 with dinner following at Matamata. Would be really good if you could make it!!

Also really good would be if you had something to say as to where you want the club to go. A questionnaire will be circulated, hopefully asking all the right questions. So, if you want to have some input – here is the opportunity. What we are trying to find out is why YOU are a part of the sport and of the Piako gliding club. What is good about what we are doing, what could we do better? What brought you here, what is keeping you here? What is about to drive you away? Where should we go from here? We think we are pretty good, may be you agree? May be you disagree. If you think questions are missing a point or are not even asking the right questions – say so!! We do not promise to translate everything you let us know into action (immediately anyway), but we'll listen and try to make the best with what we've got or could have.

Have a look what Trevor has to say about the NZGA AGM – do we want to learn something from that?

PK will be back shortly, and she will be as good as new. Again, we should learn from this as much as we can, and that probably goes for many levels of experience.

Don't know if you picked up on it, but the Whangarei club has visited us on Queens Birthday with several pilots, gliders, potentially new glider pilots,

I believe it's good to 'visit', make more friends, and expand our experiences.

One of the sad things about friend is that they leave us. I did not know Noel Johnson personally very well, but he most certainly was a significant part of the gliding scene. I enjoyed him 'remembering when', and I always thought of that part of the 'Gliding Kiwi' as an important part of gliding, providing some perspective, some balance.

There are many more friends to be made, though, and I do believe that gliding can give us a hand in this – apart from being a great sport, providing us all with our own challenges, some close by, some a long way off, some up in the wave,

See you at the AGM

Anna

C F I Bits N Pieces

SOLO FLYING

In order for any student pilot to go solo, our MOAP regulations require that the Ground Training Syllabus and A Certificate Syllabus must be completed in full. This is an absolute minimum and completion does not automatically mean that you will go solo.

Other factors that go into accessing whether you can go solo include airmanship, lookout, circuit procedure, modified circuits, flight without instruments, safe speed near the ground, knowledge of flying rules and regulations.

SAFE SPEED NEAR THE GROUND

I am finding a number of students are having problems maintaining a safe speed near the ground, particularly not understanding or recognising wind gradient. Some are also confusing airbrake with elevator control.

The elevator controls speed and the airbrake controls rate of sink. If you suspect wind gradient you must allow extra altitude and airspeed to counteract it.

MEDICALS

The gliding movement has openly resisted calls for more stringent medicals, as it can be a significant cost and inconvenience to members. Instead we rely on your declaration that you do not suffer from any medical condition or take medication that might affect your ability to fly a glider safely. You also declare that you will inform the CFI should your health have changed since your declaration.

If your doctor informs you of any health condition, ask if he or she considers that it is still safe for you to fly. You should also inform me, as per your declaration, particularly if you are prescribed medication that could affect flying.

AIRSPACE

If you are not sure of airspace boundaries, please study the VNC in the clubhouse or the ones that should be in each of our club gliders. The height limit is 6,500ft unless you have a mode C transponder and call Christchurch control. We also have a MBZ 3 nm around the airfield. You need to call entering or exiting and every 15 minutes while you are in the zone.

After discussions with a club member who is also a commercial pilot, if you go above 3,000ft I would strongly recommend that you switch on your mode C transponder to 1300. This enables air traffic control to see you and inform any IFR traffic that might be descending through uncontrolled airspace. This particularly so for Wednesday pilots.

RIDGE FLYING

Because our ridge is more than 10 km away from the field, we set quite a high standard before allowing new students to fly on the ridge solo.

Effectively it is a cross-country flight, as it is quite possible in some conditions that you may end up having to land in a paddock. Therefore you need to demonstrate and have signed out, the ability to land in a paddock. We have also set other criteria regarding solo ridge flying.

PW5 AND ASTIR PILOTS

You must get permission from the duty instructor to fly club glider solo. This is particularly so for non-QGP pilots, as your flight is a training flight. If the duty instructor is in the air, then you must wait.

C CERT PILOTS

If you are flying with only a C Certificate, you must get your logbook endorsed by the CFI as being a QGP. There may be some additional training to match the newer standards.

WINCH

I recommend that we all treat the winch with caution, as we have not operated it for quite a period of time. I understand it is back in operation.

GENERAL

I apologise if it seems I am laying down all the rules and regulations in this Flypaper, but every once in a while I get the feeling there is a lack of knowledge out there. This publication seems like the best way I can communicate some of the issues we need to consider. I promise some more positive stuff in my next article.

Safe Flying
Steve

And Quick Note from the Secretary

Annual General Meeting and Club Dinner

The Annual General Meeting will be held at the Clubhouse on Saturday 14 August at 16:00.

Following the same pattern as last year, The AGM will be followed by the Club dinner, to be held at Long lands in Matamata

The cost of the dinner will be \$38 per person. Partners and families very welcome.

Long lands need to know numbers. So RSVP by 11 August if you wish to come.

Chris Hector
Secretary

And from The Treasurer

Dept of treasury report

Hi everyone

PK excess has been paid towards insurance. Unfortunately we as the committee decided to have the higher excesses (\$5k) as this lowered the premiums on the twins but thankfully we have money set aside for such an event. The main thing was no one was hurt in the accident.

Fuel prices continue to increase, I think about 10 cents a litre over 2 months! Ouch.

At the moment we will try to keep the tow charges the same. However this can only be done with help from you. i.e. if you are on the grid, make sure that you are ready to go as soon as BZA is back from the previous tow, as stop / starting & idling around uses more fuel = costing \$\$\$ & I suspect the tow pilots roll their eyes in frustration!

The tug master & I may have to review the tow fees in the future, but lets hope that the fuel prices go down again.....

Still at present a 3000' tow for \$45 gives up to ½ hour in very clear conditions including views down to the mountains.

Well that's my brief lot

Murray

Ps don't forget your chequebook for the subs @ the AGM

Piako Gliding Club - Members Survey

The committee is interested in your feedback on what our priorities should be for the next few years. We'd appreciate it if you would note down your thoughts on the following questions and send them back – while the following is a framework for comments, feel free to add more comments if you would like. Robin has offered to collate the results for us, she will collate and publish as anonymous groupings of comments – if you are concerned about confidentiality, then note that on the returned info as well and she will make extra sure that they are retained as confidential.

**Please make an effort to fill this in and provide guidance to the committee.
Please send back comments by 16th July.**

***Many thanks,
From your Committee.***

General

First name

Last name

Membership status

Are your goals being met? What do you expect of the Club?

What is good about the Club?

What would you most like to change?

Glider fleet

Do you think that the Twin availability is OK?

Do we need a 3rd twin?

Do you think that the Single-seater availability is OK?

Do we need a 3rd single?

Are singles or twins higher priority?

Please give your reasoning

Do you have any other comments on Gliders or Glider Equipment?

Where we fly, and when

Do you think we fly at Matamata - too much? Too little?

How many days flying per week do you think we should provide?

Would you come if more days were offered? – what days?

What are your thoughts on Camps - eg

Raglan – comments

Matamata Xmas? (Any other Xmas ideas??)

Waihi?

Taupo?

More flying at other clubs?

Camps in general??

Any comments you want to make in Contests?

Training

Do you have any comments to make about courses?

If you trained in the last 2 years:

Were you pleased with training?

Did you progress fast enough?
Any other comments on your training?

If you already hold a QGP:

Does the Club offer you enough? What else would you like to see happening?

Would advanced mentoring help?

Any comments on Library services – eg books and videos?

Social events

What sort of events would you attend?

What would your family like to attend?

Should socials also have a purpose?

Would you like interclub socials?

Any other comments on the Club's social activities?

Communications

Do you get enough information? – What else would you like to have?

Is 2 months often enough for Flypaper?

Is the Flypaper content topical?

Any other suggestions for the Flypaper?

Do you use the website? Is the right info on the website?

Any other suggestions re information

Other comments

Membership : Do we need more members?

What do you think about the range and quality of our Facilities: eg Hangar, clubhouse, and caravan

What do you think about our Launching facilities: Tow plane, winch etc.

ANY OTHER COMMENTS

Many thanks for filling in your thoughts and comments and returning them to Robin Britton by 16th JULY

- ***Either by post to: R Britton, PO Box 7016, HAMILTON***
- ***Or save as an attachment and return by email to rbritton@wave.co.nz***

Notes for to the Duty Pilot

If you cannot do your duty it is YOUR responsibility to find a replacement.

The Duty Pilot is crucial to a successful day at the field. Do it right and everyone is happy! If you do not organise the ground operations during the day and you have long waits for towing, unhappy members, and dissatisfied Trial Flights. \

By each taking turns at running the ground operation we get to focus on our own flying the rest of the time. It is a small price to pay.

Remember that for a successful day you may need to actively ORGANISE people! GREET people onto the airfield, ORGANISE the flying list. Keep good RECORDS and COLLECT the money. Get stuck in!

1. TWO-SEATERS ONTO THE FIELD

Unless earlier bookings have been made, have the hangar door opens at 10am

Wash, DI, and get the twins and the caravan out onto the airfield.

The Duty instructor will help & will also nominate the active runway.

If first flight of the day is to be earlier than 11:00am you will be contacted.

2. FLYING LIST ON WHITEBOARD

Anyone wanting a club glider - including trial flights - gets listed on whiteboard

Use this system it works & it stops pushing in - Mark people off when they launch

If you keep the list up to date the folks waiting can see when their turn is coming up!

3. TRIAL FLIGHTS

Trial Flightiest are our future members, help to pay the club's bills, and influence the public's opinion governing our sport.

Actively welcome Trial Flightiest onto your airfield

Get them to sign a liability release (in green file folder)

Give them their signed Certificate of First Flight. (Get their instructor to sign it after the flight so they have something to take home.)

4. KEEP RECORDS AND COLLECT MONEY

Record the time of every launch and landing on the flying sheet of ALL gliders

Trial Flight vouchers: Mark "Used, date:" put into moneybox, and mark "voucher" on flying sheet.

Collect club member's money before or after their flight

At the end of the day the tow pilot will give you BZA's launch list - check it against your flying sheet to ensure all launches have been recorded and paid for.

5. ORGANISE

Ensure safety of everyone moving on the field

Maintain flying list on whiteboard so everyone knows when it is his or her turn.

Ask bystanders to help push planes off the field after they have landed

Ensure there is a wing runner available when a glider is about to be launched.

In short, be proactive, and ask people to help!

I believe that by the middle of the afternoon you should have things well enough in hand to take a flight yourself – just get someone to cover the flying sheet for you while you are gone.

But please be back in time to help put things away & finish off the flying sheets.

Thanks for pitching in,

Phil Smith

Club Captain.

Notam – [notice to all members]

The RNZAF will be operating out of Matamata Airfield in an operational exercise during the week of 5 –12 August. Although the airfield will possibly have a control tower in attendance we are still able to operate. So come on out and fly. Its not often we can play with the real big boys and their real big toys

A mini report from your Committee

Air BP, increase in fuel charges. Committee to closely monitor the increases and review the towing charges.

A small budget has been approved to be used by the CFI and Deputy CFI for instructing auditing purposes.

The committee has nominated **Ralph Gore** for a position on the GNZ executive. [Successful **Ed**]

The new hanger security system has been installed.

PK had an accident last month and is currently being repaired up in Auckland

The clubs questionnaire has been finalised and will be printed in the Fly Paper

Recent Happenings

Welcome to our new members, Hadley Bognuda, Ralph Wine, and old / new member, a former president and tow pilot John Shuttle worth.

Good Easterly wave day one Wednesday late May. A number of newer members discovered the Easterly Wave for the first time. Some twenty-two launches made for a very active day.

The insurance has paid out on the clubs stolen winch motor. The new motor has arrived and been test run ready for its fitting to the winch.

The winch has now had its replacement motor fitted and run. A test crew did four actual launches, with no problems. Comment seems to be it has more power than the old one, which will suit PC better. Well-done to the committee.

The new hanger security system has been installed, now covering both the hanger and the clubhouse. . It is connected to an automatic dialler, so it will call various club members at Matamata if the alarm is ever triggered.

Congratulations to Ralph Wine for his first solo

As we are now all aware our **PW6 PK** landed a little short of runway 11 one recent Wednesday. In fact it landed on highway 27 it self, appropriately taking out the 'Danger Low Flying Aircraft' sign and eventually finished up resting its nose against the fence line. Luckily no one was hurt. The aircraft however was some what damaged. Many lessons no doubt will be learned from this incident... It was also very lucky that no vehicles were involved, as this is an especially busy stretch of highway with generally a continuous flow of traffic.

Want to know if the 'ridge is working'. Try phoning 021 257 0586. That number connects you a weather station situated on the kaimais just above the hang gliding launch site. It is reported to be brilliant It was apparently set up by the NZ hang gliding and Parapont Association Don't leave home with out using it. .

. May be Paiko could also contribute to its running costs to make sure it stays there. **Ed.**

..

The Club Astir NI has returned from the workshop with the new elevator mod, which now at last allows the aircraft not to be speed restricted. Max speed is now back to its original 135-knots VNE

.

The westerly winds seem to have returned a little earlier this year with some good days and some very good flights being recorded.

The Queens Birthday long weekend saw the Whangarei Gliding Club visit for a weekend of ridge flying. It seems they are now also Soaring Centre members.

The GNZ AGM was recently held at Wellington. **Trevor Atkins** being the clubs official delegate represented Piako.

Congratulations to Murray Pinkerton for winning the Air New Zealand Cross Country Trophy at the GNZ AGM. Great effort and well deserved

There may be a possible glider-engineering course being arranged to be run at the airfield over four days. If you are interested please contact **Kevin White**.

Very sad news for the more senior members with the death of ex member **Noel Johnston**. Noel was a very well known and respected member of the club for many years. He was a private owner and tow pilot. He will be remembered by his 'I remember when' articles in the NZ Gliding Kiwi.

The PW6 repairs are coming along very well it seems and the club may well see **PK** back flying early July Great.

The winch was given a days operations recently with a number of instructors getting them selves reacquainted with going 'vertical' again using PC. General comment from those who took part was 'smooth and powerful with incredible acceleration ' Look's like we have a winner here.

The Piako Files. Pieces taken from the Gliding Kiwi archives.

1960 – some time First Solo **Stu. Rogerson** C certificate **Stu. Rogerson** [same flight maybe?]

September 1961. At the AGM . The following is a flying summary for the year ended 30th June.
Rhonlerche 412 hrs – 1829 flights

Tiger Moth. 172 hrs

First solo 14

C badges 7

Silver height gains 7

Silver distance 4

Silver duration 4

In May the club purchased Tiger Moth ZKAVI from Robertson Air Services to replace Tiger AQA, which has been sold to the Auckland Club.

Included in the AVI sale were 24 Tiger Moth main planes, several motors, fuselages, tail units, petrol tanks, and instruments, in fact just about half a dozen of everything that makes up a Tiger Moth.

For ridge soaring we operated off a top dressing strip at TePoi., about one and a half miles from a 2700 ft ridge on the Kaimais.

July 1963 Last December we took delivery of our first high performance machine. Rhonsegler [KA6] GCO.

The club took Rhonlerche GBO [Piako's little stinker] to the Air Scout camp at Hobsonville during January. On the return flight we had the misfortune to have a forced landing just after take off in which BO was rather extensively damaged. We now have on loan Whangare's Rhonlerche GCN.

December 1963 we now have a completely rebuilt Tiger Moth in the air, and AVI is now ready for a large amount of towing this summer.

From the 'would you believe this ' File

NZGA 1962 directive. Cook Straight Crossing by Gliders.

We wish it to be clearly understood that the crossing of Cooks Straight in a glider is definitely not permitted and this association will not countenance any infringement of this ruling.

Should a highly qualified pilot envisage a flight that calls for the crossing of the straights, a written application should be made to the association and if the case justifies support, the matter will be taken up with CAA, so that the conditions of crossing can be laid down. This would take time but no other arrangements would be considered acceptable.

Mid Winter Flying

Matamata is probably the most reliable and regular soaring site in New Zealand. I believe that on 85% of all available flying days, Wednesday, Saturday, Sunday and public holidays, it is possible to stay up there. I'm just a new kid on the block but in the last almost two years I have averaged over three hours per week and have only done one longish, five hour flight, it's mostly one to three hours. It is almost always on and it is almost always different. The 85% figure is backed up by my twenty-year hang gliding logbook and a HG pilot who lived at the hot springs for a year and flew on 310 days.

We have excellent yet challenging ridge flying on a 100km ridge that very conveniently faces the prevailing wind. We have wave conditions in a wide variety of conditions. From the lee side westerly wave that goes as high as you can fly without a pressure suit to wave from windward hills that goes as high as 17,000 feet to easterly lee side wave that goes to at least 14,000 feet. The wave lift is often right overhead and can be contacted as low as 1000 feet. We have thermal conditions that enable cross country flying for at least six months of the year and enable local soaring for at least ten months of the year. I've done 100km plus flights in May and in August and I'm just starting out, I'm sure 200km plus thermal flights would be possible in these months.

In my limited flying career of 170 non-training flights 74% have been thermal flights, 23% have been ridge flights and 3% have been wave flights. The low number of wave flights is all about my inexperience and being cautious and not about the lack of wave. Apart from circuits almost all of my training flights were carried out in thermal conditions. I think this is a fantastic balance of flying conditions, we learn about big wave, small, rough and hard to stay in wave, strong thermals, weak thermals and ridge. And most importantly we learn how to fly 300km and more without ever being more than 3,000 feet above the ground. That is a great learning opportunity that apart from Matamata (and Aucklanders who travel south) probably only exists in the UK and parts of the eastern US; we should make the most of it.

It's true that we don't have a lot of 500km flights and no 1000km flights but I think this is as much to do with the expectations or attitude of pilots as it is with the potential of Matamata. Never the less we will never have as many opportunities to do these distances as South Island, Hawke Bay or Wairarapa pilots. Then again we get many more opportunities to fly than pretty much every other pilot in the country.

Get out there and do it, don't sit back home and write the day off. Bugger the lawns and the gardens get in the air and enjoy yourself. Make the most of the winter, bring your family out, take them for a fly in the smooth ridge conditions and give them some appreciation and understanding of the joys of gliding and why you took up the sport in the first place.

Dennis
(Air Addict)

May/June Logbook

I'm trying to get a bit more involvement here; I'm not trying to blow a trumpet. This is to show you how good the flying is while you have been mowing the lawns and cleaning out the gutter. I'm also a bit concerned that we have about 15 students who must be thinking that they represent about 80% of the membership.

Over the last two months since the April Flypaper the flying has been tough, a bit thick on the ground and a bit thin in the air but here is a summary.

- Excellent flight out of Tauranga, fog in the Waikato. Somewhere new and an opportunity to learn about flying in a controlled terminal area. 25 minutes.
- Weak thermals, 230km, two hours 25.
- Weak thermals, one hour 45.
- Very weak thermals from 900 to 2000, one hour 50.
- Weak easterly wave to 6,500, 85km, two hours 30.
- Scratch, Scratch, Scratch. 35 minutes.
- Pressure wave to 9,500. Three hours 20.
- Ridge, 130km, 2 hours.
- Ridge, 120km, 2 hours.
- Pressure wave to 10,500. 105km. Three hours.
- Ridge, 315km. Three hours 45.
- Went fishing, caught some good Snapper and Terakihi.

Dennis
(Air Junkie)

REPORT ON GLIDING NEW ZEALAND AGM 2004

Trevor Atkins.

I had the privilege of representing Piako as its delegate to this year's GNZ AGM in Wellington, June 12-13. Below are highlights of the AGM discussions that have direct bearing on Piako.

GNZ Affiliation and Gliding Kiwi Fees

GNZ affiliation fee for this year will be $66 + \text{GST} = \$74.25$

There is a \$2.50 per year increase in Gliding Kiwi cost this year, and there will be a Soaring Directory, which is treated as two volumes of the Kiwi. Someone else can do the arithmetic as to what that works out to in total!

Overseas Pilots Stickers

The sticker scheme has been abandoned as too cumbersome. Any overseas pilot wanting to fly SOLO must be affiliated to GNZ. They will pay the full GNZ fee regardless of duration of stay, but do not need to subscribe to Gliding Kiwi. Clubs are to collect and forward the GNZ affiliation fee, and give a logbook endorsement stating they are a financial member of GNZ.

GNZ Loans

Most of the GNZ loan fund is currently back with GNZ. GNZ is trying to encourage clubs to use the loans fund to renew fleets and facilities. Loans rate is currently set at 4% to encourage use.

Silent Flight Brochures

The Silent Flight brochures are to be updated and given a fresh look and re-printed. All paid for by the GNZ Promotions Fund, which is funded by voluntary \$5/month contributions. A timely reminder about the excellent work that the promotions fund is put to, and to encourage all members to join the fund.

National Airworthiness Officer

Terry Reed of Tauranga is the new National Airworthiness Officer replacing Roger Harris after 17 years of service. There are plans for a North Island engineers course (probably at the introductory level). And there is some assistance from GNZ available for participants.

Instructor Courses

A CFI seminar will likely be held at Ohakea this year. It will focus on helping CFI's with instructor development. There is also the possibility of a North Island instructor's course as well. If it goes ahead it will be held in Taupo

Insurance Liability insurance came up in discussions. Canterbury Club is getting excellent support from the insurer to help with resource management act challenge by a neighbouring property (turns out to be a very comprehensive policy!) There will be an article in a Gliding Kiwi reviewing what club's get through the insurance. George Rogers of Wellington who created the scheme mentioned that Wellington

Nominated something like 100 as the "number of officers" to ensure everyone is covered from instructors to exec to anyone helping on the field. It would be worth having PGC's enrolment reviewed to ensure that interpretation is correct and that we have sufficient numbers covered. Also, a number of PGC members are involved in competition organization so will probably be interested to know what Matamata Soaring Centre insurance status is.

Remits

With regards the remits all but two were passed. Remits 5 (Liability Insurance) and 7 (Buckland awarded) were withdrawn by their sponsors following discussions. Liability insurance remit was withdrawn as there is already insurance available. Remit for dissolution of the Buckland award was withdrawn pending discussions on an alternative objective for the award.

Next AGM

11/12 June, 2005 for next GNZ AGM

Seminars and Socials

- Participants were treated to a brilliant talk by Einar Enevoldson about some of the science behind the Perlan Project
- A great presentation on mountain soaring techniques by Gavin Wills supported by a learned discussion panel of Theo Newfield, Grae Harrison, Max Stevens, and Doug Hamilton
- Interesting presentations on safety from Jim Rankin with his CAA hat on
- Presentations from the various Omarama operators giving an overview of where the site is going and how it is operating.
- The weekend also included a champagne-fuelled launch of Southern Soaring, which has bought and re-badged Doug Hamilton's Alpine Soaring. They look to be the first operator that will fully resemble the GNZ exec's strategic view of 4-6 years ago that there will be training centres feeding members to clubs - Southern Soaring is offering a fee to clubs to send them members for training and they will send back trained members!

Awards

It was a very high calibre year for presentations of awards by the Assoc Minister of Transport presenting amongst others:

- the FAI Lillienthal Medal to John Roake
- FAI world record diplomas to Theo Newfield and Grae Harrison

And the Air New Zealand Cross Country Sports Class Trophy to **Murray Pinkerton** - adding his name on the trophy to other Piako luminaries such as **Phil Smith snr** (1991-'92) and **James Turney** (1985-86).

