

THE FLYPAPER

September 2006

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From The Presidents Cockpit

What a season opening it has been! The dinner on Saturday night was very well attended. Thank you for supporting the social occasion, for that is what made the evening a success. Murray Wardell's address, "90% attitude, 10% altitude" was inspirational not only to the pilots, but everyone, as his formula for success is universal.

Many of you may not have realised but Caroline Evers-Swindel was out at the field for a flight (on Saturday) and some publicity photos that we can use. She was quite enthused and would have stayed for the dinner had her partner not been unwell. (Nothing to do with his flight!). Well done Trev for your PR work and this may have been the high point so far - but not the highest - because Phil Smith takes the biscuit with his recent 19000 foot diamond height flight. These flights are rare and to be remembered and savoured for years. Well done Phil.

Our year started with a very good attendance at the AGM back in August where club members had a chance to offer feed back to the committee, oversee who would be fostering their interests in the next year, and witness the presentation of the cups for the last season's achievements (see elsewhere). I welcome all the office holders to the committee.

Another group of student pilots have completed their first 6 week course and are progressing very well. With two new courses completed there will be a number of new faces on the field. One of the special things about our club culture is the responsibility we all take to look after others, to see to their safety, progress and help with any difficulties they may have.

The season beginning is a timely place to remind members that we should all be considerate of others. As it is easy for instructors and individuals to forget the time when they are having fun Duty Pilots should not hesitate to remind those in the air their time is nearly up. There will be demand for gliders over the summer season. There are time limits on use, and yes, you can still book a glider for a specific task, but remember, if you abandon the task, you then only have the gliders for an hour unless there is no one wanting it. There have been some good thermals, a number of good ridge days and even some fine wave to be taken advantage of as all ready mentioned. It is time we had a good gliding summer.

Steve Care has agreed to be the Contest Director for the Second Saturday Regattas as Tauranga have declined running them this year. The committee sees this as an opportunity to get new pilots out there competing in easy tasks so as to feel the thrill of competition. The singles will be available and the back seat of a twin will also if the scheduled events allow one to be released. We are looking for these berths to be filled by potential future competitors. Talk with Bob our CFI. I am contacting our neighbouring clubs inviting them to support this initiative for their newer pilots. Several of our pilots are off to the competition in Taupo. Best of luck. The cost of registration increases on the 1st November for the Regional Competition. Need I say more?

The committee have decided not to purchase the Janus from Tauranga Club. They have two other buyers and it looked like a bidding war could start. It has no trailer and has high hours and while of higher performance than our present aircraft it is older. The committee will still be looking at other options.

Following on from Murray Wardell's speech the committee have decided to go all out in a club camp at Raglan during the Walsh Flying School (11th - 24th Jan 07). There is keen interest amongst advanced pilots to explore the coast. The potential for trial flights will be utilised and of course for the newer pilots that have not been there it is a great experience and magic place to fly. The camping ground is right next door so camp sites should be booked ASAP.

The good thing about spring is everything looks like it is improving so - I look forward to seeing you all out there enjoying our sport.

Bill Mace, President

OOOPS! FLYING DAY MUCK-UPS !!!!!!!

After the last few flying days I've had a few earfuls from some irate club members. It seems there have been problems and then they multiplied !! Could you please read the following messages and act accordingly.

1. Please use the booking system.
2. The President, CFI, Club Captain, and the committee apologise for some of the down-stream affects that are causing problems. We would like to remind you that the changes have been made to (a) improve efficiency of instructor's time (b) increase efficiency of glider pilot training (c) to meet expectations of new pupils (d) to increase instructors level of satisfaction.
3. We ask all members to please exercise patience as we actively sort out, refine, re-do what's necessary to the systems to make our flying days a smooth efficient and most pleasant experience.
4. Read the little instruction book "How We Do Things" – a lot of useful stuff there!
5. Check on the web-site –Trev has an award winning technology here for your use e.g. "Notes for Duty Pilot" "Time Sheets" "Priorities for Use Of Club Gliders" "Notes on Trial Flights" "Club Rules" and rosters, and names and phone numbers.
6. The privilege of belonging to the club means we all must participate in its running. A condition of membership is that everyone must take a turn at Duty Pilot, Instructing, or Tow Pilot. This is a voluntary club for all of us, it's our sport, and free-time.
7. Could we please remember to be considerate of others.
8. Make full use of the booking system (you can cancel if the weather isn't up to it)
9. A reminder – Subs are due with-in 1 month of the AGM (8/8/06) only financial members have rights and privileges to use club facilities. Have you paid?
10. Please keep the CFI, Club Captain, or President up to date with developments so refinements can be made and may you have a great summer's flying.
11. Would you please make full-use of the booking system

Bill Mace

Greetings from the tow pilots.

Safety is always a big issue for us. We had an instance recently where a glider pilot was requested by the tow pilot to release from the tow, and instead of immediately releasing a minor discussion was entered into on the radio. This is a good time to remind everyone that the tow pilot is in command of the flight and if she/he indicates that he/she wants the glider to release then there is only one appropriate response and that is for the glider to release immediately. Failure to comply will result in the glider having to bring the tow rope back to the field!

There are a large number of circumstances which can cause the tow pilot to be concerned enough to ask for an immediate release. The only suitable place for discussion is on the ground after the event.

On the positive side, BZA has had quite a bit of TLC in the last month and is both looking good and running very well. We seem to have finally gotten rid of the gremlins that inevitably emerge whenever you put a new engine in an old plane.

See you in the mirror.

Richard Small

New Trial Flight Prices

At the last committee meeting Trial Flights were reviewed and a new price schedule put in place to reflect rising costs over the past 5 years.

Effective immediately, the new Trial Flight prices are:

Tow Height	Approximate duration	Price
2000'	15-20 minutes	\$ 90
3000'	20-30 minutes	\$ 130
5000'	30-45 minutes	\$ 225

Existing vouchers will still be honoured without any additional charge.

The day I met with 'God '

The Collins Modern English dictionary describes a god as –Supreme Being –Any person / thing greatly admired.

I recently had the good fortune to have met such a special person. As glider pilots we all have, even without knowing it, been highly influenced by this person from the time we took our very first instructional flight. He wrote the very first modern instructional reference book for both instructors and pupils back in 1958. This book became the all time classic, the bible, and is still the basis of all gliding instruction in the English-speaking world. The book was called simply 'Gliding', by Derek Piggott. I had the privilege to have spent most of a day with Derek during a recent holiday in the UK with my wife Lyn. It was certainly a day that I will never forget.

Over the years I seem to have accumulated a number of English glider pilots as friends, all of whom have been pressing for the both of us to come over to the UK for a holiday with promises of some flying being in the holiday mix. 'I will only come if I can actually get to meet god himself – Derek Piggott' I always stated thinking that would be the end of that rather expensive subject. Well, blow me down; some one

actually took up the challenge. 'This is not a problem said Ron Davidson, he is a friend of mine so – just get on over here'. And, - so we did. Most club members will know Ron 'the pom' who, for many years has visited NZ and has often helped out with instructing duties with Piako, over the busy January – March period.

Lyn and I had the most wonderful four weeks, sight seeing our way around the UK during their recent heat wave in July. As well as doing the normal tourist things, visiting historic castles and such like, I was still able to visit at least six airfields, three air museums and did a total of 3.00 hrs flying. But I have to say this type of personal indulgence was nothing compared to when I actually got to meet with 'god' himself.

So eventually the day at last arrived. We were to drive with Ron, to meet with Derek at an airfield about 1hr.20min south of where we were staying. And what a venue it turned out to be. The airfield was in fact 'Old Warden', the home of the world famous 'Shuttleworth' aircraft collection. There on the airfield I met at long last, the very person who had inspired, educated and developed me so very much with all his books and writings on gliding from when I first read his original classic at 14 years of age. 'Hello Roger, it's so good to meet with you at last' was his opening statement while giving me a very firm welcoming handshake. This man just puts you at ease straight way and with in 30 seconds and you feel you have known him all your life. He really is 'one of us' was the impression that I got.

So, over morning tea, and until afternoon tea was served we sat and talked. The time for some reason just seemed to fly by. Later in the day we all toured through the 'Shuttleworth' collection as a personal guest of Derek. Yep. He is world famous there as well. He had flown a number of the aircraft in such films as 'The Blue Max ' and 'The Magnificent Men and their Flying Machines' being the two better known big screen features of their day. Standing beside these famous aircraft he described what they were like to fly and how some of the 'stunts' in the films were planned and performed. No computer graphics in those days. They really did fly under bridges and around trees etc, all of course to the audience's delight. The twinkle in his eyes said it all. This was obviously a grand part of his life.

So having spent most of the day with this man what did I in fact learn. I believe I learnt a number of good pointers, both with operational instructing as well as with training structures but mainly confirmation of my own flying culture thoughts and ideas that I have progressed with over the years. So nice to have a 'god' agree with you on at least something of your own. Just prior to our departure Derek very kindly gave me a copy of one of his many booklets, this one entitled 'Stop Worrying About Stalling and Spinning'. A very good read.

So my day ended with a final farewell wave and a 'have many more happy landings' echoing across the car park as we started on our journey back to Ron's place at Kimcote, near Lutterworth, which was by chance the home of Sir Frank Whittle and the world's very first jet engine. But then that's yet another museum and certainly another story.

Roger Brown

From The Club Captain

Season Kickoff

The season has been launched in style with the Season Kickoff on 23 September (see the report elsewhere in this FlyPaper). The day was a fantastic team effort, and there was no question looking out over the 60+ very happy people at the dinner that all the modifications to the clubhouse - driven by Jan and Bill Mace - have come together to provide us with a magnificent venue. Our landlords (The Matamata Soaring Centre) too are to be commended for the facilities we inhabit... we are very lucky kids!

Flying Roster

To share the workload of running our flying operation, every club member is expected to be rostered to instruct, tow, or do duty pilot. Some bits and pieces about the roster:

1. You can view the roster on the club website www.glidingmatamata.co.nz
2. Please check when you are rostered and show up!
3. We will be adding information about startup times to the Roster page on the website, but if unsure of startup time phone the senior instructor for the day.
4. I try to remember to email roster reminders each week. This includes information for Duty Pilots on what they need to do and think about.

Club Website: Useful Stuff Section (www.glidingmatamata.co.nz)

The club website provides information to keep you up to date with club happenings and plans, as well as being a filing cabinet for information about how the club operates. The “*Useful Stuff*” section includes everything from time sheets and membership forms to club policies on how we operate the launch list at the launch point, and how to book gliders. You can access the club website from the computer in the “Committee Room” of the clubhouse.

Diseased Fence Posts

The spot to park the caravan has been marked at each of the launch points around the field. Look for the fence posts that have developed a strange orange colour!

Club Promotions

The Father’s Day promotion with radio station The Breeze provided excellent profile for the club. The recent visit to the field by Caroline Evers-Swindell will hopefully generate some media coverage, but too early to know if newspapers have picked up the press release. The GNZ Big Day Up promotion will be held again in March and the committee has made a commitment to using that as a promotional vehicle. With the Regionals in November and short-wing Nationals/MSR competition in February we have lots of good opportunities to get our faces in the paper again this year!

Next Social Outings

We are looking at organizing a New Year’s Eve party at the club this year. The last two year’s have seen great impromptu parties with visiting clubs at the Christmas Camp! There will also likely be a fund-raising BBQ at the upcoming Regional Gliding Champs.

See you at cloudbase!

Trev

El Capitan

A Diamond Height

If you thought getting high was easy it is. All you have to do is drop over the back and sit in the wave until your altimeter clicks off the required altitude, Tui.

I'd realised earlier in the day that the wind was strong enough to create wave and seen the wave clouds on the lee side of the range during the morning. I launched late at around 1:30 and climbed to around 5,000 in the pressure wave. I was nervous as I hadn't been "over the back" before and the wave cap was still above me and about 5 km back. I was lucky enough to have several Tauranga plots flying on the ridge. They had come over using the wave, and I was talking to them about the conditions. Still unsure and not relishing a land out in unfamiliar territory I procrastinated further. Then two things happened that made my day - Dave Jensen called up saying he had hit 2 knots at around 4,000 ft on his way back to Tauranga and Adrian Cable said he was in the area and would fly back with me to show me the way, excellent!

Unfortunately I lost Adrian as I turned and flew over the back, but I was committed so kept going through the sink until the vario started to climb through -6, -4 and -2 knots. I had gone over the back near the waterfall and now turned into wind in patchy lift to try & get established. I finally spotted Adrian further north and disconcertingly higher than me, so I crabbed my way north, along the wave line to better lift behind the high point. Thanks mate! The lift steadily improved and I was able to relax and concentrate on making the necessary radio calls to Christchurch Control and getting my oxygen set up.

The lift was smooth and averaged around 6 knots to about 14,000 ft and then dropped off to around 2 knots for the remainder of the climb to 19,000 ft. I was closely watching the foehn gaps below me and the cloud cover out to the west. Holes were appearing as I got higher so I was comfortable I could push forward and make a decent somewhere near the airfield. I'd been high for about an hour, the lift was petering out and my feet were cold. The view was awesome but it was time to go home. The glide out was fast and fun; descending under full brakes I thanked the controllers in Christchurch for their assistance and made my way down through a break in the cloud. Then it was off to the club rooms to complete the paperwork and download the flight log. Flight Statistics: Low point 805 ft, High point 18,986 ft, Height gain 18136 ft, Duration 2:52 hrs. What a great day and what an awesome flight.

Phil Smith

Season Kickoff

It's official, the Piako soaring season is underway! Saturday 23 September saw over 60 people bring in the new season at the Piako Season Kickoff.

The day was a ripper mix of ridge and strong thermal activity – the perfect day for starting our season. Our special guest Trial Flightist was Olympic champion rower Caroline Evers-Swindell who came out for her first flight in a glider. Caroline had been invited to last year's Big Day Up but was tied up with rowing regattas, so the Season Kickoff seemed like the perfect opportunity to get her into a glider. Roger Brown gave her the flight of her life, and she was last seen clutching a Temporary Logbook and vowing to return! Pam Gore took some great photos, and Ian Finlayson, Robin Britton and others at the launch point helped with infectious enthusiasm.



Fin discussing the finer points of gliding with guest Trial Flightist Olympian Caroline Evers-Swindell.



Returned to earth. Olympic champion Caroline Evers-Swindell with instructor Roger Brown following her first ever glider flight.

Jan Mace ran an all-day café, then lead the kitchen team including Shirley Finlayson and Marion Devenoges to produce a yummy banquet for 60+ people, with moi (Trev) BBQing the lamb... actually two hoggets provided by Ralph Gore at an extraordinarily good price and who showed that a second career awaits him as a butcher! Auckland Gliding Club Murray Wardell finished off a great day with an excellent after-dinner talk based on his 600km PW5 world record attempt.



The carvery. Dave Jensen, Dave Reed and Ralph Gore carving the beasts! Trevor Atkins happy to turn the BBQ off!



Murray Wardell provided an entertaining and inspiring after-dinner talk

Club Gliders in GNZ-Sanctioned Gliding Competitions

This year our airfield hosts GNZ-sanctioned contests in November and February:

- The Northern Region Gliding Championships: 25 November to 2 December
- The combined Sports/PW5 Nationals and Matamata Soaring Centre Champs
Sports/PW5 Nationals: 29 January to 10 February
Matamata Soaring Centre Champs: 3 – 10 February

At the last committee meeting the committee decided to make available for both of these contests:

- Both club single-seaters SN and NI
- One of the club two-seaters subject to instructor(s) volunteering

The process for getting your butt into one of the available gliders:

- Single Seaters (Flying as PIC): Apply to the committee in writing to the secretary by the next committee meeting 15 October, 2006.
 - Two-Seaters (Flying as P2): Apply to the CFI (Bob Gray). Deadlines to be announced.
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CFI Notes from *BOB GRAY*

In We Go

Thanks for the vote of confidence from the instructors to be appointed your new CFI. One takes on a position of responsibility like this with some trepidation of what might go wrong and how life can get difficult, but let's be positive, we have very good standards and a friendly co-operative atmosphere.

Firstly big thanks to Steve for a job well done over many years, I am taking over with things running along very well, and I know that I have his backup support as well as that of our other senior instructors if needed.

One of my roles is looking after the training of new pilots, I plan to get to know how each of you are doing and what you need to progress. To help me along I'd like to keep in touch with everyone going through training so if I haven't seen you or spoken to you recently and you're keen to advance, please give me a call or drop me an email.

Training Programmes

As most members will be aware we are working on a new way of training new pilots, so far specifically for beginners, but now moving into B Cert and QGP training. The aim is to have all formal training carried out in "course" structure, with top-up training on an individual basis once the courses are completed.

This is not without some problems to members requiring an instructor but not on a course. We have limited resources of gliders and instructors and need to balance the best use of both for all.

The purpose of the above introduction is to soften you up for the news that the two-seat gliders will again be booked out on certain Saturdays between now and Christmas for B Cert – 4 days and QGP – 1 day. Check out the website calendar for what's on when.

Tow Pilots Release Instruction

We recently had an incident where a tow pilot called the glider, by radio, to release tow. The glider PIC replied that he would like to be towed a little further in a certain direction. This is the *totally wrong* response. You do not have to know why he wants you off, and do not assume that because you're OK there is no problem.

If you get a call or signal from the tow pilot to release you must *release without delay*.

Sunday Instructors

A second instructor (#2) will be rostered on Sundays through the summer season. The #2 instructor is on an "as required" basis, to avoid having people committed to staying all day waiting for a stray student to show up. The #2 will be available from midday for bookings and if there are no bookings and no one shows by 2.00pm, then he will be gone. On some days, the #2 will be an "air experience" instructor, looking after trail flights and acting as backseat safety pilot, not providing student training.

If you need an instructor, best to book a time through the web site or even direct to whoever is rostered on. A call to the instructor a couple of days in advance would be good way of not only booking your slot, but also discussing what training/flying you want.

Fly Safely

We have a busy season coming up with lots of El Nino westerlies. Go easy on the new CFI, have fun and stay safe.

Gossip and Stuff

≈ Congratulations to Tow Pilot Ian Hector who has now completed his C-category flight instructor's rating (power).

≈ More congratulations to Darryl Fausett, the first student to solo on the last six week course. Darryl's a 3000 hour power pilot so has had a very fast track into gliding. Maybe there's a new tow pilot in the wings.

≈ And another congratulations to Phil Smith who just achieved his Diamond height gain with a flight to 19,000 feet in the westerly wave. This is only the third Diamond Height in the four years I've been in the club so I think it's a special achievement and one that requires plenty of planning, preparation and most of all confidence in yourself and your equipment.

≈ The two new hangars mentioned in the last Flypaper are now under construction next to the camping ground. Actually there is a full size hangar that is almost finished and two half size hangars and I have also heard that two more are in the wings.

≈ Missing minute book:

All the Club's minute books are safely stored, going right back over our nearly 50 years of history, except for the very first one. It is a foolscap size bound volume covering the Club's meetings from 1957 to about 1963. It was last seen at the time of the Club's 40th birthday celebrations in 1997 when the minutes of the inaugural meeting were on display.

It must be somewhere. If anyone knows where it can be found, could they please contact Chris Hector, who is working on scanning all the AGM minutes in time for the 50th birthday party.

≈ We have quite an array of video equipment at the clubhouse including a TV, a DVD player, a VCR and access to the Soaring Centre's video projector but we have no audio equipment at all. I'm trying to put together a low cost sound system for the clubhouse so if you have any unwanted speakers or an amplifier, receiver, tuner, microphone, mike stand etc then please give me a call.

Dennis

Apparel

You may have noticed people sporting the new apparel on the field.

I have two LARGE sky blue short sleeved polo shirts for sale at \$27.50 each.

I have found the hats are very good. They don't reflect on the canopy and allow plenty of air through their fine mesh.

I am happy to put in another order. I need 10 articles to be economic. I am happy to have a few extra hats as I think we could sell them to visitors and trial flight punters as well.

Cheers

Bill

Summer camp will be in Raglan

We have decided to resurrect the Raglan summer camp and this will be held during the Walsh flying school period, 13 to 21 January.

We'll provide more information later but make your bookings now.

INVOICE

Annual Subscriptions are now overdue. Please pay asap

Membership fees are unchanged from 2005 and these are,

Type of Membership	Annual Fee
Flying membership (includes Gliding Kiwi and Gliding New Zealand affiliation). Fees are prorated from 15 January to 30 June. >> Click here for list of prorated subscription fees	\$320
Junior member, under 18 (includes Gliding Kiwi and Gliding New Zealand affiliation)	\$240
Family (includes Gliding Kiwi and Gliding New Zealand affiliation; this example is for 2 people; ask for larger family price)	\$575
Associate (includes newsletter, invitation to social events, and occasional non-solo flying)	\$25
Associate with Gliding Kiwi (includes Gliding Kiwi, newsletter, invitation to social events, and occasional non-solo flying)	\$95

You can pay by cheque, by cash or by direct deposit into the Club's bank account.

Send Cheques to PO Box 100 Matamata

Give cash to a club official or

Check out the website for details about direct deposit into
The Piako Gliding Club Bank Account.