



# Flypaper

*Scoop Issue. Senior members caught in compromising position by the Worlds Press.*

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# From The Presidents Cockpit

Well, as the height of the summer season comes into autumn, it's a good time to reflect on achievements made and to make plans for winter flying.

Summer flying has seen a busy time for us and many thanks must go to Cole and Ron for helping us through this time. The Nationals proved to be a successful event run by Ki Ora Glide. There were approx. 45 competitors, with some testing tasks set on some of the days. Piako was well represented at these competitions, not only in the flying but also in the admin / technical support roles. Congratulations, particular to Murry Pinkerton for a great first time effort in the Nationals. Thank you also to the many club members that assisted in a variety of ways over this time. It was a great trial for the PW5 Worlds that will be coming up next summer. This will be a major event for gliding in NZ and I would like to see that the Piako Gliding Club continues its support for this event. If you would like to get involved or help over that time, talk to Dave Reid and I am sure he will help find some tasks needing to be done.

We continued to operate from the airfield while the POPS festival was on, again successfully carried out. Several POPS supporters also enjoyed the fun of a glider flight. We also had a display – static a and glider demos at the Sports Aviax. This started on a miserable wet day but cleared in time for a great air show. Many thanks to Julian and Alan for each putting on a tremendous display. Also thanks to all those who helped rig PC and manage the static display. Well done.

By the time you read this we will also been to Taupo as a club, and hope this event was also well supported.

Winter is a good time to get in some basic training and it is intended

That the winch will be regularly used for inexpensive circuit training. If you therefore have an interest in having some dedicated training on the winch contact Roger Brown and he will assist in getting it organised. Like wise if you are interested in helping out with running the winch etc please let Steve know so you can be trained in the 'delicacies' of the winch.

Please keep an eye out for the upcoming airspace changes, they will effect cross country flying as well so do get a new map and briefing when they come into effect. Ralph can provide more info. On this topic.

Coming up on the 25<sup>th</sup> April is the 'Land Out BBQ.' This is our chance as a club to say 'Thank You' to all those friendly farmers who have had gliders land in their paddocks over the past season. Please come and support and join in the fun of a BBQ and glider rides if it is fine.

Also coming up is the Winter Show end of April and the club will have a display there. Again if you can help out please give me a call.

And finally thank you to all those that responded to the request re. Library books in the last newsletter, and for those who have not – another gentle request. If you have any library books either borrowed or ones you would like to donate to the club, please pass them onto myself or Chris Hector- who has kindly offered to set up a 'Library' for us.

That's all from me for now

Cheers

Robin.

## Notes From The CFI.

Now, that the summer has drawn to a somewhat belated close, its time to take stock of your flying with an honest appraisal of how well you did over the season. Did you reach your goals you had set? 'What goals ' I hear you ask. Well, there are a multitude of tasks and goals that you can set for yourself, from going solo, to QGP, to badge awards and even a 1000km diploma. There are of course the competitions at all levels, from Les's short course that is always within gliding distance of the airfield, to the Catlin Trophy right up to regional and national competitions. Not forgetting of course the chance next year to watch and learn from some of the worlds best pilots who will be competing at the World PW5 championships. However there are other, smaller goals and standards that you can set for yourself every flight. Did you land where you had intended? Set up an imaginary fence close to your aiming point and see how close you can get to it. Decide on an approach speed and try and maintain it within a couple of knots. Strive to keep track of every aircraft in the area and be especially careful when thermaling with others – take pride in keeping up or even out climbing other ships, but not at the expense of endangering yourself or others. When was the last time you spun your private ship or club single seater? Don't wait to find out in a crowded thermal what happens in an incipient spin – take advantage of the up coming ridge season to explore the full range of manoeuvres that the aircraft and you are rated for, with particular emphasis on the slow speed part of the range the area that is most likely to catch you unawares. Be honest with yourself and be a stern critic. You are the only one who is going to know how well or otherwise you have done. If you find some consistent problem, ask an Instructor for help – they are only too happy to assist you in your efforts. Safety is largely a state of mind and a considerable amount of discipline. If you want a superb role model, just watch the way that Gordon Scholes flies, both in power and gliders. Here is a man with multiple thousands of hours and yet his attitude is still every time he flies, is one of open to learning, accepting constructive feedback and is always ready to discuss the reasons for any decisions he made, which are invariably the right ones. He loves his sport and it shows. so, use the winter to hone your skills. We will be organising spot landing competitions, winching, ridge and cross-country training, weather permitting. I look forward to seeing you all out there.

Safe Soaring

Julian

## From The Chief Tow Pilot

*Due to the ever increasing professional work loads, the Chief Tow Pilot has been unable to submit an article to the Fly Paper this issue.*

*Instead this article that was produced some many years ago has been reproduced. There are some in the club who can remember the magic days of flying or being towed behind a DH 82a Tiger Moth.*

### Advice to all new and old, Tiger Moth Tow Pilots

Engine handling. On commencing the take off the throttle should be opened smoothly to maximum power setting. Do not slam the throttle open. The control column must never be moved to an extreme forward position in an effort to raise the tail quickly. This is a common mistake. It must be realised that the greatest strain is placed on the towrope at the start of the take off roll. Should the rope break at this point with the tug under full power, and the stick held forward, the aircraft will immediately pitch on to its nose – result – a broken propeller, and damaged motor. Immediately the combination is airborne and has commenced climbing, the pilot should throttle back to 2000 rpm and maintain this setting until the glider releases. Establish climbing speed smoothly and maintain your speed by keeping a constant attitude. Do not chase the ASI with sudden changes of attitude. The normal climbing speed is 60MPH. When the glider is felt to release, look around and check visually that the towrope is detached. Gently dive away. As airspeed increases in the dive throttle back so as to maintain approx. 1800- 2000 RPM at an airspeed of 90-100MPH.. NEVER throttle right back and descend at a high airspeed, as the sudden blast of cold air over a hot idling motor is detrimental to its life.

Tiger Moths should not be turned sharply on the ground by applying full rudder and bursts of power. Rudderposts are expensive. If a sharp turn must be made on the ground, signal for outside assistance.

Do not attempt to start a Tiger Moth without a qualified pilot in the cockpit. Make sure the prop. swinger knows what they are doing. Prop swinging can be very dangerous if not done right.

Do not leave the aircraft unattended with the motor running.

Do not leave the aircraft unattended while facing into wind.

Do not fly a tiger moth without goggles.

Other than a few incidentals things really have not changed a lot have they.

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## **The Treasurer's 10 Cents Worth.....**

Piako cash should be used before 30<sup>th</sup> June or it won't be honoured. Due to lack of interest in this scheme it will be discontinued.

The time sheets are getting more legible and easier to reconcile, thank you Duty Pilots. But if there was a prize for the most tidiest / legible, always added correctly time sheets, then it would most certainly go to Mavis Oates . A bonus for me is that her time sheets and tow sheets always reconcile. i.e. there are the same number of tows and glider flights Perhaps she may know the tow pilot or something..

We finally got our insurance money from the motorbike theft 26/12/01, but it's still cost the club around \$2300.00[ re BZA flap repair, motor bike excess and insurance premium.] It's a real pity that some scumbag- s cost our club a lot of money that could have been put to better use.

Happy and safe flying.  
\$\$\$ Murry \$\$\$

**Senior Piako members caught in Spain by the Worlds Press.**



Gee Gerald, I didn't know that the long distance travel-Deep Vein Thrombosis problem can affect that part as well'

# Waihi Revisited

Mavis Oates writes an open letter about the clubs week at Waihi

To all the club members who helped us all at Waihi Beach Airfield 15/01-20/01/02. Six hard days but financially well worth the effort for the club. Thanks a million as we all had such fun and a wonderful time.

It was full on with lots of interesting passengers. Unfortunately some passengers had to be turned away one day because of the very windy conditions and a whopping thunderstorm late afternoon on the last day, guess you could say we went out with a bang. Flight bookings were full to bursting over and we had to use our 'Public Relations' act to encourage them to come gliding with our very experienced team at Matamata to the unlucky ones, and as well as informing the every increasing numbers why we were in fact at Waihi Beach. And to any young –intending to be pilots – types if they were with their parents, we told them to go to the Matamata Airfield to see other young people flying at the Walsh Memorial Camp and what can be achieved. All good publicity for our airfield and the gliding club. We all encouraged people to perhaps try our sport while they were all waiting for their flight. Already dozens of people had enquired at the caravan if we were coming back next and every weekend. So we could in fact do this again next year, but with extra crew and helpers though, because we all did work our butts off.

Having the caravan there, thanks Les, was really great. Les thought he was going to get a ticket when he was driving it through the gorge with a traffic cop following him. It was really great having all the gear at our fingertips. The loan of a farm bike, free hangarage for our Pawnee and storage for the Av. Gas trailer made the whole operation go smoothly.

We all had great meals out at night testing the local cuisine with only one disastrous meal which really was unfit to eat, but glad to say Les thoughtfully enjoyed his smorgasbord saying afterwards 'Well what do you expect for \$12.50'

With adverse weather conditions on one of the days club members worked as ground crew and the instructors did a wonderful job working to their utmost to help each passenger enjoy their flight. Of 98 flights we only had one white face when it landed. Great team work Guys and Gals. What a team.

Summary of the six days – to name a few.

**Harold O** works magic with the Pawnee always solves whatever problem may arise..

**David R** got a REAL soaking on the last day during a local thunderstorm and down pour while putting the aircraft away.

**Ron D** worked his little British heart out as one of the Instructors. Lost his hat a few times in the vast puddles and lakes that nature made on the airfield. Had to run off to his car a few times to try and dry out.

**David Q** made sure we had plenty of avgas. He regularly towed a mini tanker over from the TeAroha airfield at Elstow. Not a pleasant task pulling that through the gorge.

**Cole F** got goose bumps on goose bumps while trying to shelter from the big storm. A mad record breaking run to the caravan during a minor let up in the storm saw her collapse sound asleep on the bench seat having been worked so hard as Ground crew / Instructor / Tow Pilot and general dogs body during the full week.

**Les R** always made a beeline for the café for endless cups of coffee. 'Flat whites' every time he had a break. He obviously had no disturbed sleep because of this as he was always up early each day preparing the aircraft for yet another busy day.

**Ralph G** made a huge effort giving up a day from his family holiday at Whangamata to help relieve the ground crews and Instructors on one of the busiest days. They sure were pleased to see you Ralph so they could take a break.

**Gerald V** was also on hand to help relieve the crews. He and Sonia enjoyed a part evening out at the RSA with us all. They had to leave after the entrée'. We will have to bribe Gerald to stay longer next year.

**Robin B** called in for a short time to see how we were progressing. We did all we could to persuade her to stay for team support. and to dine out with us all, but no. We all know what a very busy person she is so she was forgiven, - this time.

**Kim T** sporting his new B.M.W,also arrived to make sure we were all doing it right. We made him stay on and help so he could have another day off work.

**The Pawnee** went none stop fault free until it got stuck in mud on the very wet part of the airfield and had to be towed out. The only time the tow plane or Harold failed us.

The beach community were crying out for us to come back, as they can see the clubs effort is bringing many visitors and money into their area. As for the Caf'e on the airfield, well business was booming.

Yours sincerely,

Till next time

**Mavis O**

Ps that week saw the Waihi group achieve some 98 trial flights and bought back into the club lots and lots of lovely money and exposure. Ed.

## 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.

## Up Coming Events.

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 offered to our 'outlanders' during the year. If you out landed then it would be good to see you there so perhaps you can reunite with your temp. Adopted farming families.

Waikato Winter Show 22-25th April . The club will have a static display that requires manning. Please ring Robin Britton if you are able to help.

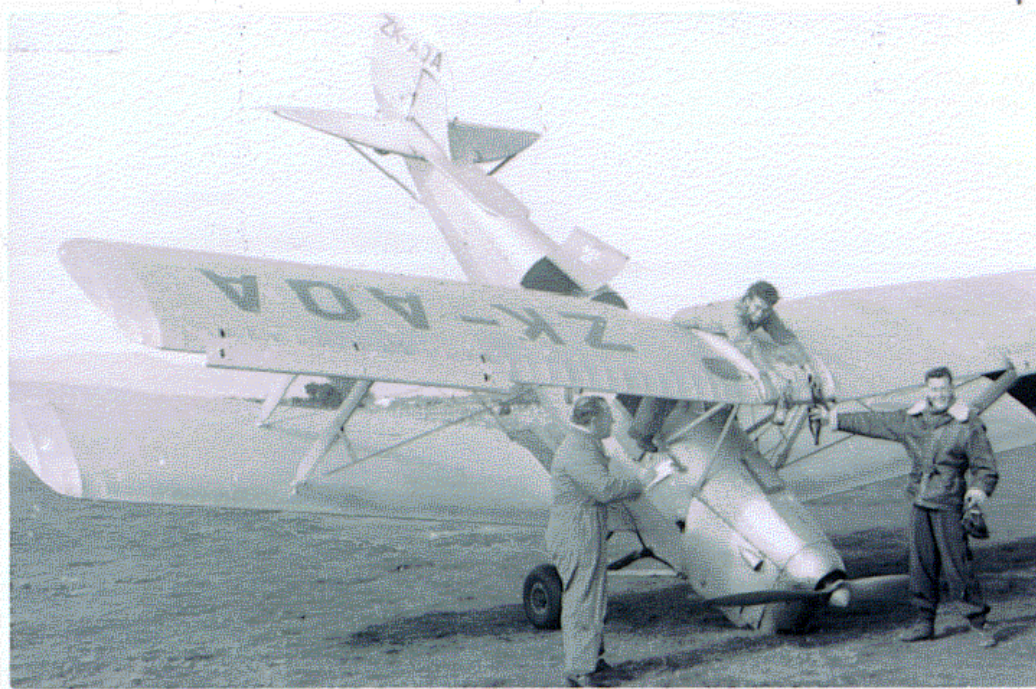
Five-Day Intensive Gliding Course 18 May – 26<sup>th</sup> May.  
Course now fully subscribed to. .

Air Woman's Rally Queens Birthday weekend 31 May – 2<sup>nd</sup> June  
Joint venues Hamilton airport [power section ] Matamata [gliding section] Ref Robin Britton for further details.

14 +21 May. All private aircraft can have their bi annual transponder and altimeter checks done on the field. These can now be done without removing them from the aircraft . Both these checks are now due.. Remember your aircraft cannot get an Annual with out this requirement Contact Les R now to arrange for hanger keys and batteries so this can be done for you..



# Recent Happenings



## **Welcome new members**

Michael Henry.

Ron Anderson

Arnold Price

Dave Reed

You may remember overseas **visitor Delio from Brazil** .Now back in his own country, he has just completed his 300km Diamond Goal flight .He attributes his success to his NZ experiences with both Piako and certainly the Auckland Gliding Club with **Mark Ford**

**Tow Rope hits vehicle** .A vehicle travelling along highway 27 was struck by the towrope as our Pawnee tow plane was approaching over the road to land on runway 10. Insurance companies are now talking to each other.

Yes its official. **Steve Care and Ralph Gore** along with **Brian Carter** of Auckland are now the proud owners of ASW 20-‘VC’. Ex Ross Gaddes.[.Brian Carter was the original partner with Ross.] This leaves

that reliable and dependable Std Libelle GX now available to go to another good home .

The New Zealand Nationals and the World Class Pre Worlds  
The club was well represented competing in all classes. The most successful being Phil Smith, Robin Britton [sports class] Nelson Badger [club class] Ross Gaddes [open class]

**Sport Aviax** despite the weather Sport Aviax was a very successful day with heaps of home built aircraft to view and lots of handling displays to watch. . The RNZAF were also in attendance with their own skydivers in action followed by a very spirited low level display by the Hercules 'Jump Plane.' Piako were also on display both on the ground and in the air. Both CFI Julian Mason in 'PC' and Alan Eccles in his ASW20. both gave a very polished aerobatic display and final glide combo. The display stand received a good amount of enquiries during the day.

Congratulations to **Dean Herman** – First Solo plus **Phil Smith Jnr.** for his Silver C gain of height.

**A recent land out by 'PC'** proved more than a hand full for the ever-enthusiastic crew that went out on the retrieve. What was to be a simple 1hr retrieve turned out to be a 3hr drama. Apparently the main spar pin was locked SOLID and could not be removed to separate the wings. After much effort and soul searching it was decided to actually cut the locking mechanism of the offending and stubborn main spar pin and then knock it out It was found that in a previous re-rig the main pin had some how picked up on some foreign material that had now made the pin unremovable. The main spar pin has now been overhauled and reworked by a local Engineering company under the authority of our own engineer. . Lesson learnt. Don't rush a re rig and WATCH carefully to where one places the rigging pins during the total operation.

If you want to **reinvigorate a Gliding Club** just talk about aircraft replacement. [Watch this space once again]

**A small group** of aspiring new Instructors attended the now famous three day Tauranga Instructors Seminar / Course. . All came back very impressed by the experience.

**The winch** was recently seen actually launching gliders. Wow.

Humpty Dumpty may have fallen off a wall but our own **Dave Reid** did one better by falling out of a very high tree. But this time all the king's horses and all the king's men did manage to put our Humpty back together again.

Result being a cracked /and or pressured backbone vertebrae and lots and lots of bruises. Dave is resting up quietly [at this stage possibly contemplating his next adventure.]

**Stop The Press.** Yes its true. We now have another Dave Reed in the club. An old / new Dave Reed has just rejoined after a 31 year absence. . This one used to fly Piako's ASW15 s back in the early 1970s. Do we now have a Dave Reed Jnr..perhaps. **God forbid!**

Congratulations to **Bob Grey** on achieving his C Cat. Instructors Rating.

And also congratulations to **Phil Kay** for converting into the PW5 'SN' and the becoming of age as a single seater pilot.

**Airspace changes** are coming our way. Airways Corp and CAA are now finalizing the final draft with a series of public meetings.

A very special thanks must go to **Tony Davies** for stepping into the role as temporary Club Secretary at a time last year when the club through indifferent circumstances found it did not have one. As time heals all, the club is now back to having again a full time Secretary and Tony has now been able to step aside.Thanks Tony. A great contribution on your part.

**Taupo** was wild wet and windy it seems this year .As some one was reported saying ' Only the real pilots were there.'

**Drama for Ron Davidson.** Apparently he left all his airline tickets back in the clubhouse just before departing for England. He did not discover this until two hrs before his flight was due to take off.. A very quick response by **Les R and Ralph G** located them and several phone calls made to the airlines service counter at Mangere International Airport to explain, averted Ron from becoming an overstayer. Great work team .Ron owes you Big Time.

**The Club Astir NI** is now back in the air with a greatly **reduced VNE speed of 90 Knots**. A lack of response from the Gob factory for a world wide repair/mod scheme due to a single incident tailplane flutter problem has made the NZ authorities act and impose this reduction of speed so these aircraft can continue to fly. **This limit must be adhered to.**

**A farewell for Cole.** A farewell potluck dinner was recently held at Gerald and Sonja's place with over 20 + people attending. Very few, it has been reported, fell into the spa pool and the coffee making proved to be a serious test for some. Cole was definitely sad to be leaving us and wishes to pass on her good byes to those people she didn't manage to catch up with again prior to leaving. She is reported to be threatening to return again hopefully to visit during the World PW5 contest next year.

**And the final word from the Fly Papers Secret Committee.** Members will have to accept our apologies for the lateness of this issue of the Fly Paper..Unfortunately some senior members of the Giding Clubs Flying Opps Team did not or were very late in submitting their reports / articles to the Secret Committee's Vetting /Quality Control Officer. It seems heavy workloads / or family commitments were the common theme of excuses. The Secret Committee would like to point out that these people will now be required to undergo a treatment of Piako Reprogramming.. Once they have been totally reprogrammed and cured of their defaulting ways they will once again be the ultra reliable club officers that we have all come to expect of them The next issue of the FlyPaper will be issued on the 2<sup>nd</sup>. week of June.

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## India Bravo.

Back in October Kim, Nelson, Lance and I met at Neil's for dinner, as you would expect when glider pilots get together the discussion centred around gliders. What were good, bad, ugly, for sale etc. etc. Then leasing arrangements were discussed and subsequently the idea of leasing India Bravo came up. As I hadn't met Godfrey, Lance broke the ice suggesting with the idea and then after a few phone calls the framework for a leasing arrangement started to take shape

'I B' had not flown for some time so it needed the paper work bought up to date and a bit of crazing on the wing tidied up. I took delivery in January, the long wait only made less painful by the extremely bad flying

season leading up to Christmas followed by a month with the family in the South Island [only one fly in the wave at Omarama .]

Leading up to the first flight I sort flying tips from those who had previously owned or flown Libelles , this in some ways ended up more confusing. Steve gave me the final briefing before take off ‘ stick hard forward til the tail comes up. If it drops a wing help pick it up with the aid of the rudder’.Pre flight checks all done and I was rolling down the runway with a 5kt. easterly cross wind blowing over the maze which had the expected result of dropping the left wing. No problem in picking it up and I was airborne. Next flight same day same conditions expecting the same thing to happen I start off with a bit of aileron to help keep the wings level, but this just made matters worst, the same wing dropped again. The Libelle is not as placid as say the single Astir on a crosswind take off. Once airborne the Libelle is really easy to fly, it can tend to yaw a bit which is probably me more than the glider and I’ve found that if I use about half the control inputs I used to in other gliders things coordinate well. Its light handling gives it a tremendous amount of ‘ feel’ with you being able to sense the thermal before the vario makes a noise. Thermaling is brilliant; I’ve had no problem climbing up with other gliders and found an interesting technique a couple of weeks ago while thermaling in tight 7kt+thermals. While racing around the wing tip it only took a couple of turns to get to cloud base, in doing so I noted it needed a quite a bit of opposite rudder to keep the yaw string in line. It was probably not the most of coordinated of turns but it was sure going up fast.

I still find speeds to fly between thermals and predicting glide angles difficult while gliding from place to place but as the airtime goes up the stress factors are coming down. Now I have more confidence in the glide angle and just glance over the side to size up the paddocks, point the nose in the right direction set the speed and go until the next lift.

Landings. One of the drills for QGP is landing with the breaks ‘jammed closed’. I think if this situation arose you would end up missing the paddock by kilometres, its not like ‘FN. However with the use of the dive breaks, a bit of attention to the aiming point and it will land as every bit as easily as ‘NI’, but you need to be accurate when rounding out before touch down and if you do it right there is no tendency to float along..

Rigging / derigging easy. I’ve had plenty of experience now as I’m operating out of a trailer, you only need a spare pair of hands to help with the wings then one pin and it’s basically done. However if anyone has hanger space available I’d be interested in hearing from you.

Kevin White

# The Light Relief Section

## Subject. Facts of life

Save the whales. Collect the whole set.

I just got lost in thought. It was unfamiliar territory.

I wonder how much deeper the ocean would be with out sponges

.  
Eagles may soar but weasels don't get sucked into jet engines.

. Bills travel through the post at twice the speed of cheques.

If at first you don't succeed then skydiving is not for you.

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## Historic Section

Snips from Gliding Kiwi

1958 NZGA press for a Government flying subsidy.

1965 Club rule #5 .A diagonal strip placed across the tail of the signal arrow shall constitute a recall signal and pilots must land immediately on recognition of this signal.

1969 June/ July Big westerly wave day. This weekend yielded for Piako members alone five Diamond Heights and nine NZ records.

1973 Auckland Provincial Champs.Geof Randrup who the first day, bought his syndicate Skylark IV 'C P' home as the only Sports Class machine to finish the long task.

1977 Coinciding with the publicity over our new winch we invited the general public to sample it and over 140 trial flights were made over the weekend.

1981 Piako purchases KA7 GLF.

1992 Council agree to a no stock policy at the airfield .At last no more sheep, - and their by products.

## Home free

Weathers Building in front and behind.  
Soon enough I'll be flying blind.  
Think, think. Check position.  
Take a detour. Sound decision.  
The only choice is certainly best.  
Turn out from the coast and head west.  
New heading two sixty five  
Think fly and stay alive.  
This storm line goes on for ever  
Maybe this nav. choice not so clever.  
Skirting round this storm  
So far out to sea, Lord hear now  
My all but repentant plea.  
Sixty miles out and end in sight.  
Turning now should be all right.  
Now I'm back along the coast.  
Any strip or paddock to be our host.  
I look at fuel, needle just on the dial.  
Not a good look, no cause to smile.  
Revs back now economy driven  
Chances taken chances given.  
Along another squall line think intervention  
Perhaps divine.  
Visibility only about 1K.  
Sky a dark dark grey. God please help me on wing and pray  
Get me safe into a field just anywhere.  
If I can get this thing on the deck.  
I promise Lord to keep my flying follies well in check.  
My fuel gauge now on 'E.'  
But just eight more miles, and I'm home free.  
Left into the bay I see the strip  
Maybe yet we'll complete this trip.  
Engine starts to miss, not my concept of sky blue bliss.  
Power coming back assume best glide.  
Indeed it's been quite a ride.  
Over the fence wheels on flaps away.  
All said and done a memorable day.  
Any pilot may be caught by get home –itus  
Often it's just luck and a prayer  
If it doesn't bite us.  
An original poem from a book of originals by James Goulter ex tow pilot  
AGC available from [kiwiagbike@hotmail.com](mailto:kiwiagbike@hotmail.com)

## Time out for a grump.

Ran into Murry at the airfield at the end of the day. He said that I have been asked to write up a description on how to down load Garmin GPS. I am quite happy to do that. But it reminded me that the PGC Garmin cable has been broken. It looks like some twit pulled on the wire rather than the connector to remove the cable and it now looks sincerely unhappy. I will try and fix it [doubtful], but if it is dead are we able to order another one. Unbelievable actually, it would not be an easy job to rip the wires out of the connector. To that end a note that you may choose to forward to the secret committee publications committee for mention in the next 'Fly Paper'.

Memo to Mr Universe [ the strong man who managed to rip the wires out of the clubs Garmin down load cable].

While we are sincerely impressed with your strength. -

1. Next time please hold the black plastic connector when removing the cable from the Garmin DO NOT pull on the cable.
2. Consider making a donation of \$25.00 to the club for the replacement of the cable

Gee do I now feel better

Trevor Atkins