

THE FLYPAPER

February 2006

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From The Presidents Cockpit

Well, what a couple of months this has been for the gliding movement with all that unprecedented publicity. Thanks to Trevor Atkins and those who have availed themselves to the reporters and photographers. This has started a positive spin off, with twelve people taking advantage of the '**Introduction to Gliding**' day hosted by Trevor and Julie this month. Systems such as these enable a smooth entry into the club of informed people who have a better appreciation of our culture.

Congratulations must go to Ben Flewett for winning the Grand Prix.

Congratulations also to our local flyers for their respective successes in the National championships. See later report. It was great to see some of our club members coming out to assist with launching and retrieving and taking advantage of the kitchen delights.

The Second Saturday regattas have continued to be plagued with poorer weather than could be expected (OK I landed out so perhaps I am biased), but this has not stopped the members present from enjoying a great day followed by the evening dinners. The aim of the regattas is to get more of the qualified pilots venturing on a predetermined course and so extending themselves. Some are flying just one of the turn-points to get a taste of it. Great to see. I hear of some pilots from further a field are just waiting for good weather forecasts to bring them into the competition.

Earlier this year Tom Shanks and I took 15 members of a family for trial flights on a non club day. What a novel idea and what a good time was had by all. In late November I had the pleasure of instructing for the ATC National Gliding Camp. With 5 Twin gliders and 3 or 4 tow planes it was all go when the weather allowed. Gordon Scholes was also very busy instructing on his 17 camp.

The strong westerly that made for some good ridge conditions on the Matamata side during the Xmas camp also made for some trying cross wind conditions at Waihi Beach. Thanks to the superb preparation put in by Mavis and Harold we took 118 people up for a gliding experience. While the wind was strong we catered to the thrill seekers and when it was calm we catered to the people that wanted to enjoy the beauty of the flight and the scenery below.

The Hauraki Aero Club at Thames gave our club an enthusiastic welcome on our recent visit. The increased activity saw a bigger turnout by their club members and increased trial flights.

Steve, Julian, Roger, Dennis, and myself put on a winching day on Saturday 18th Feb for 15 of the Hillcrest Scout Group. Introductions to gliding such as this for young people also has a positive spin off when it comes to funding, so the whole movement benefits from these efforts, not just the scouts.

With a welcome influx of potential new members it is a good time to review our training systems. A course on Sat mornings is planned for March/April. These will include club house pre flight briefings. While directed to new club members it will be of benefit to all who have joined the club in the last 12 months, so do feel that you can take part.

Unfortunately the Vintage Glider Rally has had to be canned for the time being. I am hoping that this will be picked up again at a later date.

Still ahead of us we have the National Gliding Day. We are looking at promoting all activities on the airfield and the date coincides with a model flying spectacular. So there is some thing for all participants and spectators through the day. This is a great opportunity to contribute by helping host the visitors as part of your time at the field. (The Regatta will not take place that day. The last Regatta for the season is on the 8th April.) Hope to see you there.

The Club is staying at the field for Easter and we will have Aviation Sports Club from Auckland joining us. A dinner is planned for the Saturday night and all are welcome.

The Land Out BBQ will take place again this ANZAC Day. Perhaps a pilot who has landed out would like to put their hand up to organise this event. Let Trev or myself know very soon. Thank you.

Here's to some 10 knot thermals before the summer dies. See you up there.

Bill Mace
President

Deadline for the next Flypaper is April 20

CFI BITS N PIECES

WALSH – I have attached some notes regarding the Walsh. We will not be there as much as we were last year and I am confident things will run smoothly. There will also be a hand out for every one flying during the Walsh, so make sure you get a copy.

ACHIEVEMENTS – Great to see so many achievements in the last month or so! Especially on the competition scene!

BADGE FLIGHTS – The best opportunity for badge flights is during the Christmas camp. There are usually people around that are willing to crew and a good supply of official observers. It's all about planning and when the right day comes along, grab the opportunity when it presents itself.

THAMES- 14 & 15th Jan -This will hopefully be a great social weekend. It's a great site and there is plenty of good cross country flying that can be done from there. It's excellent practice for newer pilots at a site that is not too far from home and it helps support a much smaller club. Spare seats available for the double tow over and the tow back.

NATIONALS- There is a spare seat in the PW6 during the Nationals and I am keen to share it out to as many club members as possible. Please contact me as soon as possible if you are interested in a day or two. This is a great way to get some cross country experience and see how competitions work.

CHRISTMAS – I hope everyone and their families have a wonderful and enjoyable Christmas.

Steve

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Enthusiasm.

Our sport is based on 'enthusiasm', which of course is very good. However we must not allow our 'enthusiasm' to dull the direct responsibilities of the moment, which of course would be very bad.

We must not allow our own or –group, enthusiasm to short cut or cloud our judgement in an effort to get airborne – quickly, such as can happen at the launch point. Everyone is just wanting to get airborne its seems. Always give ourselves ample time to get comfortable and settled in to the cockpit. A very good place for this is **not** at the launch point on the runway when waiting for the tow plane, but on the side of the runway where we park waiting our turn. Have our selves pre set up with our cushions, parachutes safety straps all pre adjusted, ballast weights fitted and secure, drink bottles stored etc **before** we push out onto the runway for our launch. It is just so much easier and less stressful for our now fully engaged 'enthusiasm' button. We can now complete our pre take off cockpit checks carefully, fully with out being distracted by any- comfort or auxiliary equipment issues. Cross check our performance when doing our cockpit checks. ; Am I doing this too quickly?" If so, then slow the process down Remember, we are the pilot in command, and will decide when we are completely ready for take off. The, 'something' that can be missed will one day be the 'something ' that will cause us all sorts of grief when air borne, possibly with tragic results. All because of this 'enthusiasm.'

So yes, Lets have lots of enthusiasm but lets be wise enough to control it at the required times.

Just a little thought I would like to share

Roger Brown

Tit Bits

Congratulations to **Bob Gray** for achieving his Diamond Goal (300km declared) on a very marginal day. A day when almost no one turned up, a day we winch launched twenty scouts which resulted in only one or two flights getting a climb off the launch. Well done Bob, a fantastic effort and my vote (so far) for the presidents cup! (Editor)

If you haven't noticed there is now a very handsome bench seat on the Eastern patio of the clubhouse. This seat, complete with brass plaque, is a memorial to **David Reed**, a very popular and vibrant member of the Piako club who passed away while enjoying one of his great passions.

I only knew Dave for a very short time and actually I only really-really flew with him once, but I knew straight away that Dave was a great pilot, a great teacher and an even greater person. I miss him lots and I'm sure plenty of others do too.

Sit on his seat and remember him if you knew him, wonder about who he was if you didn't, but either way, remember him for all the things he did and all the things he loved.

The seat has been presented to the club by Dave's partner Julia.

Last one out turn off the lights

We have noticed some doors left unlocked and regularly the window in the men's toilet is left open so please check **all doors and windows** when you lock up. I said this last issue (December) but it seems that no one is listening. PLEASE, PLEASE, PLEASE shut the doors and windows before you leave!!!

The Gliding Club Kitchen needs the following

Kitchen Knives	Serving Spoons
Cutlery	Placemats
Chopping Board	Linen ie. Tea towels and table cloths
Cushions that may need recovering	Pump Thermos
Spare Table for the Kitchen	

Send to the clubhouse kitchen or contact Jan Mace if you have any queries.