

THE FLYPAPER

June/July 2006

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From The Presidents Cockpit

I would like to begin by warmly welcoming to the club the six enthusiastic new members that have just completed the "Learn to Fly" course. Although the weather has been less than ideal the course has been very successful and flying was achieved every day. The tow pilots had extremely busy days with close to 40 tows on some days and the students getting up to six flights or circuits each. Most are all-but solo so I am looking forward to a few 'shouts' over the coming weeks. All involved have enjoyed the experience and agreed that this is a very good way of training pilots. With better weather conditions and better grass control it is envisioned we will make more use of the winch in future and so get a more efficient operation going.

The club calendar is being put together, and the next course will be for new members that were just ahead of this course and will be aimed at getting them ready for a B Certificate course. These are the members most affected by the lack of access to the twins these last six Saturdays.

I'm very much looking forward to Ben Flewett's address at the Annual Dinner with great expectation. Mokena Lounge put on a great spread and the bar will be open from 6pm. (Details further on or visit the website, editor)

There has been a hiccup between the Flypaper and Website rosters, thankfully this doesn't happen very often but it can create a schomozzel. Apologies to all those affected and thanks to those who have stepped in to help.

Thank you to all of you that replied to the questionnaire regarding Duty Pilots, and the accompanying comments, these all help us to see what you want from the club. Most people thought the position was an important one, and a number of useful ideas came through for the committee to mull over. Indeed I had a few sets of three pages to read. Well done.

PC is off to Sailplane Services for refurbishment. I am sure all who fly her are looking forward to the results of this work.

Julian, Gerald and Paul have their new gliders on the field at long last, complete with "iron thermals". They look very nice, and I can't wait to ride with Julian in the new beast.

As for the general flying... well the weather has not helped a great deal, however it was good to see Roger and Les get away for well over an hour on Saturday last.

Trevor, Ralph and I are off to the GNZ AGM on the 10th & 11th June. I will get an opportunity to exchange ideas with the presidents of other clubs at the Presidents Forum, a session I am particularly looking forward to.

Another thing I am looking forward to is some ridge days. To those that organise the weather, any weekend now would be great! I'm looking forward to seeing you out there.

Bill Mace

President

Advance Notice of the AGM

Unless advised otherwise over the next couple of months the 2006 AGM and prize giving will be held at 1600 hours on Saturday August 12th. To be followed by nibbles. Get your nominations sorted out as soon as possible, in particular nominations for the Wooden C and other club trophies and if you are keen to serve on the club executive then get yourself nominated!

Advance Notice of the Annual Club Dinner

We have been extremely fortunate in being able to engage Ben Flewett to share his experiences while flying and winning the recent Gliding Grand Prix at Omarama. Book this date now, Ben is one of the best racing pilots in the world and an incredibly enthusiastic person. A fantastic night is guaranteed.

Date: 24th June 2006 Bar Open: 1800 hours
Venue: The Clubhouse Dinner Served: 1900 hours

Dinner will be provided by Allan Johnstone's Mokena Restaurant and is \$35 per person. Anyone who has savoured Allan's meals knows this is fantastic value.

Contact Bill or Jan Mace to reserve your seat
07 889 1980 or wajvmace@infoegen.net.nz

Next Learn to Fly Course

The next **Six Saturday Course** will be starting on the 12th of August and places are fast running out. If you have a friend or colleague who is keen to fly then get them enrolled as soon as possible, I've heard that there are only two places left. Contact Bob Gray or Steve Care or visit the website for further details.

http://www.glidingmatamata.co.nz/training/Learn_to_Fly.htm

CFI BITS N PIECES

Six Saturday Course

This has been a big exercise for the club and I have tried to be involved in seeing that the framework is set in place for future courses that we plan to run. It is important that we understand what makes the courses work or not work.

Course Positives

- Concentrates training for students and provides for all the lectures needed for the A certificate.
- Consistent flying instruction
- Lower overall cost for students
- Comradeship with other students going through the same process
- Highlights strengths and weaknesses of our instructing
- Good opportunity for consistent lectures to a group
- New members for the club

Course Challenges

- Not all instructors involved
- Lack of availability of 2 seaters for others on course days
- Course can be weather dependant
- Autumn may have lots of circuits, but not much air time, spring can be lots of air time, not many circuits.
- Students might not want to join the club or carry on after the course.

I still feel it is the right move for the club, and that a good framework is in place for the next course. We are continuing with training for those on the course.

WINTER WEATHER

This time of year it is very easy get un-current and then suddenly be faced with a rip roaring squally ridge day. These types of day call for considerable skill and judgement. It's a good idea to get a bit of flying in every 30 to 60 days, even if you are a private owner and there is no real requirement for you to do so. To fly a club glider solo, you must get a check flight with an instructor, if you have not flown for 30 days.

TROPHIES

There is only one entry for each of the trophies. Catlin, Care 200 and Les' short course trophy. If there is a ridge day, give them a go. The times are well down on last year, so you could be in with a chance.

GUL

I was recently very privileged to go for a ride in the newest and hottest 2 seater on the field. It's a very impressive glider, with nice handling and a fantastic glide. Many thanks Julian!

Safe flying

Steve

Editorial

Well it's not really an editorial it's more of an abuse of privilege. I figure if I put this Flypaper together every month or so then I'm entitled to inflict my opinions on you. You of course are equally entitled to totally ignore them, refute them, be offended, break into print yourself or all of the above (much like many of the Catholic faith recently did thanks to Senor daVinci).

Actually there is nothing as controversial as the daVinci code here although there have been mixed feelings about the new training regime. Some people have been a little upset but club officials have recognised this and are taking steps to resolve the issues. Personally I think the move to a more structured and more professional training system is exactly what was needed, it's something we did in hang gliding 20 years ago and something that the highly successful sport of golf did a hundred years ago.

Consider all the parties involved;

- **The pilot to be** - who could be a new member, a student, a customer, a potential buyer for your glider or just a fellow aviator who needs a helping hand. It depends on your personal view of the world.
- **The instructors** – who give up their weekend days free of charge and many times prior to this system sat around waiting to see if any students turned up and many times just acted as fund raisers taking Jack and Jill up for a joy ride.
- **The tow pilots** – who also give up their weekend days and too often just to do a few tows and log half an hour over the whole day. They could save their petrol money now and book half an hour at the local aero club and they'd be better off.
- **The duty pilots** – well those that turn up, when they do they wash and DI the gliders and tow them to the launch point and many times wait around hours at a time for students to turn up.

The old system was no longer working, the students were not getting trained, they couldn't see the way forward, they didn't have clearly defined objectives for each day and they just drifted along. Some of the instructors were getting brassed off spending one of their few free days sitting around the airfield waiting for students to turn up. Some tow pilots drove from Tauranga or Auckland just to do one or two tows and some of the duty pilots didn't even bother to turn up.

Things had to change and they have. I believe the new, more structured system, is providing better training for the students, is more fulfilling for the tow pilots and instructors and has reduced the need for duty pilots.

It's a win-win-win situation.

Dennis

Some Useful Information

Thanks to Alan Miller

What do the Q-Codes used to set Altimeter sub-scales mean?

References:

1. Recreational Aviation Australia Inc website: <http://www.auf.asn.au/groundschool/umodule3.html#altitude>
2. <http://www.kloth.net/radio/qcodes.php>

Query codes are a remnant from the days of Morse Code where pilots could request information from the control tower by simply sending a three letter query code. There was an extensive list of about 200 Q-codes, assigned in no particular order, from QAA to QZZ. Common mnemonics (memory joggers) have developed over time and we now use these routinely for the three common Altimeter sub-scale settings QNE, QFE and QNH. QDM is also used to request the Magnetic Bearing to a Station.

The meaning of the codes is best considered from the viewpoint of an aircraft in flight and approaching a particular airfield rather than from the view of an aircraft already on the ground at that airfield.

QNE "Query Natural Elevation" is the reading the Altimeter will give on touchdown, the sub-scale being set to 1013.2. This is also called the "Pressure Altitude" and is used above the transition layer. While following this altitude to maintain a particular Flight Level the aircraft is actually following an Isobaric plane and not necessarily a constant height amsl. However, all aircraft in the vicinity will have the same margin of error and so FL separation can be maintained reasonably accurately.

QFE "Query Field Elevation" is the sub-scale setting the pilot must set in order that his Altimeter reads his height above the airfield (or elevation above the field), and will mean the Altimeter would read Zero on touchdown.

QNH "Query Newlyn Harbour" or "Query Not Here" Newlyn Harbour, Cornwall UK, is a world renowned reference centre for measuring Mean Sea Level. Setting QNH on the sub-scale will cause the Altimeter to read the actual elevation of the airfield above mean sea level (amsl) when the aircraft touches down.

Speed to Fly and the MacCready Ring explained

A very nice animated explanation of polar curves and the MacCready factor can be found at:
<http://home.att.net/~jdburch/polar.htm>

A further useful site is:

http://www.expandingknowledge.com/Jerome/PG/Article/Technique/Cross_Country/JayRebbeck_Thermals/Part_2.htm

Got your bearings?

References:

1. <http://www.mapworld.co.nz/compass/declination.jpg>
2. http://www.gns.cri.nz/research/geomagnetism/geomag_nz.html

As an immigrant from South Africa I have always felt that my usually good sense of direction developed through years of map work and hiking in the Boy Scouts has suddenly deserted me since moving to New Zealand. As a new student pilot I was particularly confused by the seemingly inaccurate runway vectors used at the Matamata Soaring Centre.

I really thought that I was losing my marbles and unable to say "IM SAFE" to fly. However, the day was saved when I came across an explanation for my disorientation. Members who have never travelled or flown aircraft (or sailed) outside New Zealand may find the following information interesting, or at least you can all have a laugh at my expense.

The answer lies in using the correct Magnetic Declination. In South Africa I was used to using 17deg Westerly (or -17deg) magnetic declination. I looked up the declination for Central Waikato and found it to be about 20 degrees. I ASSUMED since I was still in the Southern Hemisphere the declination was still

Westerly. WRONG! Here it is 20 deg East (or +20deg). This explains why everything looked about 40 degrees out of kilter.

Thankfully I now have my bearings!

A good mnemonic to convert True (grid) bearings to Magnetic bearings is:

From GRID to MAG you ADD, from MAG to GRID you RID (Subtract)

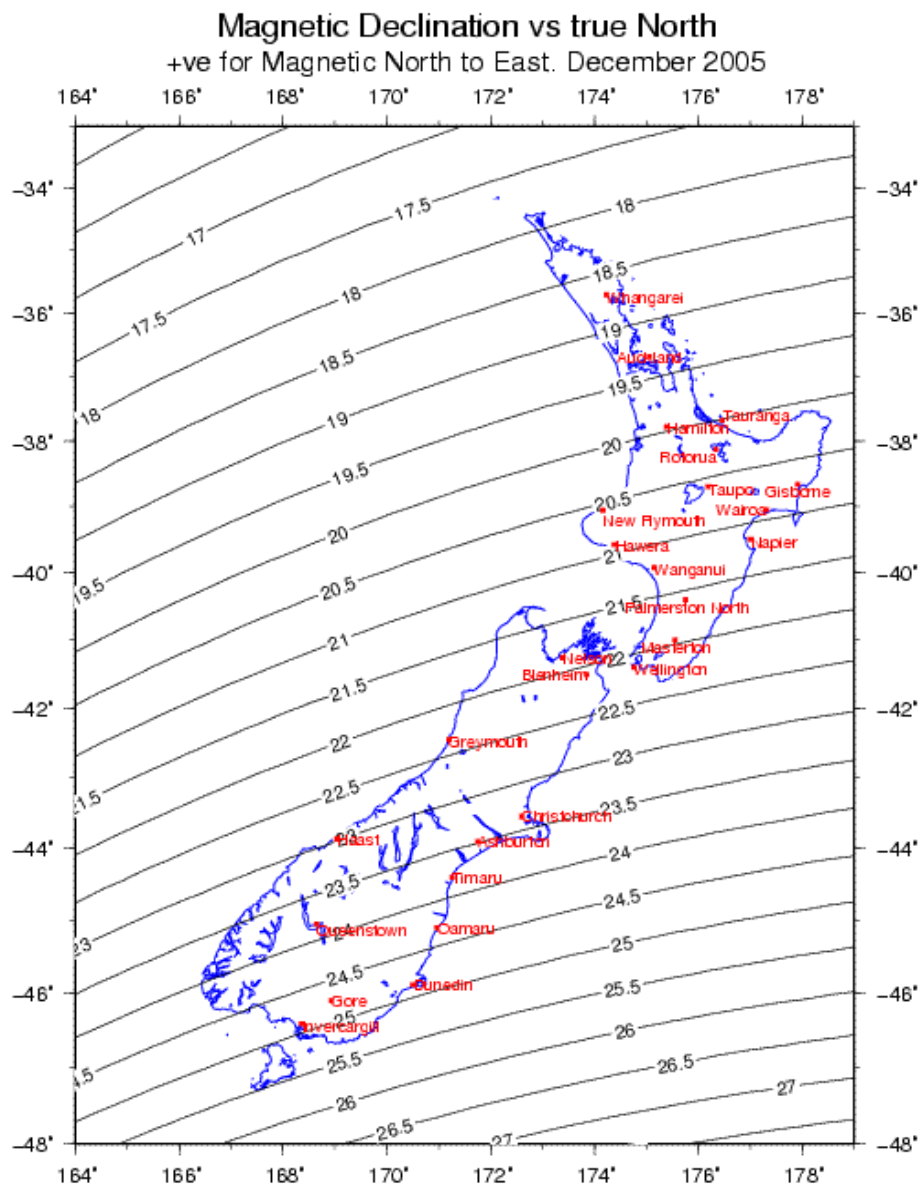
Examples;

True North (0 deg) PLUS +20 deg = 20 deg (20 deg East) for Magnetic North.

(this means at Matamata when your compass reads 20 degrees you are actually heading North. Editor)

Magnetic North (360 deg mag) MINUS +20deg = 340 deg mag for True North.

(this means at Matamata if you want to head North then get your compass to point to 340 degrees. Editor)



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Trial Flights

We are now running structured A or B certificate training courses or winch training and rating or other flying skills training and rating most Saturdays. Other skills include things like instructor, cross country, ridge, competition, aerobatic or paddock landing training. If you want to improve your skills in any area just talk to one of the instructors and let them know what you want to do.

This means that trial flight bookings are now pretty much restricted to Sundays so unless it's a very quiet day then walk up trial flights are no longer possible and the duty pilots need to advise anyone who just turns up that they have to book. Don't be afraid to do this, club members ALWAYS have priority.

DO NOT jeopardise training or club flying for trial flights, turn them away but also invite them back on a future Sunday. If they are after more than just a trial flight then take their details, let them know that we run training programmes and let them know that someone will be in touch. Then let the club captain, president or CFI know the details so we can follow up.

Political Stuff

≈ We recently had Greens party parliamentarian Nandor Tanczos over for a trial flight, a birthday present from his partner. Nandor seemed to thoroughly enjoy his flight, most of which time he was in control of the glider and he indicated he was pretty keen to learn to fly. No matter what you think of his political beliefs I'm sure that we would get good publicity from having a member of parliament in the club. Check out his website you won't be disappointed.

www.nandor.net.nz

≈ I have heard that plans are afoot to build two more hangars at the airfield and one of them is so close to the edge of the runway that the end result may mean that the 28/10 runway will be reduced to a 70 metre wide strip. Right now it's a 170 m wide strip.

I've also heard that there is a plan to place a shipping container on the edge of 22/04 to house equipment used by the modellers, let's hope this doesn't mean that that vector also ends up being 70m wide. Maybe we could suggest that the new hangars go down next to the shipping container then only one vector will be screwed up.

Don't get me wrong, I'm more than happy for more users and more sports users in particular (less room for commercial interests) but there is plenty of room for expansion around the field without sticking large pieces of metal right on the edge of the runway.

≈ We seem to be going through a period of deteriorating relationships with the District council, in particular with the regard to the grass mowing contract but there also appears to be a lack of consultation and a total focus on short term return on assets rather than developing a long term strategic plan for a very important asset to the wider community.

I'd like to see to see our club and the Soaring Centre plus other sports users like the parachute operators, micro-light operators, warbirds, the various model aircraft groups, the Walsh Memorial people and any other recreational or sports oriented groups get together and develop a long term plan for the Matamata airfield. I believe if we don't the commercial interests will take over because under the present system the people who have power and control are only concerned with meeting their short term revenue targets.

[Did you know that the only council owned piece of land used by recreational and sporting groups that has to meet revenue targets is the Matamata airfield].

I think it's time we organised and lobbied for a long term future for the airfield as an aviation sport and recreational centre for the upper North Island. We need to involve Tauranga and Auckland pilots as well because it's inevitable that they will lose their access to the currently used airspace and it won't be too far away.

If you have any opinions on this matter then drop me a line because I am very interested in doing something about a council who gives approval to build a hangar and drop a container right on the edge of an airfield. A decision that I suspect was made because it makes the grass mowing contract less of a problem because the airfield will end up being just a 70m wide strip.

≈ While I'm on the political subjects don't forget the AGM, it's your big chance to make a difference.

≈ New tow charges at Wellington are \$6-55 per minute. Figure that out next time you do a seven minute tow to 2000 feet.

If you fly out of Drury then right now aerotow isn't even an option, their Pawnee is out of action. I'd like to say thanks to all the committee people before my club involvement for their excellent budgeting and excellent asset management because our Pawnee is not only one of the best in the country she has a brand new engine and we also have a healthy Pawnee bank account if unplanned expenditure is suddenly required.

Dennis

DUTY ROSTER

Date	Event	Tow pilot	Instr.	Instr.	Duty Pilot
14-Jun		Harold Oates	Tom Shanks		Mavis Oates
17-Jun	Instructor Training	Tony Davies	Julian Mason	Ralph Gore	Dominic Stevens
18-Jun		Dave Harding	Roger Brown		Dennis Cook
21-Jun		Harold Oates	James Turney		Mavis Oates
24-Jun	Course Catch-up	Ian Hector	Nelson Badger	Steve Care	June Ritting
25-Jun		Ian Hector	Malcolm Jeffrey		Geoff Randrup
28-Jun		Harold Oates	Ralph Gore		Mavis Oates
1-July	Course Catch-up	Tony Petch	Phil Smith	Julian Mason	Miguel Medero
2-July		Ross Nicholson	Gareth Pryce		Ross Annabell
5-July		Harold Oates	Bill Mace		Mavis Oates
8-July	Winch & Ratings	Nick Bowling	Rainer Kunнемeyer	Steve Care	Paul Castle
9-July		Andrew McGregor	Gordon Scholes		Kevin White
12-July		Harold Oates	Tom Shanks		Mavis Oates
15-July	B Cert Course	Richard Small	Bill Mace	Ralph Gore	Students
16-July		Gordon Scholes	Tony Davies		Ann Johnson
19-July		Harold Oates	Bill Mace		Mavis Oates
22-July	B Cert Course	Tony Davies	Bill Mace	Ralph Gore	Students
23-July		Dave Harding	Bob Gray		Julie Hall
25-July	QGP –1 Theory		Bob Gray		
26-July		Harold Oates	James Turney		Mavis Oates
29-July	B Cert Course	Nick Bowling	Bill Mace	Ralph Gore	Students
30-July		Ross Nicholson	Malcolm Jeffrey		Ian Finlayson
1-Aug	QGP –2 Theory		Bob Gray		
2-Aug		Harold Oates	Tom Shanks		Mavis Oates
5-Aug	Winch & Ratings	Andrew McGregor	Ralph Gore	Bill Mace	Mark Drayson
6-Aug		Tony Petch	Rainer Kunнемeyer		Anna Doerr
8-Aug	QGP –3 Theory		Bob Gray		

9-Aug		Harold Oates	Ralph Gore		Mavis Oates
12-Aug	A Cert Course	James Burgess	Tony Davies	Bob Gray	Robin Britton
13-Aug		Ross Nicholson	Roger Brown		Lionel Brackley
15-Aug	QGP -4 Theory		Bob Gray		
16-Aug		Harold Oates	Bill Mace		Mavis Oates
19-Aug	A Cert Course	Nick Bowling	Tony Davies	Bob Gray	Students
20-Aug		Andrew McGregor	Julian Mason		Hadleigh Bognuda
22-Aug	QGP -5 Theory		Bob Gray		
23-Aug		Harold Oates	Ralph Gore		Mavis Oates
26-Aug	A Cert Course	Richard Small	Tony Davies	Bob Gray	Students
27-Aug		Gordon Scholes	Malcolm Jeffrey		Morris Beale
30-Aug		Harold Oates	James Turney		Mavis Oates