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# The Flypaper

Volume 2019, Issue 1

3rd Jan 2019

HAPPY NEW YEAR 2019



14 at the New Years eve celebration dinner.

Christmas Camp grid



CNC now sporting BZA's 2 blade prop

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We are now nearing the end of the Christmas Camp and lots of flying going on. 29 tows yesterday 2nd Jan, plus we had 3 new members join the club; Aaron Gillespie, Ting Li and Greg Oosthuysen. We extend a very warm welcome and hope that you get much pleasure from your new gliding adventure.

Double tow to Raglan is planned this Saturday 5th Jan, from where we will base our operations until Thursday the 17th Jan. The return date is a bit earlier as the council needed the airfield for the last weekend we planned to fly there. So the following Sat, Sun and Wed are at Matamata while the Walsh is on. Please note special instructions if you wish to fly on these dates. The airfield is controlled under an air traffic control tower and you even need to get permission to drive onto the taxiway. CFI Bob Gray has some notes regarding this and important information on Raglan on page 4. If you are flying a club glider PIC, please don't be offended if you are asked to do a quick check circuit before you fly, irrespective of how current or experienced you are. It is the norm rather than exception.

Raglan is all organized and thank you to all those that are helping out as duty pilots. A big thank you to Jim Lyver, for helping with a major stumbling block. The weather is looking good, so hopefully we get a clear run and some enjoyable flying.

The Christmas BBQ on the 15th Dec proved a fun night. We even had a Christmas Tree from Stephanie Cope and Karaoke supplied by associate member Peter Blakeborough.



Double tow from quite a few years ago; something we do every year when we go to Raglan. Lend a hand to help us to head off early Sat morn if you some spare time and/or the clubhouse pack up for the Walsh on Friday.

Steve

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Derek Shipley 9th Dec

Mike Smith from Auckland about to do his BFR. Looks like it might be an IFR BFR? 30th Dec



Malcolm Piggott performing his version of Rawhide 15th Dec



## Glider Pilot Briefing Notes for Raglan, January 2010

### Overview

Raglan airfield can be a busy general aviation destination for microlights, GA and agricultural traffic. It has a grass runway 23/05 that although has good width at the eastern end it does narrow up towards the western (seaward) end. The airfield also has a **public pedestrian path** across the middle of the runway between the road and the beach.

Runway 23 - Non-standard right hand circuit will be flown by gliders and tow plane.

Runway 05 - Standard left hand circuit applies.

646mtr length, 60mtr width,

Freq. 123.75 (Blacksands CFZ) – call ***“Raglan Traffic”***

### Launching

Gliders are launched from as close to the threshold fence as practical and to one side of the runway centerline.

Tows from 23 should veer to the right after take-off to avoid rising sand dunes and tow out up the harbour until abreast the sand dunes. Then turn inland above 1000ft or continue towing upwind depending on the flight planned.

23 launch low rope break landing options are along the beach beside the harbour entrance.

05 launch low rope break landing options are not good, a playing field to the left or a very narrow beach area directly ahead.

### Circuits

Normal 23 circuit is lefthand over the higher ground and in the lee of Mt. Karioi. This has been problematic for glider operations due to a combination of factors - lee dumping at low level, base leg and final turn over high ground, and general turbulent conditions at low level. For these reasons we will be using the non-standard right hand circuit onto 23 with downwind over the harbour entrance. Make sure your circuit radio call includes ***“non standard righthand downwind 23”***

### Wind Gradient

Final approach onto 23 usually has severe wind gradient particularly later in the day when strong sea breeze is common. The effect is strongest in the final stages of approach – below 50ft and will cause an undershoot or heavy landing if not planned for by making your final approach higher and faster than normal.

Spectators often park cars and stand along the fence line on the threshold to 23 which is another hazard requiring high approach margin particularly for tow planes trailing tow ropes.

### Ground Handling

Gliders should land on the left on 23 and 05 and other gliders landing behind should therefore land to the right of gliders on the ground as per standard procedure.

It is important not to restrict the runway available for other traffic, so club members should help with towing gliders to the side of the runway as soon as they land. Always tow the gliders back to the launch point along the side of the runway.

The aircraft tie down area is in front of the trees on the northern side in front of the camping ground fence.

### Local Soaring

Raglan is a good safe site to operate from however there are few landout options in the local area so inexperienced pilots should remain within glide distance of the airfield until they are familiar with the area.

Most of the soaring is found over the undulating land to the south and southeast. Mt Karioi acts as a great wall of obstruction to the south west wind, therefore allowing the undulating land in its lee to get unrestricted

heating and allowing good strong thermals to cycle with great regularity and going to very good heights as it penetrates the colder marine air once it climbs out of the sheltering influence of the mountain.

A **wave** system can set it self up in good strong southwesterly conditions. It is very easy to get into and is a very uncomplicated system to get involved with. The roll cloud, usually mild, is only 2 miles up wind.

A low level **beach run** up the coast cliffs is possible in very strong westerly winds. This should only be attempted by pilots with previous experience of the flight or new pilots under direct coaching by an experienced pilot.

### Airspace

Make sure you have a current VNC and know the airspace boundaries. Class G airspace surface to 6,500ft extends from the coast to a N-S line about 10km east of the airfield. From there class G airspace upper level reduces to 4,500ft and then reduces to 2,500 ft about 10km further towards to Hamilton.



Inside view of CNC



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Will and Kim Kamp with small tent and very large airbed. They definitely have their priorities right.



30th Dec

Norm Duke running the National ATC week long course at the airfield. Several of our Instructors were also involved and there were (I think) 8 first solo's.

9th Dec





15/19

NZZC

**Matamata Temporary Control Zone — Walsh Memorial Scout Flying School  
Effective: 11 to 25 JAN 19**

The Walsh Memorial Scout Flying School will be held at Matamata aerodrome from FRI 11 to FRI 25 JAN 19. Extensive ab-initio flying training will take place at, and in the vicinity of Matamata aerodrome during this period. Subject to weather, night flying will take place as advised by NOTAM.

The Officer-in-Charge of flying is Steve Scott.

A temporary control zone, Class D (NZA292), laterally coincident with the Matamata MBZ (NZB273) is prescribed as follows to facilitate the safety of air navigation.

**NZA292 Matamata CTR/D**

All that airspace bounded by a circle, radius 3 NM, centred on S 37 44 04.0, E 175 44 31.0 (Matamata AD).

Upper limit: 3500 ft AMSL.

Lower limit: Surface.

ATC hours: 1901110100 to 1901110530  
(1400 to 1830, 11 JAN 19 NZDT); and  
daily between 1700 and end of ECT between  
1901111700 and 1901240830  
(daily between 0600 and end of ECT, 12 to  
24 JAN 18 NZDT); and  
1901241700 to 1901250200  
(0600 to 1500, 25 JAN 19 NZDT);  
or as advised by NOTAM.

ATC unit: Matamata TOWER; primary frequency 118.9 MHz,  
secondary frequency 122.25 MHz,  
Tel: (03) 420 0012,  
Email: [mobile.tower@airways.co.nz](mailto:mobile.tower@airways.co.nz).

ATIS: 127.6 MHz. An off-watch message will be broadcast on  
the ATIS frequency outside TOWER hours of service.

Services: Flight planning and briefing services will **NOT** be  
available for aircraft during hours of watch of Matamata  
TOWER.  
Limited rescue and fire-fighting services will be available  
during hours of watch of Matamata TOWER.

During the period that NZA292 (Matamata CTR/D) is active, the Matamata MBZ will be temporarily inactive in its entirety. When ATC is off watch the control zone will revert to class G (uncontrolled airspace), and unattended procedures apply within the MBZ, using 122.25 MHz.

**Air Traffic Services**

Airways NZ will provide an aerodrome control service within the Matamata CTR/D and on the manoeuvring area at Matamata aerodrome.

No Airways service charges will be applicable for operations at Matamata AD.

Before entering or operating within the Matamata CTR/D, aircraft should listen to the ATIS on 127.6 MHz. Class D airspace requires an ATC clearance prior to entry.

### Operations

During hours of watch of Matamata TOWER, unless otherwise instructed, the circuit altitude is **1200** ft AMSL.

During flying school operations:

1. RWY 10/28 will be divided into three parallel runways, being designated 10L/28R, 10C/28C and 10R/28L. Simultaneous operations on RWYs 10L/28R and 10R/28L are **NOT** permitted. RWY 10C/28C may be used as a taxiway.
2. RWY 04/22 will be divided into two parallel runways, being designated 04L/22R and 04R/22L. Simultaneous operations of RWYs 04L/22R and 04R/22L are **NOT** permitted. Taxiways will be available immediately north of RWY 04L/22R and south of RWY 04R/22L.
3. Aircraft with an MCTOW of more than 2300 kg can expect operations on RWY 10C/28C.
4. Night operations will be carried out on RWY 10C/28C only. During night operations the RWY will be designated as RWY 10 or RWY 28.
5. Extensive VFR flight training will take place within 10 NM of Matamata aerodrome.

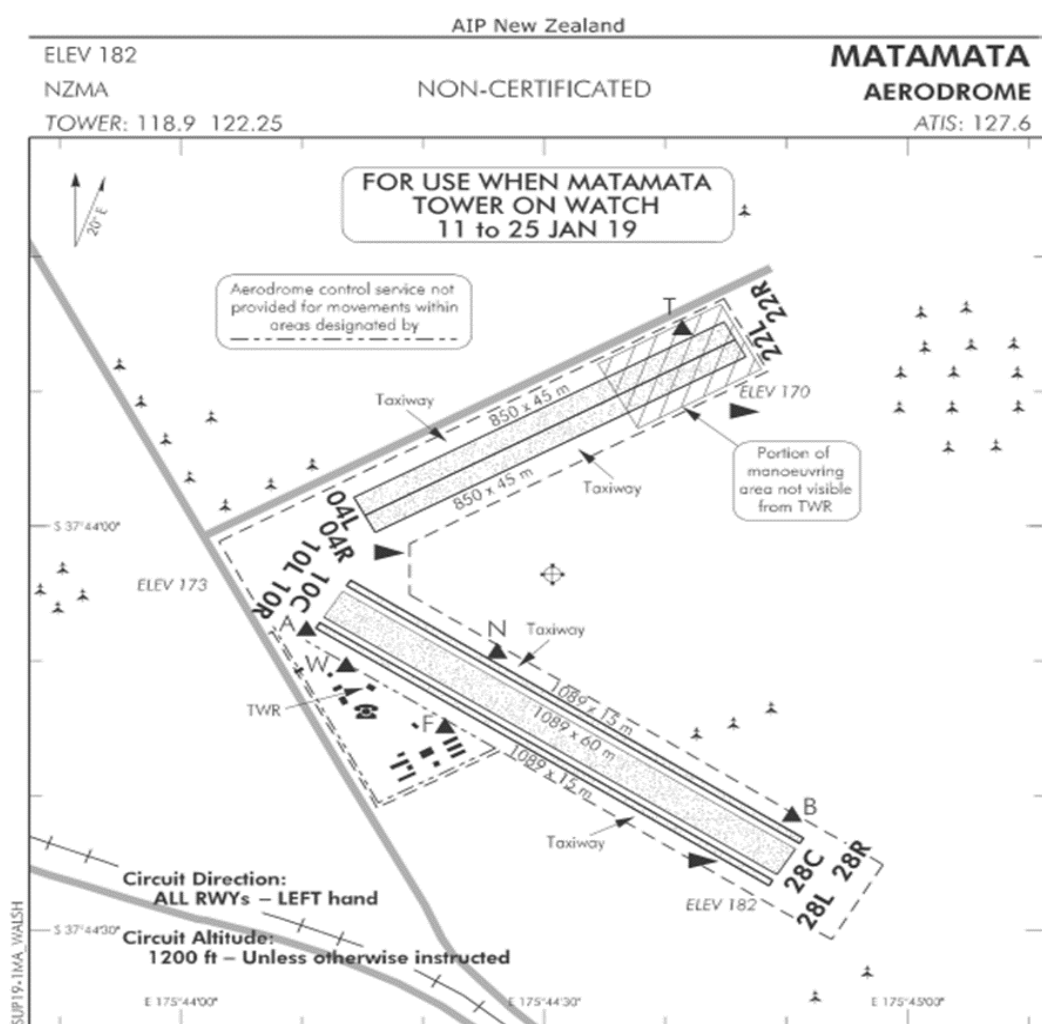
The manoeuvring area, the location of the TOWER, and runway holding positions are shown on the accompanying diagram.

Winch launching of gliders and parachute operations onto a parachute landing area (PLA) within the Matamata CTR/D are not permitted while flying school activities are in progress. NORDO operations may not be approved during periods of high ab-initio training activity.

Pilots wishing to operate NORDO within the Matamata CTR/D must obtain a briefing from Matamata TOWER before departure.

Prescribed pursuant to Civil Aviation Rules, Part 71 *Designation and Classification of Airspace*, under a delegated authority issued by the Director of Civil Aviation.





1. ▲ = Aircraft holding position.
2. Simultaneous same-direction parallel operations on RWYs 04L and 04R, or RWYs 22L and 22R, or RWYs 10L and 10R, or RWYs 28L and 28R are **NOT** permitted.
3. Unless otherwise instructed these aircraft are to taxi via and hold on the taxiway adjacent to the runway being used.
4. Where an aircraft has a MCTOW of more than 2300 kg, these aircraft are to use RWYs 10C or 28C only.
5. When RWYs 10L and 10R or RWYs 28L and 28R are in use, aircraft with a MCTOW of more than 2300 kg may be cleared to taxi via and hold on the centreline of RWY 10C/28C.
6. Night operations will be conducted on RWYs 10C/28C only, which will be designated as RWY 10 or RWY 28. TWY will be lit.

**Effective: 11-25 JAN 19**

S 37 44 04 E 175 44 31

© Civil Aviation Authority

**MATAMATA  
AERODROME**

## Peter Glidden Honda—Morrinsville



Vaughan Gliddon at Peter Glidden Honda Morrinsville has been providing us with a quad bike for our Raglan operation for decades, often delivering the bike to Raglan for us. We also have a lot of farming members, so if you are in the market for a new or used quad or farm motor bike, give Vaughan Gliddon a ring on ph 07 889 6550. He is an all round nice guy who is supporting our club more than most could ever imagine. The firm is very worthy of any reciprocal business we pass their way.


# WANTED

Most will be aware that there is a shortage of hangar space around the airfield and there are a few members that are struggling to find homes for their beloved blonde babes. Paul Knight is one of those, so if you have or hear of anything available for rent or purchase, give Paul a ring on 027 6288077


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8,800ft in GYL today 3rd Jan 2018



Christmas Camp stats

2<sup>nd</sup> Jan 29 tows

1<sup>st</sup> Jan 11 tows

31<sup>st</sup> Dec 8 tows

30<sup>th</sup> Dec 26 tows

29<sup>th</sup> Dec 21 tows

28<sup>th</sup> Dec 20 tows

27<sup>th</sup> Dec 20 tows

26<sup>th</sup> Dec 13 tows



### UPCOMING EVENTS

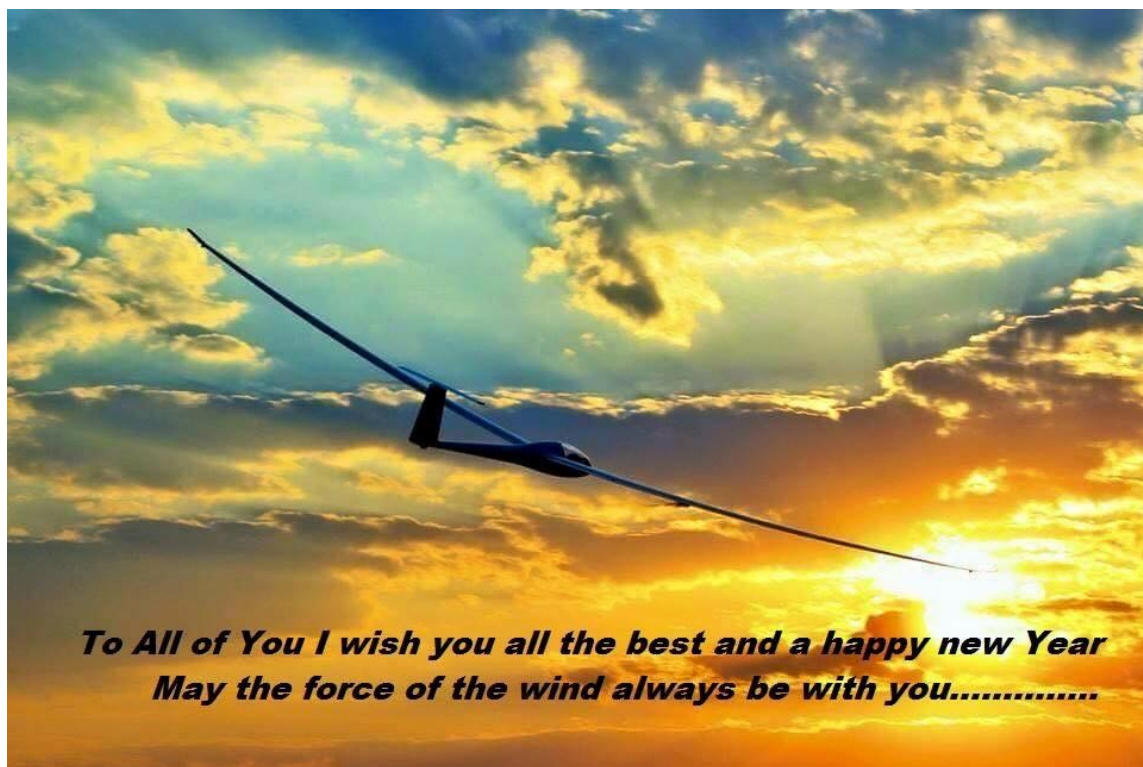
7th to 13th Jan	Auckland Soaring Comp—Drury
2nd to 12th Jan	Multi-Class National Champs (Omarama)
5th to 17th Jan	Raglan Gliding camp (Raglan)
11th to 25th Jan	Walsh Flying School based at Mtm airfield
27th Jan to 9th Feb	Club Class National Champs (Taupo)
2nd to 9th March	Central Districts Champs (Masterton)
16th to 23rd March	MSC Nthrn Regionals (Matamata)

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***To All of You I wish you all the best and a happy new Year  
May the force of the wind always be with you.....***