

The Flypaper



Volume 2018, Issue 2

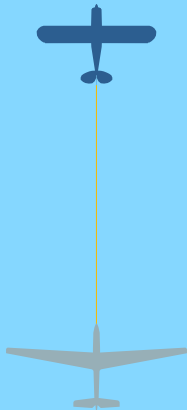
13th Mar 2018

SPECIAL 60TH ANNIVERSARY EDITION

Saturday 14th April 2018

Open day from 11am and dinner at 6pm

Venue MSC clubrooms



Inside this issue:

| | |
|-------------|--------|
| Pic's | 1 |
| Editorial | 2 |
| Godrey | 3.4.5 |
| Paul Knoght | 6 |
| BZA | 7 |
| Pic's | 8,9,10 |



1969 above and 1997 below



This edition is celebrating our upcoming 60th anniversary now less than 5 weeks away. It is not from our inauguration, but from when we first flew as a club. It also happens to be 50 years from when BZA first flew with the club (24th March 1968).

We are planning a great day of activities and displays from both new and old. It's good to reflect on where we have come from and where we are now.

The club is providing a sausage sizzle and finger food from 12 mid-day. Dinner is at 6pm (\$30). Please go onto the club web site to put your name down asap so we can cater for the event. Link http://glidingmatamata.co.nz/events/piako_gliding_club_s_60th_annive/ and then complete short registration form at the bottom. Firm deadline for the lunch and/or dinner is before 10th April but would appreciate sooner if possible.

If anyone has some spare time on Saturday 7th April, please lend a hand for a working bee on the 7th April 11am (after the instructors meeting) for grass cutting, cleaning out the club hangar, windows in the clubrooms, gardening, getting a stock take of cutlery, crockery utensils and any other to do things anyone can think of.

Building a sustainable membership

RECRUIT

RETAIN

REGAIN



Building a sustainable membership

RECRUIT

RETAIN

REGAIN

Recollections from Godfrey Larsen

These are my recollections of gliding in the Waikato and the PGC in particular. My contemporaries will see things from their own perspective and emphasis.

The PGC was founded in 1958 in Matamata, - by legend under a tree in Pohlen Park- on the initiative of Lew Hale. When I joined in 1968, the club was going strong, with some very good pilots, a brand new K13 (FN) a Ka6Cr (CO) and a Ka6Pe (DI). Towing was by Tiger Moth and soon after by Pawnee (BZA)

I had joined the Waikato Gliding Club when it was formed in 1963 and had progressed through T31, Rhonlerche and EoN Olympia (ZK-GAA), winching and aerotowing. Our Instructors included Alan Irving, Lou Cadman, Barrie Morris, Mitch Begley, Ross Biggar, and Stu Rogerson. Ian Finlayson having his eye on bigger things had headed off to Masterton to get his C certificate in a skylark IV, and soon moved into his own Ka6E. The Waikato club operated initially from Rukuhia, then from an airstrip in Ballard Road Gordonton which had been levelled and stumped by club members. However, the club folded in 1967 after operating for its last few months at Matamata under the wing of the Piako Club. Several Waikato club pilots moved to the Piako club, including Roger Brown, Peter Ham, Vince Brown, Stu Rogerson and myself.

Club member Rollo Beale (Morrie's father) had nearly completed a splendid 2 drum winch for the Waikato club at the time of its demise, and hindsight it is a pity the Piako Club did not obtain it.



There were excellent instructors and mentors in the Piako Club for us to learn from; Tony Fowke, Ross Carmichael, Peter deRenzy, Sandy Norman, Frank Buckley, Rory Gordon and Bruce Fowler among them. Under their guidance us younger pilots gained confidence and experience in CO, then DI. Ka6 EX (which replaced the aging Charlie Oscar) and, when it arrived in 1970, the ASW15 GF.

ASW15 GE joined the fleet in 1971 and GF was later lost in the Kaimais after sinking into the cap cloud; the pilot was rescued. Ka6 DB was in the fleet in 1973. My logbook does not record later single seater changes as I had bought a share in Libelle GY with Tony Oldfield in 1972, but the K13 continued to serve the club well until 1990 when the Puchaz PC arrived. Various other 2 seaters were hired to fill the demand, including Rhonlerche, L13 Blanik, Ka7, and Bocian.

Building a sustainable membership

RECRUIT

RETAIN

REGAIN

The club introduced winching in 1976, in response to the oil price shocks of 1972-74. It was built by Dick Hastings to my design. At Gordonton we had used single strand wire which kinked easily if not laid out carefully, and broke easily. The PGC winch used stranded cable with much better results, but the lighter weight Dynema used today is better again. I had also unofficially launched the Libelle by car in June 1973, but only heights of about 1000' were obtained before the car ran out of runway and auto launching was not continued.



Building a sustainable membership

RECRUIT

RETAIN

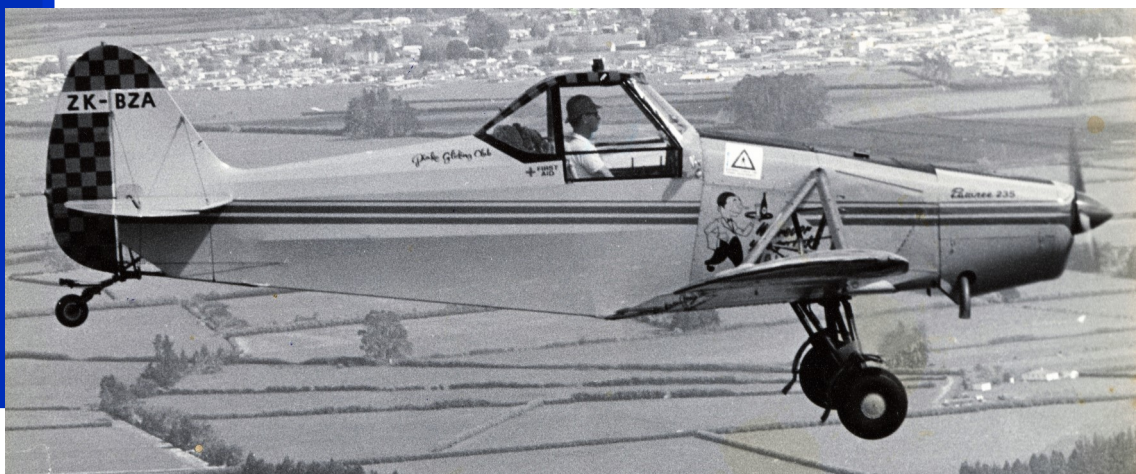
REGAIN

The club operated out of the defunct aeroclub's clubhouse and hangar until the early 70s when the new club hangar was built and the new Matamata Soaring Centre clubhouse was built. The old clubhouse, hangar, and petrol pumps were sited in front of the present Aviation Academy; the fuel pump concrete apron is still there at the side of the runway. The Soaring Centre was formed by the Northern North Island clubs to secure and promote Matamata as a premier gliding site.

Club pilots who represented NZ in World Champs in the 70' and 80s included Tony Fowke, Rory Gordon, Ian Finlayson, Bruce Fowler; and in the Tasman Trophy, Allan Eccles and Bryan O'Brien.

Several records were established at Matamata – in particular Anne Johnson's flight in her Ka6 FD to Gisborne in wave.

The club operated on a "first come, first served" basis. Some keen young pilots (no names, Roger) would sleep over, on the clubhouse floor or in a trailer so as to be first in the queue. Breakfasts of mushrooms fresh picked off the runway were delicious. The launch point was run from a bright yellow suitcase, rather than a caravan, record keeping was laborious – especially for the treasurer trying to read handwritten timesheets- and pilots were billed if they didn't pay on the day. The computer and eftpos have transformed the efficiency of the club.



Building a sustainable membership

RECRUIT

RETAIN

REGAIN

From Paul Knight

Having left Thames in my DG101 NV and been somewhere down country I was aware of a fair bit of activity at Waharoa involving a number of people I knew well. It still being early afternoon I decided to drop in, have a cuppa and a chin wag then re-launch for home. During this process I was approached by club stalwart and safety officer, Sandy Norman.

Hello Paul, good to see you. A lovely day for a good fly. How is everything going ?

Hello Sandy; Everything is good, and you are looking well.

Absolutely. I was in the caravan as you approached and heard your radio calls and what a delight it was to hear. So clear and precise, there could be no confusion as to your intentions. A pleasure to hear.

Oh,thank you Sandy.



And your circuit. Like your radio talk, it was clear and precise. Again, no mistaking your intentions.

Oh, thank you Sandy.

And your landing was a delight to witness. Nice and gentle, and so short; In fact, I noticed it was so short that your glider had to be pushed some distance to the launch point.

Well yes. I do like to practice short landings.....by now I am beginning to smell a rat, and sure enough.....

There is just one thing I really feel I should mention Paul; We don't do left hand circuits on 10.

Sandy in the club ASW15

Remembering BZA.

BZA did her first tow at Piako 7/4/1968 piloted by Founding and Life Time Member Harold Oates who last flew BZA 21/10/2011 doing 7 tows that day and having completed an amazing 17,515 tows in total. He has flown a total of 3,277hrs since 5/1/1955. Harold was our first and for sometime Piako's only Tow Pilot.

Through out the nearly 50yrs BZA was our tow plane she's had many other pilots and adventures.

Ian Finlayson had the misfortune to have to do a paddock landing when her engine failed. While undergoing repairs an Airtruck was used.

Tracey Gore grew up with BZA eventually becoming a tow pilot and going on to gain her Commercial License and Instructing.

BZA made a lovely prop for her wedding photos.

We will all miss BZA's distinctive red and white livery and hope CNC will provide us with as long a service.

Building a sustainable membership

RECRUIT

RETAIN

REGAIN





The Johnson clan.

Building a sustainable membership

RECRUIT

RETAIN

REGAIN

Ian Findlayson



Harold Oates 1964

Building a sustainable membership

RECRUIT

RETAIN

REGAIN



Julian circ 1985, what a smile?

1956 with airfield in the background



1956, outside the hangar. Te Aroha in the background

SPECTATORS outside the Matamata Soaring Centre's new \$10,000 club house which was opened at Matamata Aerodrome last Saturday.
28/10/64



Building a sustainable membership

- RECRUIT
- RETAIN
- REGAIN

Steve 1979
with his Libelle GX



Ralph
1970's
sometime

