

NEW ZEALAND'S PREMIER SOARING MAGAZINE

# Soaring <sub>NZ</sub>



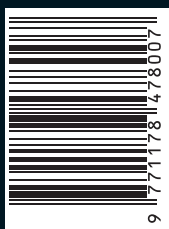
**CONCORDIA**

JS1C REVELATION

ANGUS ROSE BOWL AWARD WINNER

YVONNE LOADER

**MOUNTAIN SAFETY • CLUB NEWS**



issue 29 august/september 2012

# **JS1** REVELATION

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Demonstration flights available to suitably qualified pilots.

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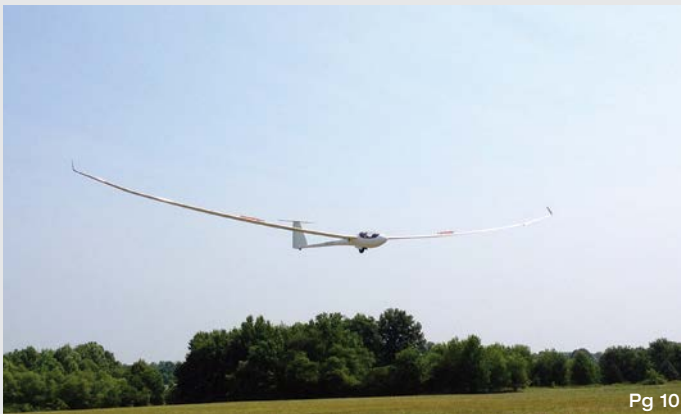


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# Soaring<sup>NZ</sup>

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There is a significant date coming up on my calendar. I think I may even raise a glass to celebrate. On the 22nd of August it will be thirty years since I had my first instructional flight in a glider. Thirty years! Good grief. I find it hard to believe it can possibly be that long, as the time I spent running around and getting excited about this amazing new sport feels so recent. Gliding was the first thing I did independently of my family, my first adult interest and it probably has increased significance for me because of that. That and because gliding has turned into a life-long passion, and I ended up married to a fellow glider pilot. I cannot imagine how my life would have gone if I hadn't taken up the sport.

My log book tells a slightly sad tale however. I know some people who do more hours in a summer than I've done in all those years, but I choose not to feel embarrassed about that. After a few intense years of getting to solo and early cross country flying, I got married and had children. I spent many years hanging around the periphery of the gliding scene and flying less than a couple of hours a year. Even without flying, gliding has remained my sport, the thing that I do. And for all that I haven't flown a great deal, I have still really enjoyed being part of everything.

Prior to joining the Auckland Gliding Club and deciding to learn to fly, I had had two passenger flights. The first one I remember very

little about. I was far more interested in the car I had just bought (a peanut butter coloured Datsun 120Y), the one I drove to the gliding club because it was at the far end of the Auckland motorway and therefore a really good place to take a new car. That was, I think, sometime in June. It was later that I thought I might go back and have another flight. It was the second trial flight, a low level half hour on the ridge that clinched it for me.

Just think, with the price of trial flights these days, how many people may not come back for that second flight that might hook them in?

We have an issue jam-packed with people stories. We present the winners of the GNZ National Awards, announced at the AGM. We also profile some members receiving high honours and international recognition. Bob Henderson has been honoured with the NZ Order of Merit for services to Sports Aviation and we have two FAI Tissandier Award recipients, Ralph Gore and Roger Harris.

It is a shame we have no NZ entrants in the World Gliding Champs this year. I'd be interested in people's opinions about that. Letters to the editor are welcome. The Worlds are happening as we go to press and we will bring you coverage in our next issue. Although no Worlds competitors, we do have two entrants in one international competition this year. Youth Glide Canterbury members

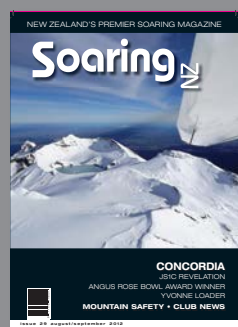
Alex McCaw and Nicholas Oakley will be flying in JoeyGlide, the Australian Youth Nationals contest in December. And of course, you all know that Alex is my son. JoeyGlide is part of his preparation for the World Youth Championships in 2015. If I'd never come back and taken that second glider flight and decided to learn to fly...

As the days lengthen and slowly warm up, take any chance you can to fly. I did last Sunday - it was great.

Stay Safe  
Jill McCaw



Yvonne Loader ensured I remained a glider pilot even if I didn't fly much.



View of Mt Ruapehu's crater lake from Adrian Cable's Pipistrel.

Photo Adrian Cable

## next issue

The World Gliding Contest, Uvalde

Mid Air Collision avoidance - world wide

Deadline for Club News, articles and pictures is 11 September and 22 September for advertising.

Deadline for membership changes to GNZ online database for next mailing: 10 October.





You asked for some feedback on the Club News.

I find the club news worthwhile as it lets one know what's going on around the country at club level, and can help keep us in touch with some of the ordinary members (as opposed to those making headlines) that one gets to know (or in some cases will remain a name) over the years.

Keep it going please.

Your last issue editorial had a comment on the education system. I wonder how much it has to do with political interference. I don't recall a lot of political input to education until the 1980's, when (as someone commented) David Lange (who wasn't an educator) appointed himself as Minister of Education and gave the country 'Tomorrows Schools'. Some of it also had to do with Roger Douglas' idea that the public needed to know where every last cent of taxation was spent, when I think that the majority didn't really give a damn. That leads on to today, where a teacher spends far more time on paperwork that is all about 'accountability' than they do teaching. My wife Sue works as a teacher aid in a primary school, working with ESOL and speech therapy and over the last 20 plus years has seen teachers stress levels climb to the point that many who loved their job, now can't wait for the day they can get out of it.

Anyway, you made a comment about spelling, and while I didn't do well at English in school, I can be quite pedantic over some things, but today the spell checker has saved me from sending you several bloopers.

Les Sharp

Thanks for your comments Les. Unfortunately the club news is only as good as what clubs send us. During the winter months, getting club news in is like drawing teeth. So, for all those others out there, who also feel that the club news is important, make sure that you have someone in your club who is getting that news written and emailed on time. - Ed

I appreciate Bob Lock's response to my article in Issue 27 THREAT AND ERROR MANAGEMENT IN PRACTICE. He refers to my suggestion that the possible reason for the release problem was "stiffness after ten years of never being used" and "six years at Omarama getting clogged with dust".

He is right to be concerned because if this were true, it would indicate poor maintenance. He will be happy to hear that, on inspection, the release was found to be in perfect order. The only problem found, on reflection, was the inexperience and stress-levels of the pilot - myself! I would hate to think that anyone would think that I had implied that maintenance levels that this glider has met in the past were in any way deficient.

Adrian Faulkner

## EUROPEAN RECORD CLAIMS

Applications are coming in for the new FAI continental records. Spanish woman pilot Pilar Muñoz Lopez, flying a Discus BT, makes the following claim:

European Record Claims, Feminine, Speed over a triangular course of 750 km

Performance : 117.25 km/h.



## THE 2012 WAVE SOARING EXPEDITION IN PATAGONIA IS LAUNCHED!

Here is an idea for a different sort of soaring holiday. Jean-Marie Clément of TopFly is inviting people to the 11th wave gliding camp in Patagonia, from November 15th to January 15th. Operating from the mountain resort town of San Carlos de Bariloche - the 800m altitude site that was the base for Delore and Fossett's long distance record breaking attempts - TopFlight offers a Nimbus 4DM, unlimited wave flying and a chance to break national and world records. Private owners are also welcome to bring their own aircraft along. See [www.topfly.aero](http://www.topfly.aero) for more details.



SoaringNZ welcomes letters from readers. You can send letters by email to [soaringnz@mccawmedia.co.nz](mailto:soaringnz@mccawmedia.co.nz) or post them to:

The Editor, SoaringNZ, 430 Halswell Road, Christchurch.

SoaringNZ reserves the right to edit, abridge or decline letters.

Writer's name and address is required and a phone number is helpful.

## FAI YOUNG ARTISTS CONTEST

The 2013 Young Artists Contest gives the opportunity for budding artists to express themselves artistically about a subject related to aviation and to win a gold, silver or bronze medal. The contest is divided in three age categories (6-9, 10-13, 14-17 years old).

This year, the theme for the contest is 'My Favourite Airports'. Think about what it would be like to fly upside down or cart-wheel across the sky in an aerobatic plane. Perhaps you would enjoy building a model plane or even a real one! Would you like to pilot a balloon, a plane, a helicopter, a glider, or even a space ship? Where will they take you and what would you see? Imagine launching off the side of a hill or mountain, suspended below a hang glider or a paraglider, and silently gliding to earth. If you wish to take off from level ground instead, you might prefer to fly a microlight or a paramotor! Maybe you'll choose to step out of an aircraft, into thin air, and drift down to the ground under a parachute!

Pick up your favourite colored pens, pencils, or paint and create a poster of 'Your Favourite Air Sport!'

To enter email our NZ FAI member Liz King for details on deadline and where to send your artwork: [lizking@clear.net.nz](mailto:lizking@clear.net.nz)

Entries will be judged by an International Jury at the end of April 2013.

## MID-AIR COLLISION, UK

G Dale joins the Caterpillar Club. A mid-air collision at the British Club Class Gliding National Championships near Cambridge saw G Dale forced to parachute out of his glider. The other pilot managed to control his glider and bring it back to land. G was knocked unconscious on landing and taken to hospital but later released with just cuts and bruises. G reports that he thought he was going to die. He told reporters that after the bang, his initial thought was that it couldn't be happening, and then when he could see the ground rushing up at his feet he realised that it was and he needed to "get out of there." Everything worked the way it should and suddenly he was "under canvas" and knew he wasn't going to die that day. He managed to make some course corrections, so as not to land in trees or on the railway line.

G Dale instructs for Glide Omarama during the summer months. We are very pleased he is all right and hope G can tell us a bit more about this experience himself when he's recovered.



G Dale

## YOUTH GLIDE PRESENTATION AT AGM

Youth Glide Canterbury members Alex McCaw and Abbey Delore were the guest speakers at the GNZ AGM cocktail party. The pair gave a well prepared and enthusiastic overview of Youth Glide from the perspective of the youth. They shared some of their experiences and spoke of the growth they have seen others in the group achieve. It was refreshing to have young people at the conference.



## MID-AIR COLLISION UVALDE

As we go to press there is a report that there was a 'touch' between two Argentinean gliders during the practice week of the World Gliding Champs in Uvalde Texas. Reports say the two were flying close together. One had damage to a winglet, the other some minor damage under the fuselage.



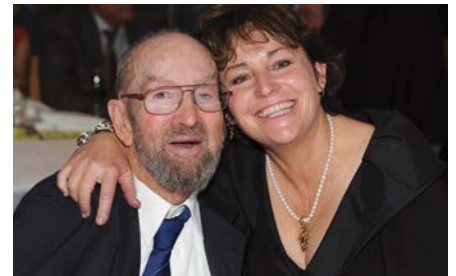
## GLIDING PIONEER TURNS 90

Dick Georgeson celebrated his 90th birthday at a glittering dinner party at Christchurch's exclusive Clearwater Estate. The guest list was a who's who of New Zealand's gliding scene.

Dick's daughter Anna Shaw and others presented an overview of highlights of Dick's life, many events others in the audience had shared. Dick's pioneering gliding career was highlighted, along with his time abroad and work for Hamilton Jet. When the party wound down after midnight Dick and his wife Anna were among the last to leave.



Dick and wife Anna.



Right: Dick and daughter Anna.

Left: Peter Moore, Jerry O'Neill, Bruce Drake, Jill O'Neill



Yvonne Loader and Dick share a smile.



Gavin Wills swapped the cockpit for this natty little himalayan number.



Sally Ellison, Bruce Drake and Bey Ellison.



Ex neighbour, Mike Green.



Nigel Ackroyd kept the guests enthralled with a very entertaining speech.



Tony Tripp.



Eric Van Nooten.



## CAPTION THIS...

A couple of John McCaw's images from the Warbirds over Wanaka earlier this year got our editorial team wondering what was on the mind of these aviation enthusiasts. Email your thoughts to [soaringnz@mccawmedia.co.nz](mailto:soaringnz@mccawmedia.co.nz)

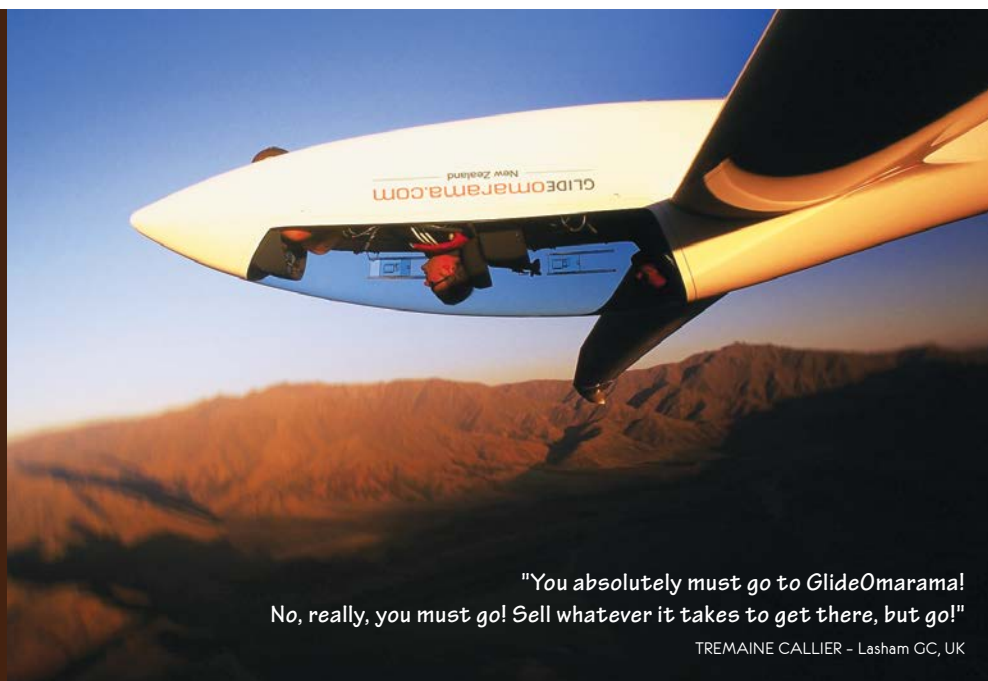


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# CONCORDIA



A unique and completely new glider is flying at the Worlds in Uvalde. Many of you will have heard of it and probably there are a lot of our readers who have followed the progress of this open class glider online. *SoaringNZ* is pleased to bring you an exclusive look into the development of the all new Concordia.

Bill Elliott and Rand Baldwin are the editors of *SoaringCafé.com*, the on-line soaring magazine.

They are both enthusiastic pilots and friends with the team that developed the Concordia. Bill met Dick Butler, the instigator of the project, in the mid '90s while Rand has known him from the '70s. This close relationship has afforded Bill and Rand the opportunity to be around DB (as they call him) since the inception of the Concordia project, to witness its birth and construction, and to meet all the key participants. One of the reasons for starting *SoaringCafé* was to put out information on the Concordia build, answer questions and give credit to all the people who contributed to the project.

Rand and Bill visit Dick often to help him take a much needed 'flying' break from all the building chores and to help him stay in top racing form. Bill says, "Remember, he not only has to build the greatest ship ever, he must maintain his proficiency to qualify for the US Team again!"

## *SoaringNZ* asked Bill and Rand some questions.

### What was it like seeing the Concordia fly for the first time?

**[Bill]:** Rand and I were delighted and thrilled to be at the first flight of the Concordia on May 25th this year and to witness first-hand the culmination of so much work. Dick Butler didn't want too many people around, mostly to minimize distractions that might cause him to lose focus or forget something at this critical time. So, present were Sarah, his wife, who has always hooked up the tow rope and run the wing for these first flights, tow pilot (and good soaring friend) Ted Beckwith, Beverly Beckwith to help out with logistics, Woody Woodward (a former competition pilot and an old dear friend), and, of course, Rand and me...and the Butler's dog Jazz.

The experience was unforgettable: watching the slack come out of the towrope, a thumbs up from DB to Sarah and a waggle of the rudder, hearing the tow plane push the throttle forward, and seeing those long thin wings flex up for the first time as the flow of the air applied the first aerodynamic loads to lift the Concordia off the ground – absolutely breathtaking! When we reached Dick only seconds after his first landing, he was clearly elated, wearing a smile from ear to ear.

Then came the first tow to 6,000 feet, for first checks of the handling characteristics well inside the flight envelope. After this





Above: Bill Elliott (left) and Rand Baldwin.

Below: Rear view 23m first fit of the wings



landing, Dick was even more excited and ready to move on to higher speeds and more ballast.

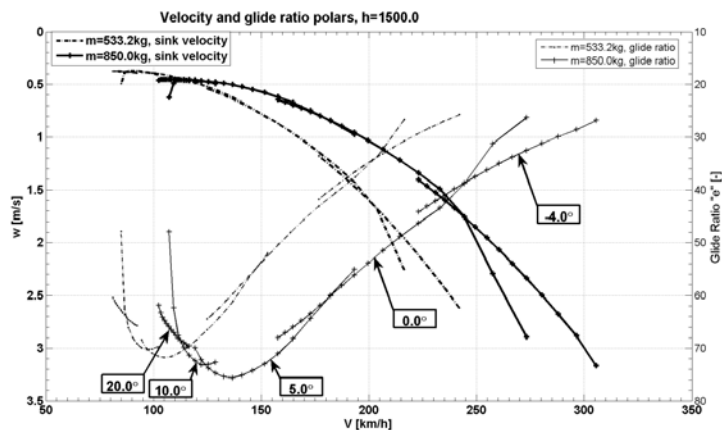
The following day I was able to fly alongside Dick with my JS1b and take some photos, thermal with him, and cruise with the Concordia. She is an absolutely beautiful ship (but I may be biased). In the first thermal, I was surprised at the relatively snappy roll rate. The long slender wings really catch your eye, and when she promptly rolls up on the other side of the thermal it is quite astonishing.

I have more below about the next flights with water when we flew at racing speeds. I put the camera away and flew like we were racing. After this flight, when DB had the opportunity to compare the Concordia to my ship, he simply said, in his typical understated way, "It's good!"

The Concordia is set to be the ship to watch at the worlds. It went from a concept in 2002 to a fully flying machine, ready to race in 2012. It was conceived to be the ultimate racing sailplane. Do you think it is going to live up to that?

**[Bill]:** I have now flown against the Concordia in several flights and for several hours. The first flights were part of the flight testing and then we switched to racing mode. The ASW-22DB (a.k.a. Eta Biter) is Dick's open class ship that has been used for prototyping many elements of the Concordia.

The Eta Biter is considered to be one of the best open class



ships in the world, with measured performance better than the ASW-22. Dick and I have many hours together, with me flying my JS-1 and Dick in the Eta Biter. The Eta Biter has a clear climbing advantage but the JS-1 was better in cruise at speeds above 95 knots – which was expected.

Now that I have flown with the Concordia, it is clear that the Concordia climbs as well as the Eta Biter. The real difference is in the cruise—the Concordia seems to out-cruise me now at 110 knots! And, this was at roughly the same wing loading; but not at the Concordia's



First landing.

full 850 kgs (1874 lbs) and 12.7 lbs/sq ft (62 kg/m<sup>2</sup>) wing loading.

**Dick Butler and Gerhard Waibel were behind the original idea. Waibel is well known as the “W” in the Schleicher brand, but what is Butler’s background?**

**[Bill]:** Dick is considered by some to be one of the leading low speed aerodynamics experts in the US. He worked most of his career for Sverdrup Technology, Inc., ultimately retiring as the president of the company. He has a long history of modifying open class ships and competing at the World Championship level.

**[Rand]:** I met Dick in the late ‘70s after moving to Huntsville, Alabama. At that time, Dick lived in Tullahoma, Tennessee, about 1 1/2 hours north of Huntsville. After I bought my first glider, a Libelle H-301 that Dick recommended, we occasionally flew together when Dick would come to Huntsville or we would travel to Tullahoma.

As a professional aerodynamicist, Dick worked for many years at the US Air Force’s largest wind tunnel facility near Tullahoma. For decades, as an extracurricular activity, he has applied his exceptional skills and knowledge as a world-class sailplane pilot and engineer to making sailplanes go faster—and now, with Concordia, in collaboration with Waibel and Boermanns, to designing and building a one-of-a-kind supership.

Dick learned to fly gliders at Eagleville Sailplanes in the 1960s, under the tutelage of then-owner and FBO Garland Pack, who had established the gliderport in Middle Tennessee a few years earlier. Dick had been an avid radio controlled aeroplane builder, flyer, and competitor, but the lure of flying full-scale sailplanes was too strong to resist, and it wasn’t long before he purchased his first glider, a Schleicher Ka-6. For years thereafter, Dick and his soaring buddy, David Andrews, flew (and competed) every day that weather and work schedules permitted.

Dick and David jumped into organized competition soaring with their Ka-6s, but the fiberglass ships were trouncing them regularly, so they moved up to higher performance gliders, and by the early 70s, both owned Standard Libelles.

Dick conducted an extensive sealing program on his Libelle and compared its glide performance with Andrews’ Libelle, to measure the effect of his modifications on the performance of his glider. The work culminated in an article by Dick in the September 1972 issue of Soaring magazine.

Dick’s appetite for achieving the highest possible performance led him into the open class. At that time, the ASW-12 was one of the new hot ships in that class, so Dick bought one.



Ready for first take off.



Dick’s wife Sarah checks that he’s ready to go.



Sarah hooks on, as she always does.





First weight and balance test.

Dick and Wil Schuemann, another brilliant engineer and inventor who owned an ASW-12, discovered that the glider's performance dropped off at speeds above ~80 knots. With typical gusto and diligence, the two engineer/pilots took on the challenge of rooting out the cause of this high speed underperformance.

After months of meticulous flight testing, they measured the spanwise pressure field around the wing and the wing twist over a range of angles of attack and determined that the outer wing twisted out of the so-called laminar drag bucket at high speeds. The resulting increase in drag was the culprit. DB and Wil presented their findings in a paper at the first International Symposium on Low Speed and Motorless Flight, held in 1972 at the Massachusetts Institute of Technology.

But this was only the beginning of a long series of sailplanes that Dick would extensively modify and test fly to measure the resulting effects on performance. In the mid-seventies, he purchased the Glasflügel 604 that German team pilot Walter Neubert flew to sixth place in the 1970 World Championship in Marfa, Texas. Within a couple of years, after hundreds (if not thousands) of hours of extensive modifications by Dick, it was arguably the highest performing sailplane in the world. In this project, Dick collaborated with the

legendary US contest pilot, AJ Smith, who also owned a Glasflügel 604. With the 604, DB dominated the US Open Class in the late 1970s and early '80s and represented the US in the open class at the 1976, 1978, 1981, and 1983 World Gliding Championships.

As the 1980s dawned, the ASW-22 and Nimbus 3 appeared and Dick felt that to remain competitive, he would have to do something different. So, in preparation for the 1981 WGC in Paderborn, Germany, he extended the wingspan of an ASW-17, owned by his friend Dave Andrews. Dick built a workshop in his back yard, large enough to accommodate the '17s 20 metre wings and proceeded to build (from scratch) 1 1/2 metre centre sections for each wing to increase the span to 23 metres. In Paderborn, the extended span ASW-17 seemed to perform at least as well as the latest open designs from the factories.

After Paderborn, Dick decided to acquire an ASW-22, which was Schleicher's brand-new open class design. He made the 1983 US team and flew the '22 at the WGC in Hobbs, New Mexico. In the years following the contest, Dick began to climb the corporate ladder at Sverdrup Technology, and took a ~15 year hiatus from the sport. It wasn't until 1998, when he retired after a long, very successful stint as president of the company, that he decided to re-enter the sport.



Airborne for the first time.



About to touch down.



I-R Nose of rudder and tips being fabricated, fitting rudder to vertical stabilizer, templates are used to form tracks on middle wing.

Remarkably, after his long absence, Dick came back with a vengeance! He equipped himself with another ASW-22, and supplemented it with an ASW-27 and an ASH-26E. He sold the ASH-26E and ASW-27 a couple of years ago and replaced them with an ASG-29. He still owns the ASW-22DB (Eta Biter).

After his long layoff, Dick began racing again and, repeating his successful run in the 70s and 80s, became US Open Class champion yet again—in 2003, 2004, and 2008. And, in a case of *déjà vu*, won a place on the US World Soaring Team in 2006, 2008, and 2012.

**How did Butler and Waibel come up with the idea to create a new open class glider? What was behind the concept?**

**[Bill]:** Dick and Gerhard have been friends for a very long time and have collaborated on several aircraft, most recently, the Eta Biter. Dick used the Eta Biter as a prototype platform to prove Concordia's key design elements: to include the longer tail boom, enlarged fin, and smaller horizontal stabiliser, all of which led to much better handling qualities than other open class ships. It was clear from the performance of the airfoil on the ASW-27 and ASG-29 that thin airfoils could perform very well. Now, Gerhard just needed to design a structure strong enough to support the relatively thin airfoil and long wingspan.

**How liberating was it to be able to build something without worrying about commercial constraints?**

**[Bill]:** That is an interesting question because there are several characteristics of the plane that will make it a challenge to commercialize, or should I say, will introduce a number of new constraints. For example, the 'sandwich' material for the fuselage boom, shear webs, and other locations is hand-selected balsa wood, which allows the designer to get absolutely the highest strength to weight ratio, enabling the aircraft tail to remain as light as possible, so very little mass must be added to the nose to offset the long tail boom. A commercial aircraft simply cannot be built with this material.

Next, the Concordia uses the horizontal stabiliser designed for the ASW-27! Yes, very small but with more than enough control authority; however, the small horizontal stabiliser means the CG has a very limited range—obviously tuned for a specific pilot. Winch launches would never be possible with a horizontal stabiliser this small and great care must be taken during the initial rollout, until sufficient airspeed is achieved. So, a larger horizontal stabiliser would be desirable for a production aircraft, but that would add more weight to the tail, change the loads and so on, which would create in

the end a heavier aircraft. Can it be done? Yes, of course. Will it be done? Hmmmm...?

Dick also did not suffer the pressures from investors or factory driven development schedules. Most of the labour was supplied with his two hands and many, many hours of work. He was very fortunate though to have access to key control system elements and parts supplied by the Schleicher factory, as well as use of some critical manufacturing tools. He was able to build the spars at the Schleicher factory, using their setup.

**Loek Boermans, an expert on low speed aerodynamics was brought into the team very early on. Could the project have worked without him?**

**[Bill]:** Dr. Boermans was definitely a significant contributor in many ways to the project. Most notable was his selection of a top student, Johannes Dillinger, who used the Concordia project for his thesis work at Delft University and developed the aerodynamic modeling of Concordia, the wing/fuselage analysis and airfoil design, and the aeroelastic tailoring of the carbon fiber lay-ups, to ensure that wing twist was kept within +/- one degree angle of attack over the flight regime. All of this was done under Dr. Boermann's watchful eye and guidance, but Johannes did the work. It should be noted that his thesis was awarded the highest honors across all disciplines at Delft University for that academic year.

**The team expanded over the course of the project. Who else were key players?**

**[Bill]:** There have been several key players and I am afraid that I might miss some. I have already mentioned Johannes Dillinger, whose contribution was very important. Next, Christian Streifeneder and his father Hanko brought their expertise to the team by making the wing moulds and associated tooling to ensure proper alignment of the wing skin top and bottom halves, along with the alignment of the flaps and ailerons. Christian traveled to DB's shop several times over the past few years to offer his unique capabilities and knowledge. I remember DB needing his help with the 14 (or 17) layers of carbon on the top and bottom of the main spar fork. DB tried a few times with a sample block to get these lay-ups done but was not happy with the result. All layers must be applied at the same time with a vacuum bag, then attached to ensure one gets all the required strength with minimum thickness and just the right amount of epoxy. Christian has done this several times and has developed the right technique to get it done correctly. There are so many times during





Pins connecting inner and middle wing panels are shaped to contours of wing.



Chris completes final installation of instruments.

the construction where the next step can ruin three years of work if it doesn't come out right—that's where the Streifeneders' expertise is invaluable.

Rand and I also had the pleasure of meeting Hanko, Christian's father, this past spring. Time was getting short and the list of things to do before the first flight was not shrinking fast enough. Both Hanko and Christian are the rare craftsmen that DB can rely on to hand a job to and know that it will be done right the first time, without worry and without oversight. Their help was crucial to finishing Concordia in time for Uvalde. On our visit to the shop to meet Hanko, DB told us clearly, "Keep it short, he's working and his time is precious to me!" So we did and waited until dinner to ask our many questions. DB says that Hanko is the only man that can put in a harder day in the shop than himself!

Another valuable member of the Concordia team is Chris Woodward. Chris' dad Woody Woodward was a major US contest pilot in the 1960s through to the 1980s, so Chris grew up with sailplanes. He is also a talented R/C model builder-flyer and aviation mechanic. Chris was called in by Dick to help cover Concordia's control surfaces with Solartrim, a very light material that requires a delicate touch and patience to properly apply.

Next, Heinz Weissenbuehler, the "H" in M&H Soaring, took on the task of the of the gelcoat work. First, he and Andy Brayer did an absolutely amazing job on the fuselage. DB loaded up the fuselage with the black carbon boom and yellow Kevlar fin in the trailer and off it went to M&H. About 45 days later, back it came, and what truly gorgeous workmanship! Hanko was present for the arrival. Looking at the finish work under the shop lights, straight reflections lined the full length of the boom. Hanko remarked, "I could do work that good when I was younger." Now that is high praise! Later, the wing panels left DB's shop for M&H and returned several weeks later. Again—the most amazing gelcoat work. I wish my wings looked that good!

#### What is the significance of the name?

**[Bill]:** Concordia means 'harmony' and exemplifies every aspect of the project. Dick wanted the team's collaboration and work to be harmonious, the design to be harmonious, and the handling characteristics to be in harmony; he succeeded.

We all look forward to seeing how the Concordia performs at the Worlds.



Contouring leading edge of outer panels using templates.



Flap and aileron fairing moulds built, fabricated and painted.



Christian Streifeneder.



# THE OPEN CLASS JS1C REVELATION



by Brett Hunter, NZ JS Agent.

Jonker Sailplanes have released a new open class variant of their outstandingly successful JS1B Revelation. The 21m wing has been completely redesigned, from the wingtip junction to the new taller, more raked winglets.

Open class design has diverged in two distinct directions – the super span giants such as the EB-29 and Concordia, with all out straight line glide performance and the shorter span sailplanes such as the Quintus, Antares, and now the JS1C Revelation, with their more agile maneuverability, easier ground handling and hangarage. The 21m variant weighs only 12kg more than the standard 18m JS1B.

The JS1C also has the advantage over current long winged sailplanes with the ability to fly at a much greater wing-loading,

with the benefit of greater high speed performance and has an outstanding span loading, which aids climbing.

The JS1C has the same inner wing panel as the current JS1B but with strengthened spar caps at the wing junction and a revised wingtip locking system. All JS1C's will come with both 18m tips (1.5m long) and 21m tips (3m long), allowing competition in the 18m class & open class. Both sets of wingtips fit in a Cobra trailer.

Each 21m wingtip holds 17 litres of water ballast and has its own dump valve. There is a dual action water jettison control in the cockpit which allows the jettisoning of main wing tanks & fin tank first or all tanks simultaneously.

#### So how does it fly?

I have yet to see one, let alone fly it but there is one coming to NZ next year, with another arriving in 2014. In the meantime, all I can do is pass on the impressions of the owners of the first two JS1C Revelations.





On tow, very first flight

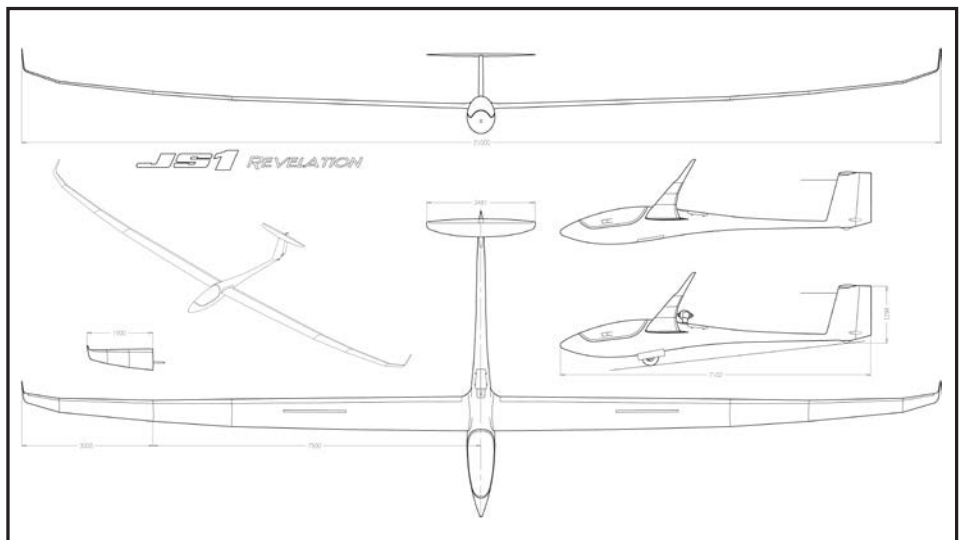


**Pilot Comments : Oscar Goudriaan**

I've been around gliders most of my natural life, and have seen some gliders that have really clean lines, and just 'look right'.

Although the 'new' JS1 has the same fuselage, inner wing panels and tail as the current JS1B, the long winglets make this one possibly the best looking pair of wings in the sky today. The geometry looks perfect and she looks stunning in flight.

On my first flight in the JS1C-21m, the glider was ballasted to about 620kg, 100kg below the MAUW. Aileron control







## SPECIFICATIONS



Wing Span	18m	21m
Wing Area	11.2m <sup>2</sup>	12.25m <sup>2</sup>
Aspect Ratio	28.8	36.0
Maximum Weight	600kg	720kg
Maximum Wing Loading	53.3kg/m <sup>2</sup>	58.8kg/m <sup>2</sup>
Best Glide Ratio	1:53	1:60

and responsiveness on aerotow was as good as the 18m version, remaining behind the tug with ease. Only when releasing, did I truly appreciate the glider's stability in the turn and the ability to thermal really tightly with no pilot effort. The feedback from the wings, both while thermalling and in the cruise, is as good as, or even marginally better than the 18m version.

Not having much chance to compare the JS1C-21m against a known platform, I can't comment on performance, save to say that it feels right, and climbs really well.

I definitely think that the handling and ride is actually marginally better than the 18m version, with no perceptible loss of agility. Compared to the current generation of 26m+ Open Class gliders, the handling is streets ahead, with a lot less rudder being required than I anticipated. Racing it against the current Open Class, as well as the 'new generation' Open Class in upcoming contests, will be the proof of the pudding and only time will tell. Not having more time in the glider before competing in Uvalde was a concern to me until during my first flight. The glider has a familiar feel, and I felt at home from the first thermal. The glider is not only easy to fly but also feels easy to fly well.

The finish and trim, although of high standard in my first JS1 (serial #8), has noticeably improved on this model. The Jonker Sailplanes team's constant drive to improve on the details is commendable, and shows in their product.

In all, a well-rounded, well built, easy to fly glider, that feels like it not only has the ability to win contests, but can also be utilized by non-contest pilots to get the maximum enjoyment from their glider.

### Pilot comments : Laurens Goudriaan

(After one flight): Some initial thoughts on the overall handling

of the JS1C-21m. I was immediately at home in the glider. It felt as if I was in my 18-metre JS1B - only with longer wings. The take-off was very easy as with the JS1B but the wings look much more streamlined and beautiful and it is more curved than the JS1B. After I released off tow, the handling characteristics were light on the controls (not that the aerotow was different, but you cannot get the real feel of the controls on aerotow) and the response was great, not the sluggish and slow roll rate I had anticipated. I then stalled the aircraft in the Flap 3 position and she just sat there with no wing drop and very docile at an indicated airspeed to 76 to 79 kph. With longer winged gliders it is not really possible to roll on a point, due to the fact that you have too little rudder control - but I managed to roll the JS1C-21m on a point with no difficulty and with sufficient rudder control. The roll rate was marginally slower than the 18-metre version but for a 21-metre glider the roll rate was impressive. Although I flew the glider without water, it had very good handling characteristics and I feel that JS has a winner on its hands.



## 2012 ANGUS ROSE BOWL AWARD

# YVONNE LOADER

By Jill McCaw



The Angus Rose bowl is Gliding New Zealand's highest award, presented to people who have provided long and exemplary service to gliding in New Zealand. The Rose Bowl was presented to the NZGA by Bill Angus, one of the original pioneers of aviation in New Zealand. The Angus Rose Bowl is awarded in recognition of outstanding services to the sport of gliding in this country.

This year's deserving winner is long-term Canterbury Gliding Club member Yvonne Loader. Yvonne was very surprised by this award, stating she didn't think she has done nearly enough to deserve it and that surely, there were other people who had done more. Personally, I cannot think of anyone involved in gliding who does more than Yvonne.

Yvonne was nominated for the award by the Canterbury Gliding Club, Youth Glide Canterbury and the Omarama Gliding Club. The citation reads:

Yvonne Loader probably needs no introduction on most gliding fields and aero clubs around the country. After competing successfully in many powered aircraft competitions, she joined the Canterbury Gliding Club in 1975 and quickly fell in love with gliding. Since then, she has not only been an excellent tow pilot and highly regarded instructor, but she also holds the Feminine World Record Gain of Height 33,506ft (10,212.6m) and various NZ records. She has set the achievement of a FAI 1000km flight as her next goal. Yvonne is one of the senior tow pilots for every



Yvonne gets a lot of enjoyment from instructing.

South Island Regional Contest or the National Championships in Omarama; and if she is not towing, she can usually be found crewing for fellow club members competing in the contests.

Her flying activities have not been her only support for and involvement in gliding. She has been the seemingly full-time and instrumental secretary of both the Omarama Gliding Club and Canterbury Gliding Club for many years now. Yet if there is a working bee or a special committee (like the organisation team for the recent airfield opening in Springfield) - Yvonne is always amongst the first to raise her hand to help. She capably supports the Omarama Soaring Centre by looking after the camp ground registrations, or by being one of the bar managers.



About to fly at Flock Hill.



Roger Read thanks Yvonne for her work for the Youth Soaring Development Camp.

For most new members and many airfield visitors, Yvonne is the first contact with the club, welcoming everybody open heartedly and introducing them to the other members. She is not just an excellent ambassador for new or potential gliding club members but she has also given numerous presentations promoting gliding to members of Rotary, Probus and aero clubs, and regularly reports on gliding for the New Zealand Association of Women in Aviation.

Yvonne is quick to praise efforts made by others and many previous nominations for GNZ awards, and thank you letters have been eloquently penned by her.

Amongst her many services to our clubs, Yvonne has also specialised in submitting detailed and convincing funding applications to several funding and grant providers. Her relentless work raised money for several parachutes, safety equipment, trailers and modern instrumentation for the Omarama and Canterbury gliders and secured funding for the successful annual Youth Soaring Development Camps in Omarama. Her most recent funding applications resulted in grants of \$143,000 being received by the Canterbury Gliding Club for its Springfield Aerodrome development and enabled the club to build a modern hangar. The total funds that Yvonne's applications have raised must be in the vicinity of \$300,000.

Yvonne's huge time investment in gliding is tolerated and kindly supported by her dear husband and fellow aviator Bruce.

While we are well aware that there are many hard working volunteers in gliding clubs around the country, we would argue it will be hard to find somebody matching Yvonne's long term dedication in providing her many skills to not just one but three clubs. We are all convinced our clubs wouldn't be where they are today without Yvonne's major contributions over the last 37 years and many more to come.

Best regards, Executive of the Canterbury Gliding Club, Youth Glide Canterbury and Executive of the Omarama Gliding Club.

My own friendship with Yvonne began with my involvement with the CGC more than twenty years ago. I already knew of Yvonne and her record breaking achievements, through the pages of the Gliding Kiwi. It was wonderful to meet such an inspirational woman pilot and discover that she was down to earth and happy to share her

experience and joy of flying with me. Over the years, we've become friends and in the years in which I was not flying, due to the financial and other pressures of being an at-home mother, Yvonne helped me keep my love for the sport alive. We had a standing date for a good long, cross country flight every summer at Omarama. This was often the only flight I did in that year and Yvonne made sure it was a good one. We called ourselves 'The Ladies Who Lunch.' The Ladies finally achieved their goal of reaching Mt Cook about two years ago. Since I have returned to actively flying, Yvonne has been helping me reactivate my cross country status and generally encouraging me to fly.

I keep discovering new things about this amazing woman. Just recently, I learnt that Yvonne was a highly skilled (power) competition pilot with multiple wins in forced landing contests before taking up gliding. Of course those skills transferred really well to gliding when she decided to give that a try.

I knew Yvonne was an amazing glider pilot and I was in awe of the fact that she was also an accomplished power pilot, but it wasn't until I joined the CGC committee that I started to see what other skills she possessed. Yvonne is a committee member extraordinaire. She was (and still is) doing amazing things for CGC, and she was on the committee of OGC too. When Youth Glide gained momentum and the Youth Soaring Development Camp came into being, Yvonne moved up another notch and flung herself into fundraising for these projects. If anyone wants to know anything about applying for grants (and there is apparently lots of money out there just waiting to be tapped into) then Yvonne is the person to talk to.

Yvonne has mentored and befriended many glider pilots over the years. However CGC President Kevin Bethwaite also acknowledges the fantastic public relations work Yvonne has done for the club, simply by being the wonderful person she is. "We are a stereotyped lot and Yvonne has been outstanding in presenting a completely different message to the non-gliding public. I've heard my wife Lyn say, Yvonne is an inspiration to her and I understand this. We've had many committee meetings at my home and Yvonne is always family friendly, noticing little things (in the house) and making Lyn very relaxed. In club circles on the airfield, we have in the past had alpha males locking horns and Yvonne's presence has been of enormous help in nullifying these personalities, making our club so much better. The CGC we want is FAMILY FRIENDLY and Yvonne is a champion in this area."



# YVONNE LOADER TELLS HER STORY IN HER OWN WORDS



Photo taken for *The Press* after Yvonne's world record Gain of Height in 1988.

Our dear friend Peter Shand encouraged my husband Bruce to commence flying lessons. Bruce already had his Private Pilot's licence when I started learning to fly in January 1972. It cost \$7.00 an hour, as compared to around \$170 an hour today. I enjoyed my flying lessons but when I was coerced into entering the Canterbury Aero Club's Student Pilot Junior landing competition on the 9th September 1973, it changed my flying focus into a whole new area

I thought entering a flying competition was a ridiculous idea and totally unthinkable but I reluctantly agreed. By the time my turn came I was totally relaxed, thinking this was the silliest thing I could imagine doing and the sooner I got it over with, the better. Much to my surprise, I came 2nd in the Junior Landing event.

Of course it started some thinking – if I gained 2nd place maybe I could make 1st place. In the next competition I came 2nd again and in the one after that made 1st place. It was a competition based on aggregated points over a year. I was told I could not win the trophy as I had started two competitions behind the other competitors but it didn't matter. I went on to win a few more times and had caught up to be six points behind the leader by the final competition. I flew reasonably well and he completely missed the grid on the second circuit so I ended up the winner of the Junior Landing Shield by 20 points – the first ever trophy I had won in my entire life.

I was then encouraged to join the NZ Association of Women in Aviation, attending my first Rally at Rotorua as a Student pilot. It was very exciting to win the Non-instrument circuit and gain two seconds in the Navigation and the Student Circuit and Landing, and

win the trophy for being the top Student. In two of these events I was competing against more experienced Private Pilots.

I entered my first RNZAC South Island Rally in the Women's precision circuit event and came 2nd by one point. I would have come first if I had remembered to put the flaps down but in my nervousness, I forgot to do this on both circuits. It is extremely difficult to do a non-flapped approach to a mark, so I had really stacked it against myself.

The following year, I attended my second NZAWA Rally. I remember looking at the trophies on display, gazing at the Top Aviatrix award – well, I would never win that. Much to my surprise, I won every event I entered and won the Top Pilot Aggregate trophy. That was tremendously exciting. It was great meeting women interested in flying and I made many friends, ultimately serving as the Association's President. Friends I have made through the NZ Association of Women in Aviation include the first woman pilot taken on by Air NZ and the widow of the co-pilot of the DC10 that crashed on Erebus, and many inspirational women who made their mark in NZ's aviation history.

I became very competitive, putting in hours of practice, setting my sights on what trophies I wanted to win during the year and without fail I achieved my goals. I mainly competed in Precision circuits, navigation, instrument and non-instrument flying and forced landing events. At times it meant getting up at 4am and getting out to the airport for some early morning practice on the day of the competition but it paid off. Competing in Canterbury Aero Club competitions, in a very competitive environment, was tremendous for improving flying skills and I continued to compete in NZ Association of Women in Aviation competitions and RNZAC National championships, where I was National Champion three times. In 1980 I won nine trophies, 1981, 7 trophies and it continued for ten years, with the Forced Landing



A very successful competition pilot.



Bruce and Yvonne.

event being my forte, winning quite a number of national events and trophies.

In this era, it was very rare for a woman to be competing and I was frequently the only woman competitor. As you can imagine, the men did not take kindly to being beaten by a woman and it sent them into a frenzy of high expenditure on practice sessions and discussing numerous bar inspired strategies to beat me. I always had to do my flying on a budget, so my practice sessions were done in the two weeks prior to the event.

In 1975, a member of the gliding club thought Bruce and I would be a good keen flying couple to get involved in the gliding club and an invitation was extended to Bruce to become a tow pilot. Bruce did some towing and found it was something he really enjoyed. I was bored as hell watching everyone else flying and decided to get my towing rating too and so our involvement in the gliding club began.

As part of the towing rating, we were required to do a couple of glider flights and it just didn't grab me, until I took off one day in a single seat glider. There was a big cumulus cloud over Wigram and I let off from tow and, without any idea of what was happening, was in strong lift up to the cloud base at 7,000ft.

This was beautiful and that started my love affair with gliding. I saw a power plane fly beneath me and thought "you have no idea what you are missing". Soaring is so much better than a noisy engine.

Now I had two passions in flying – competitions and gliding and I was torn in half. I would get up early – fly down to Ashburton or over to Rangiora, quickly do my four or five different competitions, fly to Wigram to glide and at the last minute, fly back to ChCh airport before Civil evening twilight. It was a real tug of war, as it didn't matter where I was – I wanted to be gliding.

Around this time, I was doing a huge amount of flying. I was working at the Christchurch Airport and was using aircraft as most people use their cars. On several occasions I even flew myself to the toilet!! Imagine being on Birch Hill airfield with an all-male film crew. We were working on the gliding segment of a documentary "Free

over the Alps" and a Benson and Hedges advertisement. There was not a building, bush or tree in sight. I had no choice but to fly over to the main Mt Cook Airport, use the toilet and fly back – a distance of 1nm! My flying in that era included Air Show displays, dual towing newly arrived gliders from Auckland to Christchurch and towing gliders to various parts of the country for demonstration purposes. There were also occasions where gliders needed to be retrieved from as far away as Gisborne, following World record flights. When the Nationals were on at Matamata, I towed two gliders all the way there and back, with one of the wives and all our luggage in the heavily loaded Cessna with me.

Pilots asked me to ferry their aircraft, retrieve aircraft, re-position, take their staff somewhere – all manner of flying on a variety of types, all adding quickly to an accumulation of hours and experience – and then there were the fun times. I well remember landing a Piper Cub in the Ahuriri river bed to spend some time sun bathing in peace and on-lookers asking if we had crashed! I loved flying over fresh snow on the mountains in the winter time too.

It was nothing to be at Wanaka – look at my watch at midday and think it was time I got airborne to get to work at the Christchurch International Airport by 2pm. I frequently flew to work – very convenient it was to land, park the aircraft and be at work. The only drawback was I was flying so much I felt travelling by car was extremely dangerous and I was constantly asking people to slow down, even if they were only doing 50kph! I literally got out of cars twice because I felt it was too dangerous.

Spending three months in Europe prior to crewing for the NZ team at the World Gliding Championships held in Reiti, close to Rome, in 1985, was a wonderful experience. I visited several glider factories – Schleicher, Schempp Hirth and Grob and loved being at the Wasserkuppe, where gliding began. I got to the Paris Airshow and was hosted to one of the best Paris Night Shows and some fine restaurants during the five days there. I was lucky to fly from Paris to Munich in a motor glider at about 2,000ft, deviating to see

### Now I had two passions in flying – competitions and gliding and I was torn in half.





Surrounded by young people at the Scout Aviation Camp.

**I love being involved with Youth Glide Canterbury and the Youth Soaring Development camp and seeing the young ones finding the joy of participating in aviation.**

magnificent castles and other 'must sees' and it was great fun to travel with other members of the NZ gliding team through Germany, Italy, Monaco and other tourist areas. I got to fly over the famous 'Dam Busters' dam in Germany – very memorable times.

After ten years of serious flying competitions, I had won every trophy and would have been repeating what I had already achieved if I continued. I decided to give up competition flying and concentrate on gliding

I set my first gliding record in 1979, doing a straight distance of 313.47k and in 1981 set three records:

NZ Single Seat (Feminine) Absolute Height record 29,650 ft

NZ Single Seat (Feminine) Out & Return distance 319.3k. (25.01.1981)

NZ Single Seat (Feminine) Out & Return speed over 300k 63.54kph (25.01.1981)

1982 there were two more and eventually I achieved eight or nine records and qualified as a gliding instructor.

In 1988 I was lucky enough to achieve a world record flying from Omarama to Mt Cook where I reached an absolute height in excess of 37,000ft and established a new world record for the Gain of Height of 33,506ft. I tried for about an hour to go higher but it was not to be.

My best ever flight was with Terry Delore, when we flew from Omarama over to Haast and along the West Coast, past the Franz and Fox glaciers and north to Lake Brunner and back to Omarama. It would be extremely rare to be able to do this, due to the different air mass on the West Coast. My personal best distance flight to date has been an 883km cross country.

It was a great experience being the only woman tow pilot for the World Gliding Championships held at Omarama in 1995 and to tow at the two Grand Prix events held here at Omarama, at which the best gliding pilots in the world competed.

I have been a member of the New Zealand Association of Women in Aviation for 27 years now and have served on its Committee and as its President from 1986 – 89.

My longest membership has been of the Canterbury Aero Club, where I was on the Committee for a number of years and served as the Club Captain. It was my earliest introduction to many hours of voluntary work!

I still have a few trophies in my cabinet but the ones that mean the most these days are those awarded for services to aviation. I believe if you get enjoyment from something, you need to put something back and I have done this through being a tow pilot, glider instructor and over the last 30 plus years, serving on many committees and organizing many aviation events and Conferences. The most memorable being the first international aviation event held in NZ – the combined Australia/New Zealand Women Pilots Conference, held here in Christchurch and the first Asia/Pacific Women in Aviation Conference in Queenstown.

It is so rewarding to see others getting the same thrill of winning that I experienced. I now find my best rewards come from taking others on awe inspiring and very memorable soaring flights around Mt Cook and our glorious South Island scenery. I get wonderful hugs and kisses and have been lucky to make some very special lifelong friends.

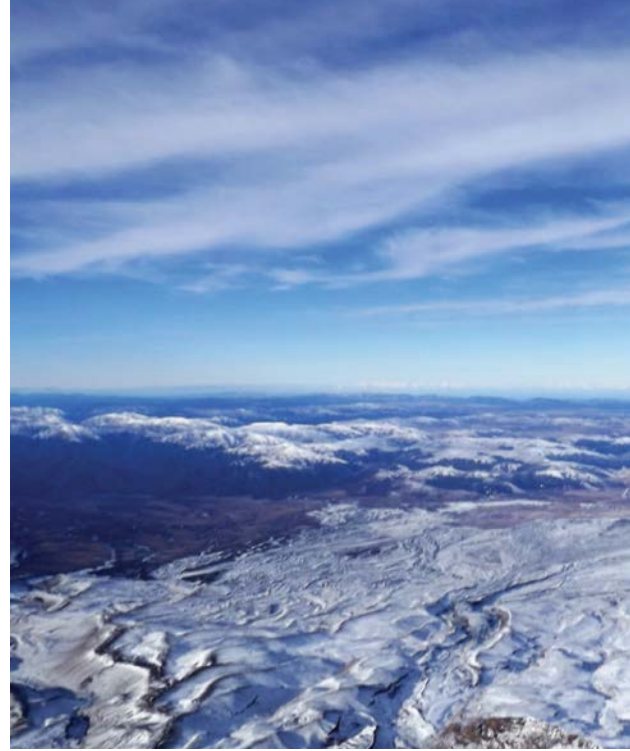
I love being involved with Youth Glide Canterbury and the Youth Soaring Development camp and seeing the young ones finding the joy of participating in aviation.

In recent years, I have enjoyed fund raising - now totaling over \$300,000 - for gliding clubs, as well for the Youth Soaring Development camp.

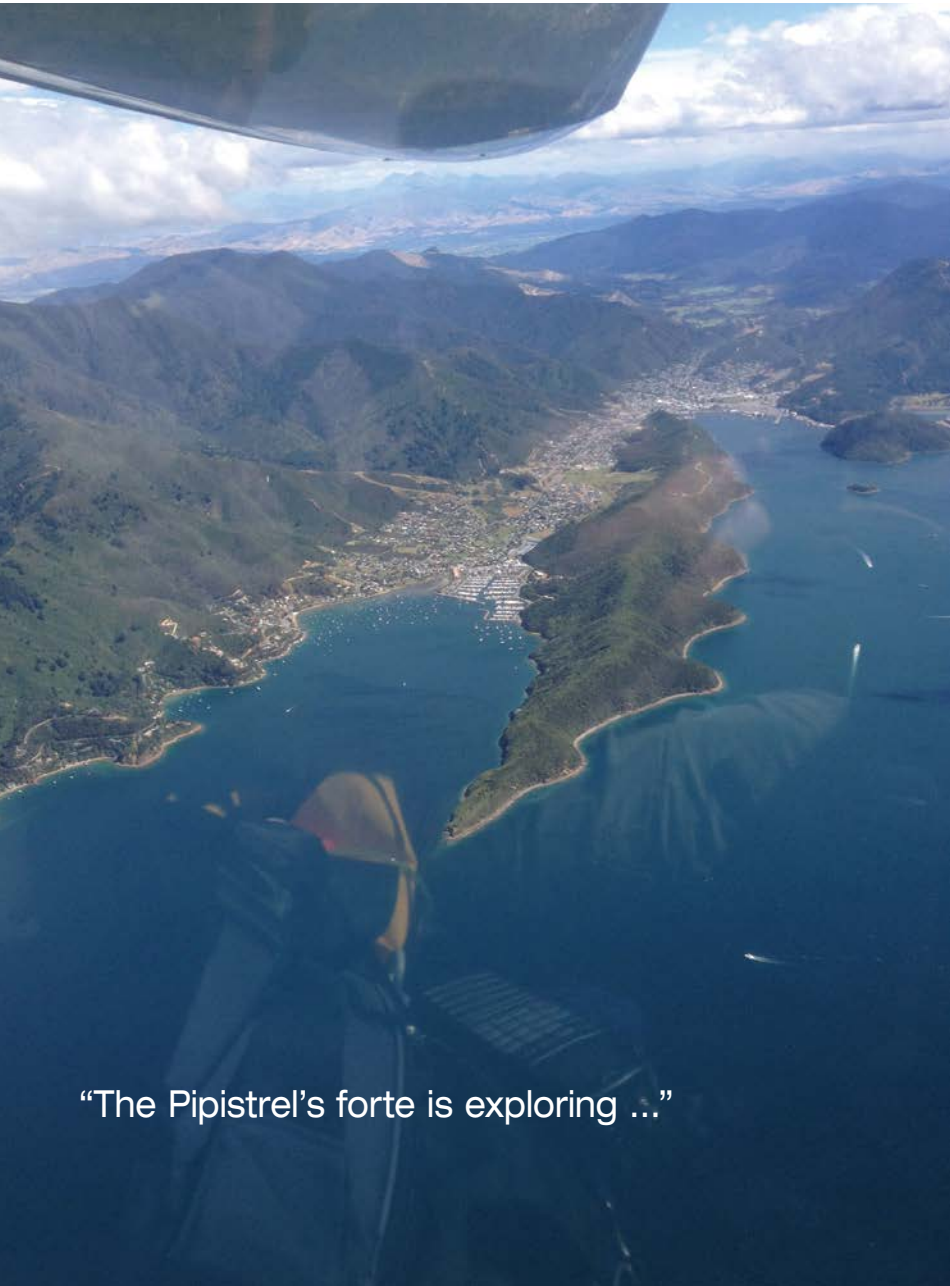
My satisfaction from towing comes from putting glider pilots in the best possible lift in the launch vicinity but it is very rewarding to put a pilot in their first thermal or lift source. The most rewarding tow was putting Rob Sherlock in a thermal that he took to 7,000ft, before successfully achieving his 50km cross country flight.

I was very proud of being awarded the Gliding New Zealand Friendship Cup for services to gliding and this year the GNZ Angus Rose Bowl for outstanding services to gliding.

It was certainly something special being a woman pilot when not many women were flying and those times will never be repeated. It is good to see women out there in the flying world – I only wish I hadn't been age ineligible by the time women were accepted into the airlines and airforce as pilots but I am very happy with all my flying experiences and memories and I am very glad that aviation found me.



# FLYING THE PIPISTREL



Renault started it, with their Espace car. People movers. Everyone subsequently copied the shape, with the steeply sloping windscreen and deep dashboard. Now it seems even aircraft manufacturers like the idea.

The Pipistrel is a funny looking bird, with its 15m Discus-like wings and its people mover windscreen, but boy does it fly! Well, our one certainly does. We've done 100+ hours since February. At first I didn't really think of it as a glider, just a really efficient, comfortable and quiet power plane with an insane range, that is capable of some gliding but I view it differently now. I have had some good thermal flights, its



Looking down on Picton on route to Omarama  
small Ruapehu crater lake

“The Pipistrel’s forte is exploring ...”





An engine means you can go places you can't always take a pure glider, flying above Mt Ruapehu in winter.

# REL

By Adrian Cable

climb is excellent because it turns so tightly and rolls quite quickly for a glider, so it's easy to stay in the core. You just need to be patient in between thermals.

The Pipistrel's forte is exploring, getting away from Tauranga and finding a piece of sky that's working. It's always working somewhere and with 1000 nm range, a trip to Ruapehu is just a local flight - 50 minutes and less than 10 litres of fuel. A bit of ridge soaring, a bit of wave and a bit of convergence over the western edge of Lake Taupo, as the southerly split by the mountains re-joins itself. Almost every day has some potential now. And that people mover windscreen and high roof sure gives a lot of storage space for those long, leisurely, wandering flights to the South Island.



Above: Mt Cook.

At right: Two tail draggers.



# Soaring

Mark Aldridge flying his DG 400 over the Torlesse Range.





# GLIDING NZ NATIONAL AWARDS



Doug Henry

## AIR NZ SOARING AWARD **DOUG HENRY** AUCKLAND GLIDING CLUB

This trophy is awarded to the pilot who has shown the most significant improvement in their personal standard of competition or record flying during the year.

Doug started learning to fly approximately three years ago, in his late 40s. His only experience in the 2010-11 season were some small cross-country flights in the club PW5. Leading up to the 2011-12 season, he decided that to really progress he must purchase a suitable glider, in order to have the freedom to pursue his choice of sport.

He purchased an LS3 and entered the North Island Regionals, where he placed 4th behind some experienced campaigners. During those competition flights his progress became obvious as his confidence increased, tempered with a responsible approach to the risks involved.

After many attempts, on days that others would not bother, he successfully gained a 300km Diamond distance.

His improvement from QGP to a good Regionals placement and then a successful 300km diamond in just one year, makes Doug Henry a worthy recipient for the Air NZ Soaring Award.

## CWF HAMILTON TROPHY **ALAN BELWORTHY** PIAKO GLIDING CLUB

This trophy is awarded to a New Zealander operating in New Zealand, for the most meritorious flight that is a New Zealand gliding record.

There were three New Zealand records broken during the year, all the result of very keen competition on the Kaimai 100km out and return ridge run:

In July, Alan Belworthy broke his own record, set only last year, with a speed of 191 km/h. Then in September, Brett Hunter took it off him at 194 km/h.

Alan got it back again a couple of months later, at 201.81 km/h. Congratulations Alan.



David Hirst

## AIR NZ CROSS-COUNTRY AWARDS

These Awards aim to stimulate cross-country flying from club sites and particularly encourage those new to this aspect of the sport. Flights during Championships are not eligible. It is a decentralised competition, being a distance event extending over the whole year and run in two divisions; one for flights originating in the North Island and one for flights originating in the South Island. Pilots who have previously achieved a Gold distance flight are not eligible.

### North Island Division

**DAVID HIRST** Auckland, Discus CS

### South Island Division

**NICHOLAS OAKLEY** Canterbury, ASW19



Nicholas Oakley



# AWARDS 2012



Phillip Plane



Bill and Jan Mace

## BUCKLAND SOARING AWARD

This is awarded annually to the highest scoring New Zealand national in the New Zealand division of the Aerokurier Online Contest (OLC) for the previous season. OLC rules and handicaps are used. There are two divisions; one for soaring flights commencing in the North Island and the other for soaring flights commencing in the South Island. The winning pilots stand down for the following two seasons.

### South Island Division

- |   |                     |               |
|---|---------------------|---------------|
| 1 | <b>Philip Plane</b> | Glide Omarama |
| 2 | <b>Gavin Wills</b>  | Glide Omarama |

### North Island Division

- |   |                           |          |
|---|---------------------------|----------|
| 1 | <b>Tim Hardwick-Smith</b> | Taranaki |
| 2 | <b>Glyn Jackson</b>       | Taranaki |



Tim Hardwick-Smith receives congratulations from Abbey Delore.

## FRIENDSHIP CUP

JOINTLY: **BILL AND JAN MACE**

PIAKO GLIDING CLUB

Awarded for outstanding contribution to the gliding movement during the preceding year.

There would be few visitors to Matamata Soaring Centre or Piako Club activities who have not met Bill & Jan Mace. Bill has been a Piako member for thirteen years and quickly became involved in club administration, instructing, and the myriad of behind the scenes support activities.

During his time as club president, he was instrumental in introducing new and different ways to run club activities, in particular promoting the public image of the club. More recently Bill became Matamata Soaring Centre president and has enthusiastically promoted and encouraged participation in contests, camps, ATC courses and gliding club promotions. It has been through these activities that his wife Jan has supported Bill, to the point where she has joined the Matamata Soaring Centre committee and has made some substantial contributions to upgrading the bunkrooms and clubhouse - which had remained largely unchanged since being built some forty years ago. Even more legendary would be Jan's culinary skills, where her catering for various gliding activities has been sampled by the many attendees and visitors alike.

Bill and Jan's dedication, inclusive and welcoming spirit, that so many experience when participating or visiting at Matamata, epitomises the recognition that the Friendship Cup intends.

# SKYLARKING IN THE 60'S WITH THE CANTERBURY GLIDING CLUB

By Fred McKee

Inspired by stories of the Canterbury Gliding Club's recent exploits and new home, ex member Fred McKee shares some memories and photos of the club's glory days at Wigram.

Flying out of Wigram in the '60s made the happy hour at the Bush Inn a popular watering hole after club flying. Club spirit was at the top of the list, with regular club camps at Culverden, Benmore Station, Omarama & Mt Cook - these were usually family affairs.

Dick Georgeson was the top gun in his Dart. Bill Meaclem was Secretary/Treasurer, Dennis McKillop tug pilot and Stewart Cain CFI. Among other keen flyers at that time were Wally Puentener, Errol Carr, Eric van Notten & Bruce Drake. Many of us soloed on the faithful old club T-31. Some of our gliding friends have gone but are not forgotten.

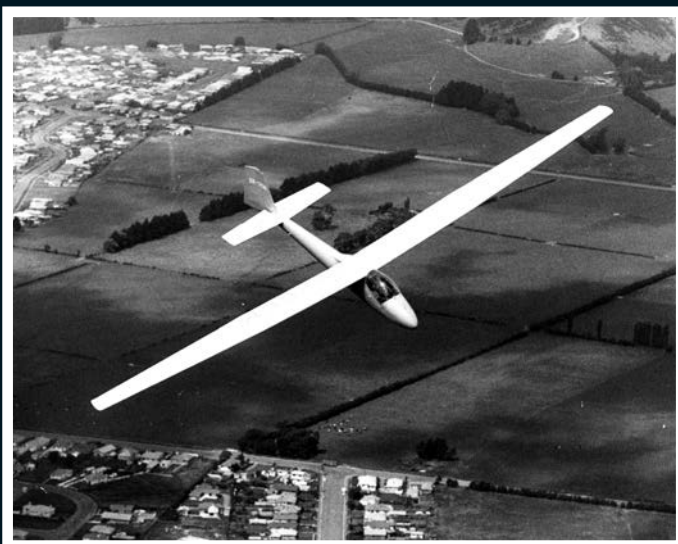
I joined a Skylark 2 syndicate with Peter Cotton, Des O'Connor, Bert Jarman and Andrew Yates. One classic day, a freak wave right over Wigram took several of us to 13,000 feet.

Soaring the Port Hills was always good value - which sometimes included beating up the nurses sunbathing on the roof of the Hospital on the way home.

One day the wind got up and I didn't make it back to Wigram. I landed in the grounds of a nuns' training school and was overrun by a bunch of girls in white. The towplane eventually arrived and I escaped overwhelmed but unscathed.

These were the early days of wave flying but Dick knocked off several world records at that time, including the memorable one from Tower Peak at the bottom of the South Island up to Hicks Bay - 1254 km.

It is great to see my old club thriving in their amazing new venue.





# SAFETY

## in Mountain Flying

PIERRE LEMAIRE



We continue with our reproduction of the excellent booklet Safety in Mountain Flying produced by the Centre National de Vol à Voile (French Federation of Soaring) written by Pierre LEMAIRE. We continue with Chapter Three, again with a few small changes to make it relevant to NZ pilots.



This booklet is the result of the work and experience accumulated in 70 years by the instructors of the Gliding national centre of Saint-Auban-sur-Durance (CNVV).

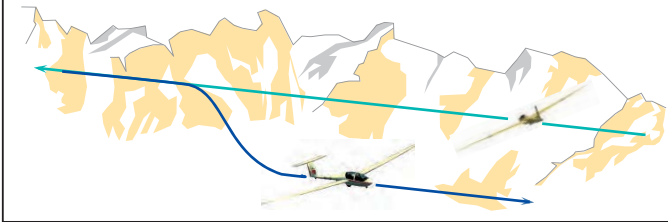


## Chapter Three

## Basic Rules

**Rules of Ridge flying**

- ☆ The glider with the ridge on its right has right of way.
- ☆ The glider with the ridge on its left must veer to the right when he sees another glider facing him, at a similar altitude.
- ☆ Overtaking is always done into wind, paying great attention to the overtaken glider. The overtaken glider has right of way.



Oxygen must be used over 13,000ft AMSL and for any period over 30 minutes between 10,000ft and 13,000 ft AMSL. GNZ Advisory Circular AC 2-07 contains a lot of useful advice consistent with the above.

**SAFETY: USING COMMON-SENSE RULES**

- ⓓ Always have a landable area available. This implies good preparation for the flight and good navigation - the height needed to fly from the current position to landable areas, calculations adapted to the pilot, to the glider and to the geographic area;
- ⓓ Once a retreat has been decided, the path that one takes must be upwind of the ridges or vertically above the ridges. The average reckoning of the current position to landable areas calculation does not take into account a potentially difficult path;
- ⓓ Before choosing one direction, one should have in mind one or more plan B options or backups which, on top of an escape, provide a comfort that increases the safety factor of the flight;
- ⓓ Always fly with a sufficient speed margin, adapted to the turbulence and the proximity of the terrain;
- ⓓ Maintain symmetrical, well balanced flight (yaw string in the middle);
- ⓓ Never turn towards the slope but always turn towards the valley, upwind of the slope;
- ⓓ Never allow the drift to take you to the lee side of the slope;
- ⓓ Never approach a crest or a pass at 90°, to fly over them. Have a good excess of speed;
- ⓓ When in sink fly faster, when in lift reduce your speed, but with moderate changes of attitude, and keeping a safety margin above the stall speed;
- ⓓ Avoid circling in the proximity of a slope if there are other gliders;
- ⓓ In any case, a glider flying out/return paths has the priority over gliders flying figure eights; and gliders flying figure eights have the priority on gliders circling;
- ⓓ Do not penetrate a narrow valley while ridge soaring if you are not sure that you can backtrack at any moment. Check that the descending angle of the terrain is superior to the glide angle of the glider (preparation of the flight);
- ⓓ In the vicinity of airfields where gliding is practised, there are slopes used by students. It is advisable, when one is an experienced pilot and when the conditions are favourable, to leave these students alone;
- ⓓ Where they exist in the vicinity of soaring centres, follow the local rules. They must be clearly explained on a billboard in the club-house or during the briefings;
- ⓓ When flying in a contest, the pilots are advised to be particularly careful on these very crowded slopes and should, if possible, choose paths avoiding these areas.



## Chapter Four

### Anti Collision

#### See in order to avoid, and be avoided

- ▶ Keep your eyes outside at least 95% of the time. Using a calculator, a GPS, a PDA should be done in winter, on the ground.
- ▶ Use a high quality pair of sunglasses, avoid caps with a visor.
- ▶ Install your compass and PDA out of the external field of vision.
- ▶ Reduce the causes of reflection on the canopy (documents on the coaming of the instrument panel, white pictograms, light coloured trousers, white knobs in the front seat of a two-seater, etc.)
- ▶ Keep the canopy clean.

#### Be visible to be seen

- ▶ Install anti-collision markings on the wings, on the nose and on the fin of the glider.
- ▶ A flashing device is very effective.
- ▶ Install a Flarm in the glider. These are now mandatory in some countries.
- ▶ Beware, nothing replaces vigilance. The Flarm helps detect potentially dangerous traffic but it has its drawbacks and not all aircraft carry them. Read the user guide carefully.
- ▶ Do not stay in the blind spot of another glider, either circling or in straight flight.

#### Behaviour in slope soaring

- ▶ Keeping one's head and eyes very active increases the effectiveness of one's flying and the anti-collision measures.
- ▶ Beware of the high number of gliders in some areas when the weather makes conditions difficult.
- ▶ Think about the right of way when crossing paths, especially when converging.
- ▶ It might be useful to show the other glider that you have seen him by wagging the wings or with a change of direction to the right. This will also help him to visualise your position.

## CHANGE COURSE EARLY ENOUGH!

#### When in converging courses

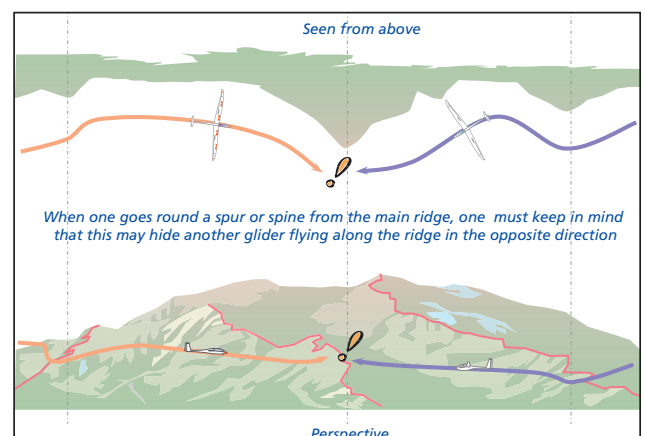
Average reaction time of a pilot =	1.5 s
Reaction time of the glider =	1.5 s
<b>Total =</b>	<b>3.0 s</b>
At a speed of 90 km/h (25m/s). Distance flown before the avoiding manoeuvre is performed:	
by one's own glider 3 x 25 =	75 m
by the other glider 3 x 25 =	75 m
Minimum distance of reaction =	150 m
At 110 Km/h =	185 m
At a fast converging speed, at 160 km/h, along a slope =	300m

- ▶ Particular attention must be given to any gliders following you, that you will potentially converge with if you do a 180° turn.

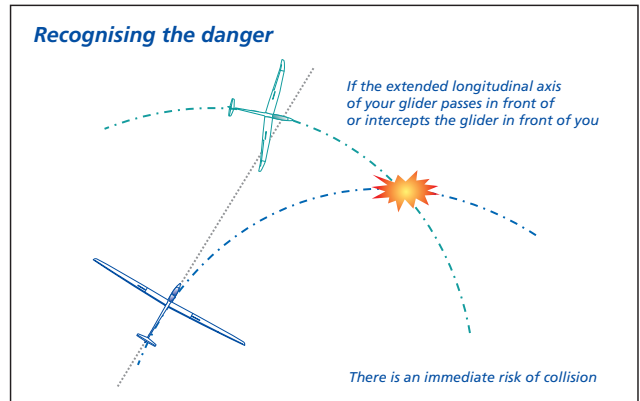
#### While ridge soaring, in the 3 sec time lapse reaction before a head-to-head crossing, one may have the following variations in height:

Glider N° 1	
3 m/s climb x 3 s reaction time lapse≈	10 m
Glider N° 2	
3 m/s sink x 3 s reaction time lapse≈	10 m
Difference in height that can be suddenly obliterated ≈	20 m
So NEVER fly too near above or below another glider!	

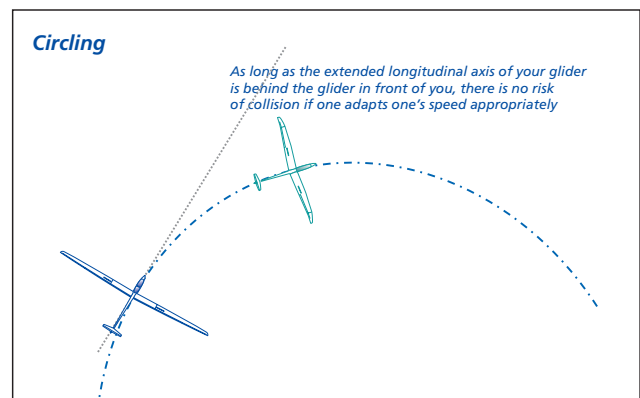
- ▶ When the slope has a convex shape that may partially impair forward sight, it is necessary to follow these rules:
  - Slope on your left** - one must widely open your path to the right to let gliders pass.
  - Slope on your right** - according to one's height, and to the shape and length of the slope, one has the choice to **veer towards the slope or**, on the contrary, to **open your path** early enough to have better visibility, and have more chances to avoid a possible glider.



**If one discovers a glider in front of you at the last moment, it is advisable to dive when one has the slope on one's right and reduce one's speed when one has the slope on one's left (slight nose-up attitude).**



**The extended line through the longitudinal axis of one's glider must never pass in front of or intercept the other glider.**



**Turning**

In the mountains, as well as in any other flight, before one initiates a turn, one must sweep the horizon, from forward to back towards the turn, then return to the visual references.

**Once the turn has been initiated, sweep again inside the intended trajectory of the turn, then return to the visual references.  
Later on, regularly check the safety every 1/4 turn.**

**Thermal flight in a gaggle**

The more gliders there are in a thermal, the stricter the discipline must be. The individualist who makes his own circles without bothering about the others, does not gain much, but increases the danger for all.



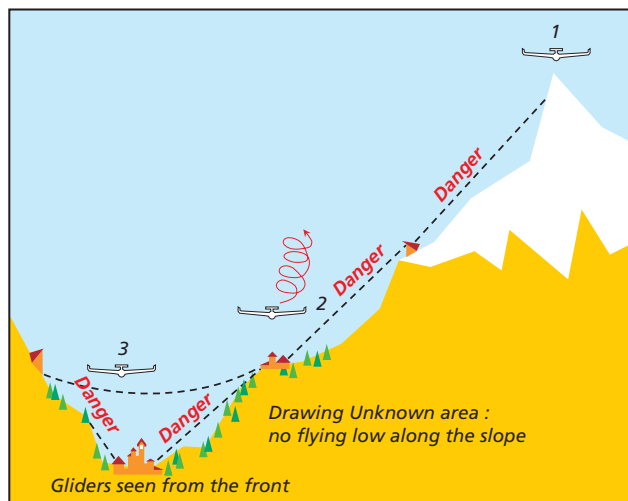
Copyright  
Objectives: Safe Mountain Gliding produced by the Centre National de Vol à Voile (French Federation of Soaring) written by Pierre LEMAIRE.



## GNZ AWARDS & CERTIFICATES JUNE – JULY 2012

### Collision with cables

- ▶ In the Alps, mechanised mountain agriculture and the exploitation of forests, plus the increase of ski-lifts, and the installation of devices provoking avalanches in ski resorts, greatly increase the risks of collision with cables.
- ▶ In an unknown area do not fly too near the slope.
- ▶ Above ski fields, avoid flying under the summits.



### Rules to be followed:

1. Fly above the crests or intermediate summits. Keep a look out for electric poles, cabins, ski-lifts, in order to fly over them at a safe distance.
2. Never ridge soar in the hollows of mountain sides.
3. Fly slightly to the right of the middle of narrow valleys, especially on final glides or when performing an outlanding.



In the next issue we continue with Take-off and Landings in the mountains, and Aeronautical Medicine and Hypoxia.

QGP No	Pilot's Name	Club	Date	Glider
3176	Robert J Laskey	Gliding Manawatu	21 06 2012	
3177	Sejul Shah	Auckland GC	03 07 2012	

### SILVER DISTANCE

Jonathan D Wardman	Canterbury GC	27 12 2011	LS4B
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### SILVER DURATION

Robert J Laskey	Gliding Manawatu	08 02 2012	Ka 6 cr
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### GOLD DURATION

Robert J Laskey	Gliding Manawatu	08 02 2012	Ka 6 cr
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### OFFICIAL OBSERVERS

09/086	Bruce F Barber	Auckland GC	04 06 2012
09/087	Andrew C Campbell	Auckland GC	04 06 2012
09/088	Oliver Collette-Moxon	Auckland GC	04 06 2012
09/089	Jonathan A Cross	Auckland GC	04 06 2012
09/090	Adam C Cumberlege	Auckland GC	04 06 2012
09/091	Patrick Driessen	Auckland GC	04 06 2012
09/092	Philip C Dunlop	Auckland GC	04 06 2012
09/093	Neil Harker	Auckland GC	04 06 2012
09/094	Doug H Henry	Auckland GC	04 06 2012
09/095	Trent J Miller	Auckland GC	04 06 2012
09/096	David R Moody	Auckland GAC	04 06 2012
09/097	Paul D Schofield	Auckland GC	04 06 2012
09/098	Russel M Thorn	Auckland GC	04 06 2012
09/099	Murray G Wardell	Auckland GC	04 06 2012

### GNZ FIRST COMPETITION AWARD

019	Jonathan D Wardman	Canterbury Gliding Club	31 05 2012
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**GNZ Awards Officer**  
**Edouard Devenoges**  
gnzawards@xtra.co.nz

40 Eversham Road, Mt Maunganui 3116.



# THE LAND-OUT THAT NEVER WAS

By Colin Deeker



Colin Deeker of the Taupo Gliding Club shares a cautionary tale. We hope it's a cautionary tale, because this is definitely not one to try at home. *SoaringNZ* sincerely hopes Colin has had some extensive circuit training following this episode.



It was early days for me at the Taupo Gliding Club, where you can get towed up on any day that's flyable, and the training is excellent, but experience is gained only by hours aloft, of which I was rather lacking.

I'd had an hour or so soaring the east face of Mt Tauhara and then decided to return to base. I called downwind for 06, flying south parallel to the river. What I hadn't realized was how far the rotor reached, with the easterly wind coming off the mountain. I was now in heavy sink and should have immediately taken a short cut to the runway. 'Probably run out of it,' I thought, so I carried on. Turning onto base leg, there was still heavy sink. I hadn't taken the short cut or made for a top-dressing strip to my right, or landed in a paddock after passing over the mill, all of which were reasonable options.

I turned onto final and "Hullo", there was a problem! Yet to be cut down, were four 100 foot trees across the flight path, with my glider and I at ninety feet, with 100 metres to go. That's inexperience for you!

Now, you can sail to close to the wind and pinch a yacht around a buoy, but don't try that in a glider and lose flying speed, 'cos it's 'doomsville'. I just had enough energy to clear the trees.

Fortunately, the sheep from yesterday had been moved from the paddock below, but a slope and a barbed wire fence curtailed space to the left, while to the right, 8 to 12 ft moguls were a landing impossibility. I had about 80 metres directly ahead with a cement water trough at the end of that, for good measure.

So, I dived again, full brakes out (double extensions top and underside of the wings on the Foka 4), a steep flare and 'Hey Presto', we were on the ground and still in one piece! As a pleasant surprise, a passing truck driver gave an appreciative blast on his horn for this performance. While I calmed down, the safety officer raced from the club house in a state of anguish, thinking I'd most certainly bought it.

The thing was, I was dead set lucky! No instructor or experienced pilot in his right mind would have ever tried to land there, under any circumstances.

When I tried to put this escapade in my log book for my first land out, I was told it didn't count. "Go do one in a proper flat paddock," I was told.



# TOW-PILOT **HAROLD OATES** RETIRES AFTER A LIFE OF UPS AND DOWNS

By Mike Feeney – demon boy glider and Aussie tug-plane driver



Harold (on left) at Matamata airfield with another veteran Waharoa aviator from the 1950s, Peter Ryan. Ready for launch at Raglan.

Has some form of New Zealand aviation record been set by veteran Matamata pilot, Harold Oates? Harold has been flying from Matamata aerodrome since he began flight training at what was known as Waharoa airfield, in 1955. Harold trained on DH-82A Tiger Moths and Miles M.14 Magisters at the Piako Aero Club and passed his Private Pilot Licence in December of that year.

In 1956, he bought a two-seat high-wing Rearwin 9000KF Sportster, ZK-AKF; one of four examples of this popular 1930's American type imported into NZ. They used a range of small radial engines, such as the Warner Scarab and Le Blond. If you have ever wondered why Rearwin used such big type numbers, the first two numbers signified the horsepower and I guess the extra noughts were a marketing gimmick.

In early 1958, the Piako Gliding Club got underway when it received its two-seat training glider, the Schleicher Ka.4 Rhonlerche, ZK-GBO, in which so many of us from the Waikato region did our first gliding, including Harold. The Rhonlerche (Rhon Lark) was a delightful little aircraft.

Harold also did his tow rating that year in the Tiger Moth. After several years gliding experience, he became a gliding instructor in 1962. In 1968, Harold changed over to the Piper PA-25 Pawnee towplane the club bought and has flown Pawnees ever since. His total flying hours in gliders and powered aircraft is 3,277 hours in 23 different aircraft types.

During that time, he has flown an astonishing 17,515 aerotows and has recently retired from towing after 54 years of regular activity with the Piako Gliding Club.

Just for fun, I grabbed my calculator and crunched a few numbers.

During the course of his 17,515 aerotows, Harold has climbed approximately 33,030,000 feet. This equals 5,430 nautical miles. Using an average tow sortie time of five minutes and a mean climb/descent airspeed of 85 knots, he has covered an air distance, just on towing operations, of about 7 nautical miles (per tow x 17,515 = 122,605 nautical miles from A to top-of-climb and back to A). Gadzooks and zounds, that is a lot of miles whilst keeping track of, and avoiding, hard to see gliders! Only agricultural pilots attain those sorts of figures without actually going anywhere else.

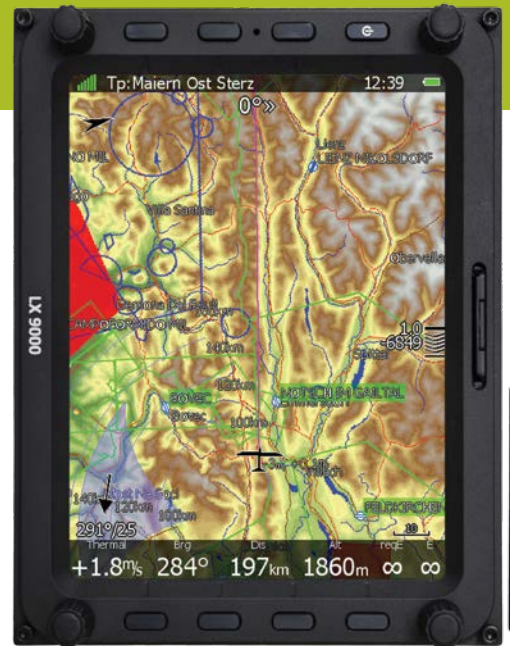
Harold's knowledge of the countryside within a radius of five to ten miles of Matamata airfield must surely be the most detailed of anyone else in the district.

The number of glider pilots who have seen this view of Harold Oates towing them in a Piper Pawnee must be huge. The PA-25 has proved to be one of the best, and economical, tow-planes ever. It has excellent visibility which, with the aid of appropriate mirrors, is pretty well all-round.





LX9000 landscape



LX9000 portrait

Before you get too far into this article I really must reveal that we – SSL – are a recently appointed agent in NZ for the LXNav product range. However the information is, I believe, of interest to anyone wanting state of the art soaring instrumentation in their new or old glider.

About six months ago, we were asked to look into being a representative for LXNav. This customer, who is involved in IT work, was looking to buy an LX9000 from one of the US websites but was keen to support us, which I thought was nice. He had spent many hours on the net checking out the various models and manufacturers to supply a new system for his LS8. Initially unsure, I did some research and gradually started dialogue with LXNav, which resulted in an agreement between our companies.

Making choices for soaring flight instrumentation has long been a dilemma for me. I often get asked what my recommendation is, but there are just so many subjective questions, that it has been difficult for me to answer. (Incidentally, people don't ask me because of my experience. I'm sure they just want to know what other pilots are fitting). With advances being made in hardware for Personal Navigation aids and mobile phones, it is still a question I don't feel qualified to answer. What is apparent to me is that the average user does not want to play with programs and complicated settings, especially when concentrating on a task just prior to launch. For this reason, we initially chose to support the SN10B from Illec. Personally, I use this instrument a lot and I like the way it has a window with a map and some very good information when it comes to tasks, especially AAT type tasks. I have had PDA's fall over many times now and nearly always at the very worst time. This is the Murphy's Law theory and I know many will agree. However, although the SN10 seems to work faultlessly, it does have some problems. For a start, it is not a great recorder and if you are not careful it may not overwrite the previous track. It relies on a separate GPS feed and it is not itself IGC approved as a logger. It also needs to have a computer attached in order to download

tracks, although the recent add on of a memory stick reader has solved this problem. However, it is getting quite old now and as it was designed in the 1990's, it has not changed significantly enough to keep up with the opposition.

Enter the Slovenian company LXNav

This company offers modern soaring equipment that encompasses many new developments, not only with soaring but with GA as well. The development in Europe of Flarm, 'S' Mode and ADSB has been written into the operation and there seems to be a future proof attitude that hopefully will ensure the units will be supported as time goes by.

I also need to add at this stage that there is an opposition company with a very similar name – LX Navigation. Be careful when 'googling' these companies, I have no experience with LX Navigation but the products do seem similar, so I expect there is quite some competition between these two manufacturers of similar instrumentation. My experience however, is only with LXNav.

#### LX9000, 8080 & 8000

The flagship product for LXNav is the LX9000. This has a large and very bright 142mm screen and uses the well proven software from the LX8000 (90mm screen), which has been available for several years now. It works alongside a very nice variometer unit (included) that has a bright and easy to read LCD display in a 57mm instrument. I have installed two of these high end units and so far the owners are very happy with the results. These units use an SD card for transfer of information and IGC approved secure files. The software seems easy enough to use, with everything needed for modern tasking types such as AAT. However, the best people to comment on this will be the present users as, of course, my task has been just to fit these (I have installed two of these in NZ gliders so far).

What has impressed me is the 'add on' possibilities. They incorporate the following accessories –

- Rear seat device LX9000D
- Remote stick
- High precision compass
- Voice module (integrated in V5 as standard part)





LX8080

LX8000

- Additional external V5 indicator
- External FLARM display
- ADSB receiver (see other aircraft as Flarm objects on the map) to use with 'S' mode (Trig type) txdr.
- Artificial horizon LX AHRS

I have also installed a couple of the LX8000 (smaller than the 9000) that is essentially the same software, with a few changes. They have now released the LX8080 which has a screen size to fit a normal 80mm hole, which avoids the hassle of rebuilding or renewing the entire panel to fit the larger units of the 8000 or 9000 series.

Of course, all these units are not 'cheap,' especially if having to reposition instrumentation in a panel, and some panels (LS & DG) leave miniscule room. They are still cheaper than the high end options of a few years ago, even when not taking inflation into account. For a completely integrated system, the LX9000, LX8000 or 8080 is an excellent choice and well worth spending some time checking out.

#### Nano Flight Recorder

Another excellent product LXNav produce is called the "Nano" IGC flight recorder.

This tiny unit is already being used in many gliders in NZ. It is powered by a rechargeable internal (cell phone type) Lithium-ion battery that lasts up to 28hrs. It holds heaps of flights - 14000hrs when using a 1sec interval. It has an integrated antenna and

Bluetooth device and its internal pressure sensor will handle 16000m altitude. The Nano charges via a USB port or a wall charger and downloads easily to your computer. It is really so simple. It's also very reasonably priced compared to other, older competitors and seems to me to be exceptional value for both clubs and private owners.

#### V7 Variometer

One of the latest LX products which I recently installed is something I believe will attract many current glider owners. This is the V7 variometer unit. In this situation, the owner wanted to replace his aging Cambridge L Nav and Nav 20 combination. Cambridge units have proven themselves and NZ has especially embraced the L Nav and 302 products, for good reason. I think these instruments have served us really well and they pretty much still do most of the things we want them to. There is also a lot of advantage when using a similar unit to your neighbour on the 'grid'. How many times can someone be seen kneeling down beside his mate's glider, helping load the task or change a setting? This is of huge value when all one wants to do is concentrate on the flying part of the day's challenge. However, all electronics have a life span and these units are presenting an increasing problem with reliability as they get older and are subjected to more use and abuse.

The V7 (and combination as below) seems to me to finally provide an excellent variometer option. It is perfectly set up to take a Nano as a GPS source and a PNA device such as an Oudie as the screen and soaring software. Even without the PNA it can be loaded with polar data and work out final glide data, as well as many other functions. It can display a Flarm and has a lot of useful settings for optimal soaring flight. The display is great for the problem most of us get as we gain a few years (i.e. old) and has a real needle, as well as a very bright LCD display in the centre. Again, I have only set this unit up on the ground, but out of all the products I've seen lately this will be my choice when I need to upgrade to a new unit. It too seems to be good value, especially as the Euro has devalued against the NZ\$.



Nano

### V7 - Nano - PDA Combo

I would really like to think that clubs especially, will recognize that the members using club equipment deserve to get good tools with which to undertake soaring flight, even in the basic gliders. I know there are many who believe that the latest equipment is just a distraction, and at worst take attention from the important task of looking outside. I don't agree with this and can't think of anything more distracting than fumbling with a map in our restricted cockpits. Personally, I embrace (but don't fully understand) this new equipment and believe it is part of the sports evolution in a high tech and exciting world. Shouldn't this equipment, at least be on offer to new pilots in our club aircraft?

Anyway, this is only my opinion and I do accept not everyone shares my view.

I think the Nano and V7 upgrade is an ideal and economical way to get modern equipment into an older panel. The V7 uses a small 57mm hole and usually just picks up from the 12v supply that the old unit will have used - simple.

If you are thinking of upgrading, be sure to check out all the opposition. Sites such as Cumulus Soaring and Wings and Wheels have a wealth of info and prices. In this case, LXNav's website has most of the technical info you will need to compare manufacturers - check them out at [www.lxnav.com](http://www.lxnav.com). My dealings with LXNav so far have been most impressive and they have been very willing to help us and our customers. When you consider the tiny market we represent for them, I am very happy, at this stage at least, to be associated with their wide product range.

## GLIDING CANVAS ARTWORK



Canvas prints last a lifetime, offer superior print quality and give a truly stunning texture to John McCaw's exceptional photography.

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Tel +64 3 322 5222

email [info@mccawmedia.co.nz](mailto:info@mccawmedia.co.nz)

[www.mccawmedia.co.nz](http://www.mccawmedia.co.nz)

## CENTRAL PLATEAU SOARING CONTEST

27 October-4 November 2012  
Centennial Park Taupo

CLUB CLASS NATIONALS PRACTICE?

If you're looking for some fun soaring and a great Family holiday, join us for A WEEK IN TAUPO.

Practice day is on Saturday 27 October and first Contest day is Sunday 28 October finishing on Sunday 4 November.

Accommodation and camping available. Upgraded facilities. Please book early to avoid disappointment.

Entry forms and more info on TGC website [www.taupoglidingclub.co.nz](http://www.taupoglidingclub.co.nz) or email [gliding@reap.org.nz](mailto:gliding@reap.org.nz) or [trev@trevterrymarine.co.nz](mailto:trev@trevterrymarine.co.nz)



# GUESS WHO'S GOT A NEW TOY...

Go Pros are the latest must have toys for glider pilots.

These fabulous images were provided by Neil Walker who is enjoying not just flying solo, but capturing his flights on video. Although not quite good enough resolution for our centrefold we thought these pictures deserved a place in the magazine.

Note the glider Neil is out climbing in the first picture.



# NZ GLIDING STALWARTS HONoured BY THE FAI



By Max Stevens



Roger Harris (Canterbury) and Ralph Gore (Piako) have been awarded Paul Tissandier Diplomas by the Fédération Aéronautique Internationale (FAI). "These awards are thoroughly deserved", says GNZ President Nigel Davy. "During their entire gliding careers, both Roger and Ralph have volunteered their personal time to the administration of our sport, usually sacrificing their own flying time."



Roger Harris has been a glider pilot for more than 50 years and a gliding instructor and tow pilot for most of that time. He has been very active at local and regional levels; at one time or another, holding the positions of Canterbury Club President, Chief Flying Instructor and Regional Airworthiness Officer. Roger has also been active in the training of instructors and tow pilots, and organising and directing gliding competitions.

At National level, Roger has been a member of the GNZ Executive Committee and has made an outstanding contribution to glider airworthiness through his role as National Airworthiness Officer for the past 22 years, except for a brief break of three years. In this latter role, Roger has mentored, and run courses in glider maintenance, as well as maintaining a large fleet of gliders himself.

Ralph Gore has been a glider pilot for nearly 40 years and a gliding instructor for more than 30 years. He has been very active at local and regional levels; at one time or another holding the positions of Piako Club President, Matamata Soaring Centre President, Regional Operations Officer, and Regional Airspace Officer. Ralph has also been active in the training of instructors, and organising cross-country courses and gliding competitions, where

he has often been the meteorological briefer and task setter.

At National level, Ralph has been a member of the GNZ Executive Committee for 9 years, and is a trustee for various gliding related funds.

Congratulations to Roger and Ralph. It is marvellous to see our members honoured in this way.

This prestigious award was established by the FAI in 1952 and is named after Paul Tissandier, Secretary General of FAI from 1919 to 1945. "It may be awarded to those who have served the cause of aviation in general and sporting aviation in particular, by their work, initiative, devotion or in other ways."

A little bit of history - the Paul Tissandier Diploma has been awarded to the following NZ gliding volunteers in the past:

- 2005 George Rogers
- 2005 Peter Thorpe
- 1987 Ross Macintyre
- 1981 John Roake
- 1978 Russell McDowall



# AND THE GONG GOES TO...



New Zealand  
Order of Merit  
for **BOB  
HENDERSON**  
for Services  
to Sporting  
Aviation

By Jill McCaw



Bob Henderson was made a Member of the New Zealand Order of Merit as part of the Queen's Birthday and Diamond Jubilee Honours, for: Services to Sporting Aviation. Glider pilots know that aviation sports gets much less recognition than more mainstream sports, making this award even more significant.



Until recently, Bob has been president of the International Gliding Commission (IGC), a role he has held since 2004. He has moved on to head the newly created Fédération Aéronautique Internationale (FAI) Air Sports Marketing and Events (FAME). The aim of FAME is to promote Air Sports and create economic value for FAI and its events, by actively exploring the sports market and developing new and more attractive events.

Bob has an extensive history of involvement in and love of aviation, as you can see from the box outlining his career. He has flown for the RNZAF where, among other things, he was commander of the RNZAF Hercules squadron when they were involved in the first Gulf War. He has been working for Air New Zealand since 1994 and is currently an instructor on the B737-300. During all that time, he has been involved in gliding as a pilot and volunteer. Not only has Bob held executive positions for GNZ, including president, he has also been Contest or Operational director for the two international gliding contests held in New Zealand.

Arthur Gatland recalls that Bob purchased his first glider, Schleicher K6B (BF) from Trevor Mollard. While flying in a competition near Waipukurau, he parachuted to a safe landing after a wing separated in a severe updraft / turbulence. The glider was destroyed.

Bob had an interest in Human Factors, Arthur says, and he successfully applied for a position as a Crew Resource Management (CRM) Instructor, subsequently re-titled as Human Factors Instructor. Bob became the Human Factors Manager for Air New Zealand, with responsibility for human factors training of all crew. Like the instructor position, this was a secondary responsibility while still operating as a line pilot.

Bob assisted Arthur Gatland with the development and

delivery of Air NZ's Threat and Error Management Course, which has become a mainstay of Air NZ's operating risk assessment and briefings.

Air Commodore Steve Moore, RNZAF, glider pilot and fellow MNZM, remains friends with Bob. "It is evident to everybody that had contact with Bob that he is passionate about flying," he says. "His passion rubbed off on those who flew with him, and even today those still in the Service remember him as somebody who they enjoyed flying with because of his love of flying and his relaxed manner on the flight deck - he was always one for a good joke.

"During his service and especially when in positions of command, Bob was renowned for supporting his 'troops' and their families. As Commanding Officer of No. 40 Squadron during a period of heightened activity and numerous short-notice, overseas tasks of indeterminable length, he put welfare amongst the top of his priorities. He set up support networks to ensure any issues with the families of deployed personnel were dealt with quickly and without fuss, thus ensuring low stress levels for all involved. Bob was also known as a tolerant commander. He believed in giving people another chance, as long as his loyalty was respected. All in all, his leadership style resulted in a squadron with high morale, and the fantastic results that No. 40 Squadron achieved during the time Bob was in command are a reflection of Bob's leadership and commitment. Since leaving the RNZAF, Bob has remained a good friend of the Service and No. 40 Squadron in particular."

For his exemplary service as the detachment commander, Bob was awarded an Air Force Cross, the citation for which highlighted his outstanding leadership abilities. Bob sought release from the RNZAF in March 1993 to pursue a career in civil aviation. He served his country and the RNZAF for over 21 years.





## CAREER SUMMARY (REVERSE ORDER)

### AIR NEW ZEALAND LTD

Oct 08 to present	B737-300 Training Captain (Instructor)
Jun 04 to Oct 08	Human Factors Programme Manager
Jun 04 to Oct 08	A320 Pilot
May 96 to Jun 04	B737-200 and -300 Pilot
	Human Factors / CRM qualified instructor
Apr 94 to May 96	B737-200 Simulator Instructor and Flight Examiner

### UNIVERSITY OF AUCKLAND - DEPARTMENT OF PSYCHOLOGY

Aug 93 to Jun 96	Human Factors Lecturer and Course Coordinator
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### ROYAL NEW ZEALAND AIR FORCE

Jan 91 to Apr 91	Senior New Zealand Military Officer, Riyadh, Saudi Arabia, Gulf War I
Nov 89 to Mar 93	Commanding Officer No. 40 Squadron C130 Instructor and Instrument Rating Examiner
Nov 88 to Oct 89	Director Air Staff Policy and Plans
Aug 87 to Oct 87	Staff Officer, Air Staff
Aug 86 to Jul 87	RAF GD Aerosystems Course; Cranwell
Jan 85 to Jul 86	Commanding Officer No. 104 (VIP) Flight
Jan 84 to Jul 86	C421 Golden Eagle Instructor and Instrument Rating Examiner
Oct 82 to Dec 84	HS780 Andover Instructor and Instrument Rating Examiner
Oct 82 to Dec 84	Flight Commander No. 42 Squadron
Jul 82 to Sep 82	Flying Instructor PTS
Jan 82 to Jun 82	No. 1/82 Instructors Course
Aug 78 to Dec 81	Navigation Squadron - Pilot
May 75 to Jul 78	No. 42 Squadron - Pilot
Jan 74 to Apr 75	No. 174 Pilots Course

### FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

Oct 08 2012	FAI Executive Board member
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### FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE - GLIDING COMMISSION

Mar 04 to present	President
Mar 02 to Mar 04	1st Vice President
Mar 01 to Mar 04	Chairman, International Gliding Rules Committee
1997 to 2009	IGC appointed Official at FAI World Championships:

### INTERNATIONAL GP REFEREE

2009	FAI World Air Games, Turin, Italy
2007	GP Final, Omarama, NZ
2006	GP Qualifying, Cambridge, UK
2003	GP Final, Saint Auban, France

### JURY PRESIDENT

2002	Club WGC Musbach, Germany
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### SENIOR STEWARD

2001	Club WGC Gawler, Australia
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### MEMBER OF THE INTERNATIONAL JURY

2001	WGC Mafeking, South Africa
1999	WGC Bayreuth, Germany
1997	WGC Saint Auban, France

### GLIDING NEW ZEALAND

2007	Event Director, NZ Air Games, Wanaka
2006	Contest Director and CAA Event Director, GP Qualifying, Omarama
2003 to 04	Executive Officer
Mar 02 to Mar 04	New Zealand Delegate to IGC
Mar 99 to Mar 02	New Zealand Alternate Delegate to IGC
1994 to 1999	Executive Officer
1995	Operations Director, FAI World Gliding Championships, Omarama
1989 to 1992	President
1982 to 1989	Various positions on GNZ Executive including: 1st Vice President Chairman Technical Committee

TV producer and entrepreneur Peter Newport has been working closely with Bob Henderson since the Gliding Grand Prix in Omarama six years ago. He says, "Bob represents a very unique and special mix of talents, in that he is both a very professional and prudent manager of complex, new aviation events – but he is also someone who is prepared to embrace and front up to the risks associated with experimental advances in staging such events."

"Without people like Bob, there would be little, if any, progress in the attempts to popularise gliding and other air sports. Bob is a bridge between the work of people like me and the understandably conservative world of the FAI. Ironically, the world of established sport and money is also highly conservative – those people hate to lose money – so without Bob, we'd never stand a chance of staging safe, professional events that prove the viability of new sports formats. Bob and I are working together on the upcoming NZ International Air Show, as well as on initiatives in the U.S. to bring air sports and air shows together. I know we will eventually succeed in these endeavours – and it will have been Bob who has been the vital catalyst between the worlds of commercial entrepreneurship and professional aviation risk management. He has true, true courage – and works harder than any person I've ever met."

Bob is an extraordinary man who has served not only his country, but sports aviation for many years. And yet, when asked for a comment on being awarded the MNZM he said, "Our sports are served by so many willing and capable volunteers and I am humbled by the award of the MNZM for my small part in furthering the development of air sports."

# CLUB DIRECTORY

Link for club info [www.gliding.co.nz/Clubs/Clubs.htm](http://www.gliding.co.nz/Clubs/Clubs.htm)

## Auckland Aviation Sports Club

Club Website [www.ascgliding.org](http://www.ascgliding.org)  
Club Contact Peter Thorpe  
[pbthorpe@xtra.co.nz](mailto:pbthorpe@xtra.co.nz) Ph 09 413-8384  
Base RNZAF Base Auckland (Whenuapai) 021 146 4288  
Flying Weekends, Public Holidays

## Auckland Gliding Club

Club Website [www.glidingauckland.co.nz](http://www.glidingauckland.co.nz)  
Club Ph (09) 294 8881, 0276 942 942  
Club Contact Ed Gray [info@glidingauckland.co.nz](mailto:info@glidingauckland.co.nz)  
Base Appleby Rd, Drury  
Flying Weekends, Wednesdays, Public Holidays

## Canterbury Gliding Club

Club Website [www.glidingcanterbury.co.nz](http://www.glidingcanterbury.co.nz)  
Club Contact Kevin Bethwaite [kevin.bethwaite@airways.co.nz](mailto:kevin.bethwaite@airways.co.nz)  
Ph (03) 318 4758  
Base Hororata Road, Hororata  
Flying Weekends, Public Holidays

## Central Otago Flying Club (Inc)

Club Website [www.cofc.co.nz](http://www.cofc.co.nz)  
Club Contact Phil Sumser [phil.sumser@xtra.co.nz](mailto:phil.sumser@xtra.co.nz)  
Base Alexandra Airport  
Flying Sundays, and by arrangement

## Glide Omarama.com

Website [www.GlideOmarama.com](http://www.GlideOmarama.com)  
Contact Gavin Wills [gtmwills@xtra.co.nz](mailto:gtmwills@xtra.co.nz)  
Base Omarama Airfield  
Flying October through April 7 days per week

## Gliding Hutt Valley (Upper Valley Gliding Club)

Club Contact Wayne Fisk [wayne\\_fisk@xtra.co.nz](mailto:wayne_fisk@xtra.co.nz)  
Ph (04) 567-3069  
Base Kaitoke Airfield, (04) 526-7336  
Flying Weekends, Public Hols., Mid week by arrangement

## Gliding Manawatu

Club Website [www.glidingmanawatu.org.nz](http://www.glidingmanawatu.org.nz)  
Club Contact Ron Sanders [Resanders@xtra.co.nz](mailto:Resanders@xtra.co.nz)  
Base Feilding Aerodrome  
Flying Weekends, Public holidays

## Gliding Wairarapa

Club Website <http://www.glidingwairarapa.co.nz/>  
Club Contact Diana Braithwaite Ph (06) 308-9101  
Base Papawai Airfield, 5 km east of Greytown  
Ph (06) 308-8452 or (025) 445 701  
Flying Weekends, or by arrangement

## Hauraki Aero Club

Club Website [www.flyhac.co.nz](http://www.flyhac.co.nz)  
Club Contact Ron Bergersen [d.bergersen@xtra.co.nz](mailto:d.bergersen@xtra.co.nz)  
Ph (027) 277 4238  
Base Thames Airfield  
Flying Weekends and Public Holidays

## Hawkes Bay and Waipukurau Gliding Club

Club Website [www.skyhigh-photography.com/Main/Aviation\\_and\\_Spaceflight/HB\\_Gliding\\_Club.php](http://www.skyhigh-photography.com/Main/Aviation_and_Spaceflight/HB_Gliding_Club.php)  
Club Contact David Davidson [Dhcd@clear.net.nz](mailto:Dhcd@clear.net.nz)  
Ph (06) 876-9355

Base Bridge Pa Airfield, Hastings 0272887522  
Flying Sundays. Other days by arrangement

## Kaikohe Gliding Club

Club Contact Peter Fiske, (09) 407-8454  
Email Keith Falla [keith@falla.co.nz](mailto:keith@falla.co.nz)  
Base Kaikohe Airfield, Mangakahia Road, Kaikohe  
Flying Sundays, Thursdays and Public Holidays

## Marlborough Gliding Club

Club Website [http://glide\\_marl.tripod.com](http://glide_marl.tripod.com)  
Club Contact [bmog@paradise.net.nz](mailto:bmog@paradise.net.nz)  
Base Omaka Airfield, Blenheim  
Flying Sundays and other days by arrangement

## Nelson Lakes Gliding Club

Club Website [www.glidingnelson.co.nz](http://www.glidingnelson.co.nz)  
Club Contact Frank Saxton [franksaxton@gmail.com](mailto:franksaxton@gmail.com)  
Ph (03) 546-6098  
Base Lake Station Airfield, St.Arnaud Ph (03) 521-1870  
Flying Weekends and Public Holidays

## Norfolk Aviation Sports Club

Club Website <http://www.geocities.com/norfolkgliding/>  
Club Contact Kevin Wisniewski [wizzbang@xtra.co.nz](mailto:wizzbang@xtra.co.nz)

Ph (06) 756-8289  
Base Norfolk Rd  
Flying Weekends and by appointment

## Omarama Gliding Club

Club Website <http://www.omarama.com>  
Club Contact Yvonne Loader [loaders@clear.net.nz](mailto:loaders@clear.net.nz)  
Ph (03) 358-3251  
Base Omarama  
Flying 7 days a week by arrangement

## Otago/Southland (YouthGlide Omarama)

Club Website [www.youthglideomarama.org.nz](http://www.youthglideomarama.org.nz)  
Club Contact Tom Shields [tom.shields@century21.co.nz](mailto:tom.shields@century21.co.nz)  
Ph (03) 473 1721  
Base Omarama and Dunedin  
Flying By arrangement

## Piako Gliding Club

Club Website [www.glidingmatamata.co.nz](http://www.glidingmatamata.co.nz)  
Club Contact Steve Care [s.care@xtra.co.nz](mailto:s.care@xtra.co.nz)  
Ph (07) 843-7654 (027) 349-1180  
Base Matamata Airfield, Ph (07) 888-5972  
Flying Weekends, Wednesdays and Public Holidays

## Rotorua Gliding Club

Club Website <http://www.geocities.com/rotoruagc/>  
[RotoruaGlidingClub.html](http://RotoruaGlidingClub.html)  
Club Contact Mike Foley  
[roseandmikefoley@clear.net.nz](mailto:roseandmikefoley@clear.net.nz)  
Ph (07) 347-2927  
Base Rotorua Airport  
Flying Sundays

## South Canterbury Gliding Club

Club Website [www.glidingsouthcanterbury.co.nz](http://www.glidingsouthcanterbury.co.nz)  
Club Contact John Eggers [johneggers@xtra.co.nz](mailto:johneggers@xtra.co.nz)  
33 Barnes St Timaru  
Base Levels Timaru & Omarama Wardell Field  
Flying Weekends, Public Holidays & by arrangement

## Taranaki Gliding Club

Club Website [www.glidingtaranaki.com](http://www.glidingtaranaki.com)  
Club Contact Peter Williams [peter.williams@xtra.co.nz](mailto:peter.williams@xtra.co.nz)  
Ph (06) 278 4292  
Base Stratford  
Flying Weekends and Public Holidays

## Taupo Gliding Club

Club Website [www.taupoglidingclub.co.nz](http://www.taupoglidingclub.co.nz)  
Club Contact Tom Anderson [Tomolo@xtra.co.nz](mailto:Tomolo@xtra.co.nz)  
PO Box 296, Taupo 2730 Ph (07) 378-5506  
M 0274 939 272  
Base Centennial Park, Taupo  
Flying 7 days a week

## Tauranga Gliding Club

Club Website [www.glidingtauranga.co.nz](http://www.glidingtauranga.co.nz)  
Club Contact Roy Edwards [royedw@wave.co.nz](mailto:royedw@wave.co.nz)  
Ph (07) 578-0324  
Base Tauranga Airport  
Flying Weekends and Public Holidays, Wednesday afternoons and other times on request

## Wellington Gliding Club

Club Website <http://www.soar.co.nz>  
President Warwick Walbran [wwarwiknz@yahoo.co.nz](mailto:wwarwiknz@yahoo.co.nz)  
Base Paraparaumu Airport  
Bookings Ph 04 297 1341 (clubhouse)  
Ph 027 618 9845 (operations)  
Flying Weekends and Public Holidays 7 days a week December through to March

## Whangarei District Gliding Club

Club Website [www.igrin.co.nz/~peter/gliding.htm](http://www.igrin.co.nz/~peter/gliding.htm)  
Club Contact Paul Rockell [rockelkaym@xtra.co.nz](mailto:rockelkaym@xtra.co.nz)  
Base Rockelkaym Ridge, Gibbs Road, Puhi Puhi  
Flying Weekends and Public Holidays

# GLIDING NEW ZEALAND CLUB NEWS

**Deadline for club news for the next issue 11 September 2012.**

## AUCKLAND GLIDING CLUB

Now we are past the shortest day, we are getting the wetter and colder weather. At least the field is usable, which is a heck of a lot better than at this time last year. Only a day or so ago (7th & 8th July), several pilots had some fun in light and local thermals for a few hours during the warmest part of the day. Combined with some QGP lectures that are being held every Sat morning, there is still some much needed activity at our club, which is quite heartening. We are also still managing to attract new members to our club, which is very encouraging.

Our financial year has just finished and that means we will soon be sending out subscriptions to our members. It has been a difficult year for the AGC with our Pawnee out of action for the months preceding Christmas and costing lots in the process. However, at the moment CEB looks a million dollars and is hopefully ready for a busy few years of smooth running and no surprises. Unfortunately, as a club with some really good (high value) equipment, we are now facing some high insurance bills. Catch 22, as I'm sure a few other clubs are finding out this year as well. This is making the rates we hire our high end gliders out for seem way too cheap. This is a challenge for the committee, who are in the process of setting next season's rates.

On a much lighter note, we are all looking forward to an awards evening in late July. This is a break from tradition, as we normally do this at the AGM in September. However this time we will not mix the serious AGM business with the fun side of handing out awards, and will instead bathe in the achievements of the previous season and look forward to the next. All clubs know that there are

Auckland: Some attentive students listening to Dr David Hirst who is taking his turn at delivering the message.







Nelson Lakes: L: Shiny thing, R: Lake Rotoroa

some individuals that do more than their fair share and we intend to show our appreciation during this event as well. An example of that is the current work taking place on our clubhouse, which is getting some paint and a good tidy up. Thanks to Rae Kerr for this - during the weekend he can be seen busying himself with paint brush in hand, when others are enjoying the mid-winter thermals.

Another plan is to do a road trip and operate at an airfield nearer the west coast for some coastal ridge running when the westerlies start. Watch this space. As always, we welcome visitors, so feel free to drop in when passing towards the big smoke.

RG

### CANTERBURY

Members are delighted that GNZ has recognised the huge effort made by our Yvonne Loader over the years by awarding her the Angus Rosebowl. Her many skills have seen massive amounts of money raised from all sorts of places, not just for the Canterbury Gliding Club but the Omarama club and Canterbury Youth Glide as well. All this is managed between her towing, instructing and secretarial work for two clubs. Well done and well deserved Yvonne.

Not too long ago, veteran member Rob Sherlock blew a slice of his pension on purchasing the Libelle GK (Shrek) from Terry Delore and is enjoying the pleasures of this nice wee machine. Rob has worked hard for the club over the years and it is great to see him getting some pleasure from his efforts.

Also recently, Richie McCaw, fresh from another rugby victory, flew a small helicopter into Springfield, on his return from taking a friend on a scenic flight over the snow-clad Alps. He was the

first pilot to do so.

June saw our airfield and surrounding countryside coated with snow, followed by hard frosts, so condition have been pretty cold, with not too much soaring. Warmer days recently have seen some good soaring flights from Springfield, with westerly conditions enabling some flying around the extremely picturesque peaks.

Stewart.

### NELSON LAKES GLIDING CLUB

Autumn lingered on, with some local soaring opportunities. Of course, not everybody was able to stay up, with the strength of the thermals dropping off as the sun slunk lower in the sky. But there was a bit of wave about at times. For example, on the weekend of 2nd June, Jerry O'Neill brought RC, the Discus that he has just purchased, up to the lake and he and TH had a very nice little wave flight around the local traps.

The following weekend, a number of gliders had sustained local soaring, with one instructor in a twin going off on a little tiki tour after finding the only thermal of the day, it seemed, that went to some 7000 feet. Then winter hit hard, with storms and then snow closing the airfield for a weekend or two. Now we have had some clear fine days, which is good for circuit practice and training, but nobody can stay up. However, we are working on the winter annuals and some shiny gliders are emerging from Mike Strathern's new workshop. Roll on the Spring.

FS.

### PIAKO GLIDING CLUB

I take this opportunity to thank Bill Mace, who skilfully penned this column for PGC prior

to handing over the keyboard to me, who has no prior form in the role. This changing of the guard occurred at the 26 May AGM. Re-elected President Roger Brown laid down some challenges for the membership to consider and the incoming committee to take up as it sees fit. Another public thank you goes to those outgoing officers who gave their time and input at the table - CFI Bob Gray, Club Captain Bill Mace, Treasurer James Turney and committee member Godfrey Larsen. The outgoing committee delivered an inevitable club subs increase of \$40 p.a., lifting our full annual membership fee to \$425.00 for the current year. Research of other clubs fee structures shows this to be consistent.

So the new bunch quickly got down to business and by the time of print will have had its second meeting. Inevitably it will be money talk and it should be no surprise at all that income is down due to a lower membership and poor flying weather for a lot of the 2011/2012 financial year. We can do so much more with a the addition of extra members, and every member needs to take this on board and be on the lookout for new prospects, and/or ways of attracting and keeping them. This may well be the aspect that Roger is looking to address, in mentioning his desire to co-opt non-serving members to assist in some small promotional 'projects' during the year. So, a warning goes to those members who thought they might have got away from the AGM without a finger being pointed at them - brush up your patter and dust off your salesman's suit - could be you are going to get a call-up. An interesting aside is feedback that Auckland and Tauranga Clubs have growing memberships - so it is possible.

It isn't the time of year one expects to be



Piako: Brett took his new toy to Taupo.

reporting on notable flights, there usually aren't many, but it is certainly worth mentioning the efforts that Alan Belworthy is putting in to studying wave flying off the Kaimais. Word has it he is looking for a place to stash a life raft in RY, so he feels a little safer when miles out to sea off the B.o.P. coast at FL200! It's easier for you Mainlanders – we have to make the most of the skinny bit! We are looking forward to learning from Alan as he builds his knowledge of how the wave behaves in this neck of the woods and of course, news of further flights.

There have been some winter surprises too for those of us who hang a little closer to home, when days that should have been non-events, according to forecasts, have proven to be the opposite. It has been great to see a core of newer members turning out and keeping their hands in. Like many clubs, I guess, there are non-flying things to get done and for us the winter to-do

list includes a refurb of the hangar doors, and helping Neil with the winch, so life need not be dull! We do miss our winch and look forward to its return later this year, sporting rope in lieu of wire, which will make life exciting.

Our latest private syndicate have purchased a Duo Discus, making it the first permanently on the field, however they face a challenge – apparently there are only 2 hangars on the airfield capable of housing it, and neither have space. Perhaps if all the ships that never get flown were de-rigged and stuffed into 2 -3 hangars, we could accommodate a few more that actually do get used, and save everybody a dollar or two! Roger and his Vintage Kiwi mates would be rubbing their hands in glee at what that exercise might turn up!

Ahead is our Awards dinner in August, and Season opening day in September, with an early Learn to Fly course looking a to be a possibility,

as some fresh inquiries have been received for info and dates. Getting an answer to that one when the CFI is cruising in Alaska en-route to Oshkosh, isn't easy. Tow pilot Tony Petch told me he would be lapping up the sun in Copenhagen by mid July, Bill & Jan Mace have disappeared off-shore somewhere – some members appear to have had prior knowledge of my to-do list and gone to great lengths to be unavailable. At least we will have plenty of fresh stuff to talk about when sitting around the caravan at the launch point next season.

PC

**TAUPO**

Has anyone noticed the cold bleak days, huge frosts and clear blue skies we've been having? It's a good time to come out and practice the new Left hand circuit we have at Taupo Centennial Park. There's not much thermalling but some good lift



Taupo: Annual Dinner 2012 Photos Murray







Taupo: Not bad for a winter sky.

on Tauhara if the wind is right.

We annually host the Oxfam 100Km walkers; running a check-point along the way at TGC. We won the Best Checkpoint Experience: Taupo Gliding Club – Checkpoint 5! With the highest overall score from the participant’s survey of 4.52 / 5 and a positive report from the Oxfam mystery shoppers.

Dan Visser, a new student, is progressing very well and finished 3rd in the Airmanship competition. Joe Ward has only 1 hour to go to achieve his QGP! We welcome two new students: Elliot Clapperton and Stephen Wilson, and new tow pilot Ruven Kitching. Murray Wardell renewed his B Cat Instructor rating and has joined TGC. Belinda McLeod got to Solo in June. It’s been some time since we had a female solo pilot in the club.

John Curtis, our patron, has been attending the Bomber Command Memorial unveiling in London, courtesy of our government. Well done. We were

present again at the Taupo Hobby Expo, showing off a PW5 for good public exposure to gliding.

By the time this goes to press, Murray Wardell will have run an Official Observer course. Other courses planned over this winter include a FRT0 radio course, a cross country course and a parachute and oxygen course, dates to be announced.

The Central Plateau Gliding Competition will once again be held on the 27 Oct - 4 Nov 2012. This year we challenge all clubs to enter a club dual team to the competition!

Our Annual Dinner was held on Saturday 23rd June 2012 in the club rooms, with 36 members and partners attending. The theme for the evening was UNIFORM and most members took part and created some very interesting uniforms. 80 year olds in school uniform and a couple of school girls! We were also entertained by Bill Kendall, Lois Taylor, Hugh deLautour and Colin Deeker. The trophies for the past year were presented by Tim

Norman.

Our AGM was held on Sunday 24th in the club rooms, with 25 members present.

The current membership stands at 45, a bit down on previous years. A sign of the times?

**P R Battersby**



We take our classifieds list from the GNZ website and from ads detailed with us personally. To update your ad, please go online or advise Roy Edwards, our webmaster. Ads notified to me will appear on this page but we are unable to make changes for you on the web page. Please contact the webmaster if your item sells.

## GLIDERS

**ASH25M for sale - ZK-GRJ** • in top condition, possibly the best available. Complete with trailer. Always hangared. Fully instrumented. Contact Brian Kelly, phone 06 876-7437, e-mail: Erinpac@xtra.co.nz

**Slingsby Kestrel T59D 19m, HQ** • This is a well maintained high performance glider with 1,500 hrs flying time off 646 launches. Glider is well instrumented and fitted with oxygen. Trailer and wing and canopy covers included. Price NZ\$20,000. Contact David Clark 021 108 0783, divand-prue@netspeed.net.nz

**Pipistrel Sinus** • Three aircraft in for the price of one! You get a glider, a long range super-economic cruiser and the most versatile training aircraft on the market. Thanks to dual flight controls you can use the Sinus as your primary gliding and powered-aircraft trainer! The excellent performance was confirmed with a World Champion title in 2001 and a record-breaking solo flight around the world in 2004. Rotax 80hp long range tanks and tail wheel. Very sharp price of \$120,000. adrian.cable@xtra.co.nz 027 4738 231

**Ventus b Turbo – GSP** • NZ\$75,000 15 and/or 16.4 metre. Includes trailer, oxygen and parachute plus GPS. In good condition and competition ready with trailer. Phone Auckland 09 478 8858 or email tony.timmermans@paradise.net.nz

**Ash 25 ZK-GTF** • 1/6 share(s) available. Based in modern hangar in Omarama, refinished in polyurethane. Cobra trailer and full tow out gear. Good standard instruments, flarm, SPOT, LNav, parachutes and mountain high oxygen gear. Partners include a mix of racing and non racing owners and access to the glider is flexible. Contact Chris Garton 021 138 9692, Terry Jones 027 452 1498 or Trevor Mollard 021 252 4914.

**DG 200 For Sale** • 17M tips, good trailer \$35,000 ono. phone Max on: 03 5440413

**Mosquito B, ZK-GKK** • Good to very good condition. I just don't fly her enough and she needs to fly. Comm, Transponder, Oxygen (not fitted), Trailer, Blue Canopy tint. Large and roomy cockpit, suit larger person. \$40K. golfkilokilo@paradise.net.nz



### GHS 15 mtr. Foka 4 Polish Built.

LD 34-1; VNA 141kts (aerobatic) Good trailer and ground gear. Just passed annual airworthy and bore-scope inspection. Total hours 1791. Based Taupo Club. Includes ownership, hangar space to 2012. \$13,000 Phone Colin 07 378 4862

**ASK 13** • Fresh annual inspection. King KY97A com, Borgelt B40 electric vario with rear seat repeater. New winch hook and tailplane fittings installed at last annuals. Further details, please contact Alan, 0274 960 748 or a.belworthy@xtra.co.nz

**Std Cirrus GXA** • Will also consider ½ share based in Matamata. Best performing Std Cirrus in NZ, re-profiled wing, all Std Cirrus 75 mods done (reshaped nose, wing roots, double-blade airbrakes). 2800 Hrs logged, gel coat in good condition, tinted canopy. Fibreglass clam-shell type trailer. M-nav computer, Terra mode-c transponder, Icom radio. Genuine 37:1 performance. \$28K ono, Contact Karl on 0274 999 183 or karltht@yahoo.co.uk

**ASW 20F ZK GYR** • Equipped with Cambridge 302 and IPAQ loaded with Seeyou Mobile. Parachute (2004 new) and repacked Feb 2012, radio, transponder, oxygen system, wing covers, wing extensions and winglets, recently upgraded trailer with internal winch, insured through to 31/10/12. Price \$52,000, to view check out <http://discuscs.blogspot.co.nz/2012/01/gyr-looking-really-clean.html> Contact Paul 0274 409462

**DG 300 Elan** • GOZ Full panel. Road trailer. \$55,000 or near offer. Apply to Errol Shirliff. Phone 035268724 or email shirliff@xtra.co.nz

**LS4a glider GKP** • A really nice example of one of the nicest gliders to fly. Colibri secure logger, latest Borgelt B500 vario and B2500 glide computer combination worth over \$7000. Clam shell Komet trailer. Rigging and derigging a breeze. Great value at \$55,000. Currently located at Whenuapai. Contact Peter Coveney at petercove@ihug.co.nz or phone 021 02251470.

**LIBELLE 201 (One third Share)** • Based at Whenuapai Auckland. Total hours are around 2950 with some 1500 launches, mostly by aerotow. This glider is fully airworthy and is fitted with a Borgelt vario, Winter Vario, a transponder and oxygen system. Parachute and trailer. Libelles are the first generation fiberglass ships and still perform very credibly. \$5500 ONO. Reluctant sale due to health. Ph Terry 021 181 5664.

**LS4a glider GKP** • A really nice example of one of the nicest gliders to fly. Comes with Colibri secure logger, the latest Borgelt B500 vario and B2500 glide computer combination worth over \$7000. Clam shell Komet trailer. Rigging and derigging a breeze. Great value at \$55,000. Currently located at Whenuapai. Contact Peter Coveney at petercove@ihug.co.nz or phone 021 02251470.

**Discus B ZK-GPV** • NZ\$78,500 includes oxygen, C transponder, Ilec vario with speed to fly, rate of turn indicator, mounts for two extra batteries, blue tint canopy, 'chute, ground handling gear and good trailer for easy two person de-rig/rig. Superb handling characteristics with 41/1 performance. Please contact John Bayliss 092781760 or baylissj@pl.net



### Grob G102 Astir CS77 Standard 15m Serial No.1768

Less than 1000 hours total time. Second highest performing Astir next to the Speed Astir ... a delight to fly. New ARA & inspections, carried out before handover. ADs and required maintenance all up to date. Custom built trailer; registered, Easy to use trailer attachments. Easy rigging system. Excellent ground handling tow out gear. \$28,000 ono. Contact: warrenpitcher@xtra.co.nz



**JS1-B Revelation** • Less than 50 hours on the clock. Jet sustainer to be retrofitted September. Cobra SL trailer, best of instrumentation including ClearNav, 302, Butterfly vario/AH etc, Trig Txp, Xcom radio. All factory options. Contact Brett. email: hunter.b@ihug.co.nz or 021 927-626

**DG200 GNA 15M 40:1 L/D** • \$30,000 or near offer. Current ARA. Tidy condition just finished cut and polish. Cambridge GPS, Mode C transponder, Radio, parachute, wing covers and ground handling equipment. Oxygen system available. Good trailer with recent new galvanised sub-frame. Best value L/D and ideal XC performance suit low time pilot. Total 2400hrs Contact: Mike gdg200@gmail.com Tel: 04 904 0651

**Libelle 201b GIU** • 2358 hours 1688 launches (20 August) 02, Transponder, 6 channel Tait radio, Borgelt B40 vario, Chute, Trailer. Good original finish. Phone Paul 021 331 838

### HANGAR

15m hangar space at Omarama available for long or short term rental. Contact Annie Laylee or G Dale on annlaylee@aol.com or gdale247@hotmail.com

Two adjacent 18m hangar spaces in the Omarama Hangar • \$ 30,000 each or near offer. Contact Mike Hamilton, phone 03 962 1530 email mike.hamilton@hamjet.co.nz.

18m hangar slot at Omarama to rent • Sunny side of the western hangar, clean and convenient, closest to airfield facilities, with electricity. NZ\$2250 per annum; \$1800 Sep - Apr; \$450 May to Aug. Ph Graham +61 478 220 227 email hogbacon@hotmail.com

Hangar space, 15m, east hangar Omarama • \$2000/m or reasonable offer. Contact Linda vindaloulou@gmail.com, 03 348 7009 or 021 071 8402.

### OTHER FOR SALE

Second hand Accusat MT410 406/121.5 Mhz Personal locator beacon. (Non GPS type) Battery due replacement July 2014. \$350 o.n.o. Contact Lionel Page, Aviation Sports Club, 021 333 031

GPS-Nav/L-Nav for sale. Complete unit, wiring, cables and flask. Available because I've up-graded to an LX V7/Nano combination. \$900 ono contact David - david@puketiro.co.nz or 0274 517757

Chalet Omarama Airfield - new build - biggest and warmest - completed Oct 2012 - Fully furnished - move in and put the kettle on. raymar@vodafone.co.nz

### WANTED

Old copies of Gliding Kiwi: Nos 1 to 6 (late 1955 – Dec 1956 – these were known as the NZ Gliding Bulletin Circulars); Vol 1 No 9 (Sep 1957), No 15 (Mar 1959), No 16 (Jun 1959); Vol 3 No 8 (Dec 1963); Vol 25 No 4 (Aug-Sep 1999); Vol 25 No 11 (Oct-Nov 2000); Vol 27 No 3 (Oct-Nov 2002). Many thanks to Jon, Roger and Miles for filling in many of the previous gaps in my collection. Errol Martyn, P O Box 6482, Upper Riccarton, Christchurch 8442, ph 03 343 5408, Email – errol.martyn@xtra.co.nz

I wish to purchase a competition glider body (only) - to use as the basis for building a craft, using 2 x windsurfer sails, for an attempt on the world, sail powered Speed record. Please contact: David on 027 6660904 - or dhrbernard@gmail.com

I'm looking for the front end of a fuselage of any (but preferably a tandem) sailplane. This can be damaged to some degree and definitely doesn't need to be airworthy. I just need the bit you sit in. mikelpacker@fastmail.fm

## FOR SALE OMARAMA CHALET

Get a syndicate together  
– make it more affordable – enjoy a rental income when you are not using it.

*Under construction now – Act fast to choose your layout*  
Available as completed shell to allow buyer to finish or completely finished to buyer specs.

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## FOR IMMEDIATE SALE

DELIVERED ANYWHERE IN NZ

### VENTUS 2C ZK-GYD



Fully flyable as new condition  
Based at Drury, Auckland



- Normal 57mm Winter Altimeter, ASI and Mechanical Vario
- SN10B Flight Computer •
- Flarm with Swiss Bat display on the panel • Dittel FSG 71M radio • Trig TT 21 'S' Mode transponder • Oxygen bottle and M/H regulator system • Tinted canopy • Tail Ballast tank • Tow out gear and tail dolly
- Immaculate Cobra trailer with SL options and carpet area on the floor

I am willing to discuss all ideas and options such as shipping overseas and/or basing in Omarama.

**Ross Gaddes 09 294 7324 or 027 478 9123**

## OMARAMA CHALET

One of the originals, built early 90's, recently refurbished, with new carpet, tiled kitchen/bathroom flooring (heated). New kitchen with ceramic cooktop, dishwasher, sink waste disposer, fridge/freezer and microwave.

Enquiries to Alan Holgate.

Phone 03 454 2144 or 0274 367 442

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