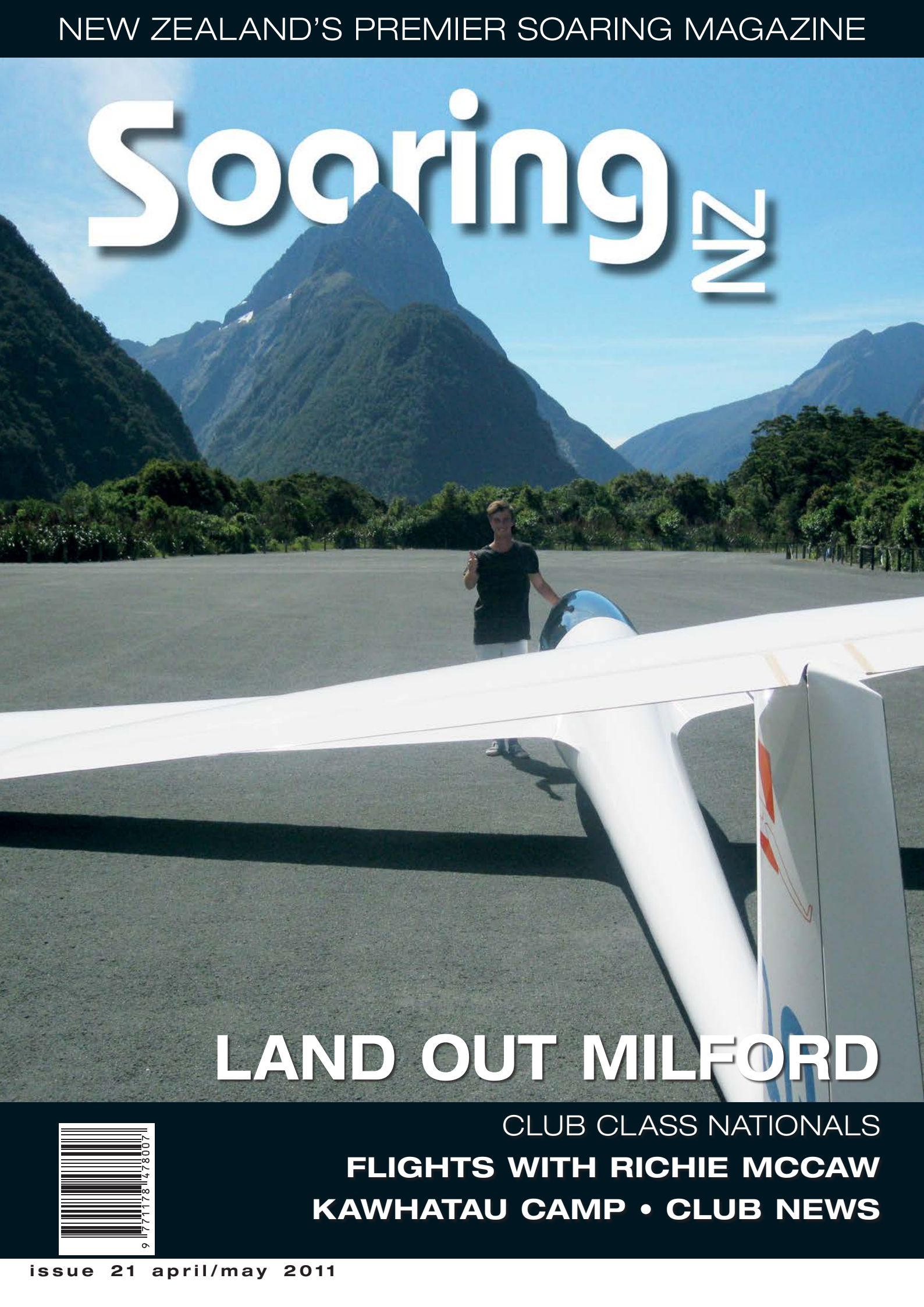


NEW ZEALAND'S PREMIER SOARING MAGAZINE

Soaring _{NZ}

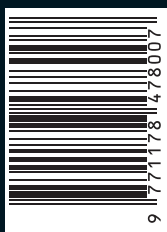


LAND OUT MILFORD

CLUB CLASS NATIONALS

FLIGHTS WITH RICHIE MCCAWE

KAWHATAU CAMP • CLUB NEWS



issue 21 april/may 2011

BSport Breakfast

6-10am



Kaitiaia 95.2FM	Rotorua 1548AM	Wairarapa 91.1FM	Cromwell 107.1FM
Bay of Islands 94.8FM	Gisborne 1485AM	Wellington 711AM	Timaru 1242AM
Whangarei 92.4FM	Taupo 91.1FM	Nelson 990AM	Queenstown 93.6FM
Central Northland 92.4FM	Taranaki 97.2FM	Westport 93.3FM	Oamaru 89.6FM
Auckland 1476AM	Hawkes Bay 549AM	Greymouth 89.1FM/93.9FM	Alexandra 107.1FM
Tauranga 873AM	Wanganui 828AM	Hokitika 89.1FM	Dunedin 1206AM
Waikato 954AM	Manawatu 828AM	Christchurch 1260AM	Invercargill 1224AM
Whakatane 94.5FM	Kapiti Coast 93.5FM	Ashburton 1071AM	



Ian Smith

Dean Lonergan

Nathan Rarere

Proud supporters of New Zealand Gliding



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The main topics of conversation around here are all earthquake related. If you see someone you haven't seen in the last month, the first questions are always, "Are your family all right? How's your house?" Depending on where you live in town, discussions can include use of porta-potties versus using and flushing toilets, where to have showers and which supermarkets and ATMs are open and working. Out where we live, we have water, sewer and power (although we are still boiling water). On this side of town, we are talking about insurance payouts for rent, geotechnical ground reports and our household is excitedly going over new house plans. Seeing funerals at every church you passed was a sad sign of everything that had happened. Things are returning to something resembling normal, but our baseline for normality is very different to what it was prior to February 22nd.

The world physically shook on that Tuesday and our complacency and smug relief at having dodged any major effects of the September 4th quake was shaken as well. Things that had seemed bad before seemed laughable in the aftermath of February 22nd. This time people had died.

Our house was already broken. After shocks make it shake and rattle. The loose bricks all jump in the air and bang as they come back down. It was a scary place to be in any aftershock, but thankfully, we thought, there were less and they were calming down. Then, on that Tuesday, the big one hit. It seemed to be just another aftershock, until suddenly it wasn't. I was at home, just finishing my lunch, listening to the radio. I dived under the table, feeling slightly sheepish and silly. Pictures crashed off walls. Stuff came off shelves and out of cupboards. John's computer and monitor threw themselves behind the desk. The house, for all the noise it made, stayed standing. When I climbed out from under the table, liquefaction was again shooting up out of the ground and the cracks in the drive. After racing around the house, looking at the odd things happening to the ground and wondering if the cracks in the wall of the house had become any worse, I went back inside.

The radio was hissing static.

This was the first inkling I had that something was really wrong. Radio stations never go off the air for more than a few minutes. I went to my computer to see if Geonet had posted the magnitude of the shake yet - it was the biggest one I'd felt. (We were in Auckland when the September quake struck.) Facebook was open on the screen and the first thing I saw was the photo of the Cathedral taken and uploaded by gliding club member Oliver Winkler from his cell phone, moments after it happened.



Christchurch Cathedral, minutes after the quake.

I was shocked. Yes, things were unbelievably wrong.

Cell phones are wonderful things. Within minutes I knew that my family and extended family were safe and well. Arrangements were made to organise transport, and within two hours we had everyone home safe. We spent the rest of the day, as did many around the country, sitting shocked and gobsmacked on the couch, watching the dreadful sights being televised from the city centre.

The internet is also a wonderful thing. It became very important for me to know that all my gliding friends were all right. I sent out an email, asking for a roll call through the Canterbury Gliding Club's bulk emailing system. I marked off respondents on a spreadsheet and when I had a group of replies, copied them into one message, so that offers of beds, baths and meals were passed on. After five days, we had ALL eighty six of our members and their immediate families accounted for. As a group, we have come out of the catastrophe extremely well. True, there are quite a few of us with broken homes, lost jobs and other hardships, but we're all here, we all survived.

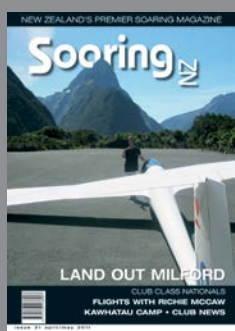
The gliding community too is a wonderful thing. It is a family, and like a family, people around the country and the whole world responded - first of all with queries as to everyone's well being and then with ongoing messages and offers of good will and help. Thank you, all of you, so very much. Once I've got this magazine to bed and we've got our house problems partially sorted, we may well take up some of those offers of places to stay in other parts of the country. On behalf of many Christchurch people, I'd like to thank ex-pats and friends around the world who have been organising fundraisers and donating to the Red Cross appeal. That Red Cross money has been a fantastic boost to many people here.

Of course, just as we were starting to come to some sort of terms with what had happened to our city, Japan had an earthquake and a tsunami. It rattled people around the world, but more so those of us here in Christchurch, who had an inkling of what

next issue

Auckland Gliding Club's 80th Reunion and Airshow, Easter events, part two of An Aviary of Gliding Types

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



Toby Read and Glide Omarama's Duo Discuss on the tarmac at Milford Sound Airport.

Photo Toby Read

people were going through there. To our Japanese friends and their families, our hearts are with you.

I hope you'll understand when I say that with everything that's been happening, gliding seems a little frivolous. The thing is though; this magazine is what I do. It's also what my proof reader, design team, printer and mailhouse do - although some of us have more investment in it than others. All of us are struggling to get back to normal, to do what we normally do, and this: editing, proofing, laying out this magazine, is what we do. It has felt good to sit down and slide into the routines of editing. It feels normal, when lots of things around me aren't.

In stumbling to complete this issue, I must thank Yvonne Loader and John Brooks, who answered my urgent calls for text to go with pictures. Being rather disorganised this time, I had over looked some things.

In spite of showing huge enthusiasm when it came to advertising the event, no one involved in the Sports Class Nationals forwarded any pictures or stories about that contest. I understand the weather was against you, but it would have been nice to say something. If someone would like to rectify that, we'll publish it in the next issue. As no one had come forward with any tales of what they learnt about gliding from making mistakes, I was going to keep the ball rolling on the 'Not Planning an Accident' column, with a story of a misadventure of my own. Not surprisingly, I haven't done it. If anyone has something of their own they'd like to contribute, then please do - I'm thinking of stories of being too low to make a safe decision but getting away with it, flying after CET, or discovering at the last possible safe minute that your tailplane wasn't actually attached. Help others to learn from your mistakes.

Only one letter to the editor this issue. This is your forum, to share your thoughts and feelings on issues related to your sport. Apparently, there really is little happening in gliding at the moment. From the twenty eight clubs around the country, only nine managed to produce any club news for this issue. The club news is where you get to connect with the other clubs around the country, skite about great flights and commiserate over bad weather. I find it incredible that out of the whole two months you have to write about, you didn't manage at least one flying day. Auckland Aviation Sports Club manages to produce an interesting run down of their activities in a weekly newsletter. Please send us club news. People living overseas say that this is the first part of the magazine they turn to, to keep up to date with what is happening here in New Zealand. Our deadline is the same every time - the 11th of the month following receiving a magazine. You'll get this in April, so the next deadline is 11th May.

I have an apology to make. In my editorial last issue, I was talking about proofing the magazine and stated that our American counterpart Soaring Magazine did not proof read their articles. It seems I was wrong. I had not seen a copy of that publication for a couple of years and editor Chuck Coyne informs me that in recent times he has made headway in introducing changes, including a better system of proofing. He's promised to put me on the mailing list so I can check this out for myself. I look forward to it.

There is a new form of farewell in use in Christchurch. It is a very apt way to sign off in a gliding magazine too.

Stay safe.
Jill McCaw



Soaring^{NZ}

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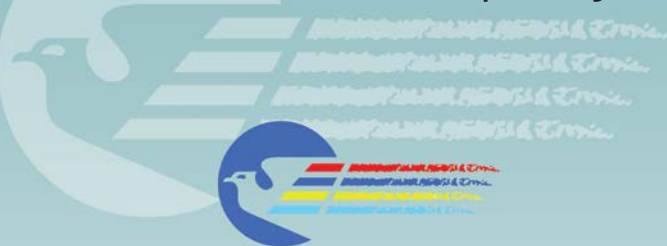
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OPINION

april/may 2011

SoaringNZ is pleased to accept letters from all readers and to reprint your opinions on all subjects. While we reserve the option of not printing material, generally it doesn't matter what you have to say; if you want to say it, we're happy to give it a wider audience.

The Auckland Gliding Club was founded on 30 April 1931 and is to celebrate 80 years at the end of this month at Drury. We would like to claim to be the first club in New Zealand, is this a valid claim?

We believe that the other club operating in 1952 was South Canterbury. Does anyone know if this is correct?

This website is our only reference but some in Gliding have long memories.

<http://www.teara.govt.nz/en/1966/gliding/1>

From the 1966 'An Encyclopedia of New Zealand'. 'The association's council and technical committee met in Auckland until the end of 1954 when the council moved to Christchurch. Auckland again became the headquarters for the council in 1958. The technical committee has always been in Auckland. The association's work is mainly concerned with the issuing of certificates and the approval of ground engineers, but it has given much help in forming clubs willing to accept guidance. In 1952 two clubs were functioning. By 1964 there were 25 clubs, more than 60 gliders, and over 1,000 members. The Gliding Kiwi, published quarterly, is the official organ of the New Zealand Gliding Association (Inc.)'

Regards, Russell Thorne Secretary Auckland Gliding Club
www.glidingauckland.co.nz

Since Russell Thorne wrote this letter more information as come to light. Max Stevens tells us that John Roake has done some research in response and he has found that that honour goes to the Dannevirke Gliding Club, formed in about 1929. This has since been corroborated by Russell himself, who writes, "I went to the NZ Herald archive in Auckland. I found two adjacent articles published the day after the initial AGC inaugural meeting in April 1931 which mentions the club beginnings and also the meeting at the Dannevirke Gliding Club to put together a national association to be known as the New Zealand Gliding Association."

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SoaringNZ welcomes letters from readers. You can send letters by email to 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.

NZ'S YOUTH CAMP IMPRESSES THE INTERNATIONAL GLIDING COMMISSION (IGC)

Bob Henderson, President of the IGC, was so impressed by the coverage of the Inaugural Youth Development Camp in the last issue of SoaringNZ, that he asked for the material to be made available on the IGC website. He said, "I loved the stories in the latest magazine about the youth gliding initiatives. These are exactly the sort of stories that I want to distribute amongst the international gliding community, to show them how you can develop new initiatives and attract youth to the sport!" It is nice to see NZ leading the way.

FAI EUROPEAN GLIDING CHAMPIONSHIPS

17th to 30th July, 2011 - World, Club, Standard and 20m Multi-Seat Classes, Nitra / Slovakia is gearing up and their website is now online. The contest will run from Nitra - the site of many successful gliding championships in recent years. To follow the championship action and for information on the preparations, visit www.nitra2011.sk.

ANNUAL GENERAL MEETING GLIDING NEW ZEALAND

The Gliding New Zealand Annual General Meeting weekend for 2011 will be held at the James Cook Grand Chancellor Hotel, Wellington, 11th - 12th June.

There will be the usual programme of meetings and presentations on the Saturday, with the AGM on the Sunday morning.

Nominations for the Angus Rose Bowl, the Friendship Cup and the Air NZ Soaring Award should be lodged with the Executive Officer by 11th May.

One Executive Committee member retires this year, so nominations are sought.

Check the GNZ web site for more information.

ELAN/AMS FLIGHT FACTORY MOVED

AMS Flight, who produce composite aircraft, motor gliders and the DG Elan, LS4 and LS6 gliders, has moved to a new purpose built facility. They expect to be able to produce parts and service aircraft much more efficiently now. See their website for more details and their physical address. www.ams-flight.si

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A wave photo taken by Frank Saxton on the evening of the 5th February, during the Marlborough club camp. It made a picturesque ending to a great wave day.

Email, Twitter and post to Facebook with the new SPOT Connect

Hopefully you won't be attempting to do any of that while you're flying, but as you're sitting on the ground awaiting a retrieve; it could be fun to let your friends know how you came



to be there. The SPOT connect cannot itself send a message but links wirelessly to Android-based phones. You will need to upload a free phone application however. This technology is probably of more use to trampers and cyclists than glider pilots, e.g. "Creek's high, will camp overnight," but it is interesting to see where the technology is going. Other companies are making personal trackers with similar capabilities. If you're interested, it would pay to do some homework as to what the units do, if they do it in NZ, and what you're actually paying for.



JOCHEN EWALD DEPARTED

Well known German gliding reporter, photographer and test pilot Jochen Ewald has died. In recent years, Jochen has contributed to the German soaring magazine Segelfliegen, Luftsport magazine, and Gliding International. Known as Jo, he also provided the occasional photograph and log book item for SoaringNZ. The hairy knees photo above was taken by Jo at a Vintage rally and sent to us as an example of modern and historic aviation literally rubbing knees. Bernd Weber of Schempp-Hirth had worked closely with Jo over

the years. He says, "He was a highly skilled expert with an unbroken passion for developing better and safer aircraft. He test flew many aircraft, precisely analysing flight and handling characteristics of an aircraft." Recently Jo was working with Schempp-Hirth on the translation of their seventy fifth anniversary booklet. As well as his translation talents, many of his photographs are used in the publication.

Jochen Ewald died suddenly in November 2010. The international soaring community will miss him.



THE LATEST IN PDAS

ZTE has just introduced its new Android-powered tablet, the ZTE Light 2. It uses the Pixel Qi's new

sunlight-readable display. A small 7 inch tablet running the Android operating system, and low power display means that you'll be able to get some significant mileage out of this tablet. Pixel Qi's 3Qi display renders quality full-color images and full-motion video and, in high ambient light levels, its reflective mode contributes to the image, allowing the backlight to be turned down or off. You should have no trouble running XCSoAR on this.

SAILPLANE GRAND PRIX PLUS (SGP+)

The International Gliding Commission (IGC) is in negotiation with the Fédération Aéronautique Internationale (FAI) The World Air Sports Federation regarding the SGP+. The Executive Board debated the situation and confirmed that:

- The SGP+ fits the FAI strategy to make the organisation and the sports more visible.
- The SGP+ fits the FAI objective of having easy to understand events with an obvious winner.
- The SGP+ fits the FAI objective of using the web and video imagery to promote the sports.

IGC President Bob Henderson assures us that progress is being made and the FAI President, Executive Board and General Secretary are all dedicated to making the SGP+ a successful event.



DG 1001

The DG 1001m is now certified by the European Aviation Safety Authority (EASA). DG announces that they have received certification of their latest self launching two-seater, the DG 1001m, which had its maiden flight in 2009.

Meanwhile, the U.S. Air Force has ordered 19 DG 1001 Club gliders as trainers for the U.S. Air Force Academy. The 'Club' is a training version of the DG-1001 Series, with fixed landing gear and an 18 metre wingspan. It is fully aerobatic, cross country capable and an excellent training glider.

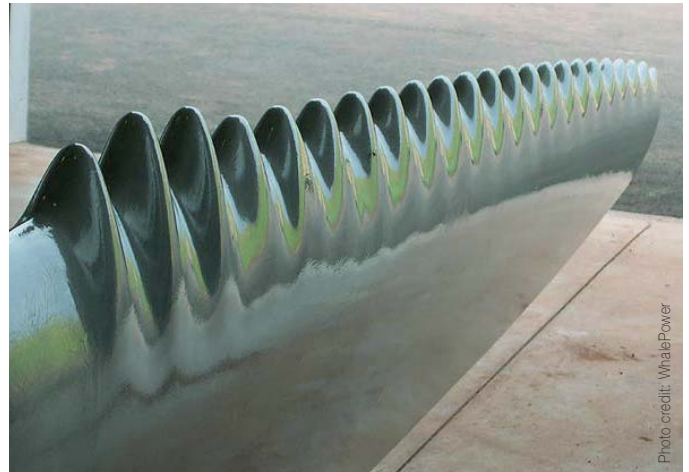


Photo credit: WhalePower

COULD THE WING OF THE FUTURE HAVE A SERRATED EDGE?

WhalePower, based in Toronto, Ontario, is testing this wind-turbine blade at a wind-testing facility. The bumps, or 'tubercles,' on the blade's leading edge reduce noise, increase its stability, and enable it to capture more energy from the wind. The design is based on the tubercles on the leading edge of humpback whale flippers.

Prototypes of wind-turbine blades have shown that the delayed stall doubles the performance of the turbines at wind speeds of about 17 miles per hour and allows the turbine to capture more energy out of lower-speed winds. For example, the turbines generate the same amount of power at 10 miles per hour that conventional turbines generate at 17 miles per hour. The tubercles effectively channel the air flow across the blades and create swirling vortices that enhance lift.

VINTAGE KIWI

The full size version of Vintage Kiwi is available to download from the GNZ website.

Vintage Kiwi Digest

From USA USA

Help More in hope than anticipation we bid NASA of Vintage Kiwi's success in finding museum homes for vintage & classic gliders... [Click here for more info](#)

Culture Replaces the Internet this Month

Vintage Boys in vintage boys
Flying in the sky
Cut through wings and wires that sing
A glimpse of days gone by
Wood & dope attached to rope
Then launched upon a hill
Slow & light to gain the height
A different kind of skill

Soaring flights from rally sites
In countries far and near
Plays all who love the thrill
Of planes of yesterday

Grassland fields of old designs
The hot steps of their day
Flying free in history
The Vintage Gliding way

Vintage Kiwi at Omaha

Vintage Kiwi have been invited to display the Weibe under restoration at the "Classic Flier Show" as part of the "The Return of the Luwaka". If everything goes to plan the Weibe, which will not be covered will be displayed rigged with Spiffie locked under one wing. Why a Spiffie, I don't know, but it frightens me.

Have you a story?

Did your father glide? If so how about writing a "Dad's" or for that matter, Mum's Glider" article for "VK News"? Can you describe what gliding was like in 11 when ever? (Memories are better than me only copying old magazine articles) Were you involved in a bit build, or early restoration? Do you have ideas for an article? If you can answer "Yes" to any of these questions, then please let me know. lan_cunningham@gnz.co.nz

No 11

April 2011

"Glide Freedom Day at Duruy"

Vintage Kiwi members Greg Douglas & Peter Hill with the three wheeled users to fly in a "all hand control" glider in NZ. Auckland GC's new Schleicher K21.

For "Vintage NZ & Int'l" membership details lan@vintagekiwi.org.nz
The Vintage & Classic Gliding Club of New Zealand Inc.

Contributions to Logbook are welcome from all of our readers within New Zealand and internationally. Email your news snippets to: soaringnz@mccawmedia.co.nz. Please put "logbook" in the subject line.



GLIDING ADVENTURES INT

The Youth Soaring Development Camp created some amazing opportunities for those attending to push our boundaries and develop our soaring skills. Given the access to high performance two seaters and highly experienced soaring pilots as instructors, we were able to really learn heaps.

On day four of the camp, Alex and I both got struck by what we called 'the lucky stick'. We would be flying with two special pilots. Pilots we have the utmost respect for, as they have thousands of hours experience soaring the Alps from Omarama. I was set to go flying with Gavin Wills and Alex would be flying with Justin Wills. We knew we were in for a great day as we had looked at the weather the night before and saw it was going to be another fantastic thermal





TO MILFORD SOUND

By Toby Read

and ridge day. We had a team briefing as we were both going to fly together. The plan: to try to go to the Shotover and then assess where to from there - further south-west towards the rugged Fiordland, or back north towards Mt Cook.

Alex launched first in Justin's Duo Discus X RW and I followed in Gavin's pride and joy, Duo Discus XL QQ. My first mission was to out climb them and get on track, which we succeeded in doing, in

what looked to be fantastic conditions. We quickly caught up with them and then headed out over a now familiar track for Mt Aspiring. Thirteen of us were airborne in the advanced group, who had all belatedly decided to do the Shotover trip. Gavin and I made some good moves early on and were ahead of the whole pack. The radio chatter was all positive and informative and I was already satisfied with the flight as I was enjoying myself so much.





less familiar tune than it had been till now. We were getting lower and lower. Gavin sounded relaxed and in his usual confident tone just said we were fine and that we just had to be high enough to get back onto the tops when we turned around. We were over the airfield so I blasted off a few shots for proof then turned around.

This is when it started to look a little grim. Man, can things change – from feeling great, to “Oh S#@#!”. We weren’t going to make the tops. Still I continued to take a few more photos as Gavin didn’t sound at all concerned. I headed back to the rock faces, the tops now tantalisingly just above us, and prayed for a thermal or some breeze and pressure to lift us safely up and back over towards home. I struggled to maintain height, so I was pleased to hand over to Gavin so that he could work his magic to get us out of this predicament. Despite some skilful soaring, we were gradually losing and the conditions were showing no sign of improving in our favour. We could hear others who had been behind us, chattering about the day now being past its peak and the need to be heading back. A track now on the other side of a pile of Fiordland granite for us!

There were long periods of silence, broken only by the relentless sinking tone from the variors. We were getting lower and lower and the realisation that we were going to have to land actually came as a relief. To be honest, I was pretty excited at the challenge and novelty of landing on the Milford strip. This is usually restricted to the commercial tourist operators and very experienced and authorised power pilots. It is surrounded by steep terrain and requires a very careful circuit and approach, and that’s with a power aircraft that has some chance of correcting errors of judgement with a squirt of power.

For us, we had a fantastic glider; great glide performance when you needed it, great brakes when you needed to get down and a good wheel brake to stop on the smooth sealed runway. Gavin flew a tight high circuit in the turbulent conditions, while I kept a good lookout for other operators, as once on the ground, we would be blocking the runway and be a potential nuisance for them. Safely down and it was almost serene, apart from the stiff westerly sea breeze, which just hadn’t been to sufficient height to work the ridges!

So there we were, two Milford tourists waiting for what would be a long retrieve. Most real tourists had departed for the day, either by coach or plane, so we decided to go for a walk and check out the nearby water falls while we waited for an aerotow retrieve.

The tow plane, Gavin’s 180 Cub, eventually made it and after some ribbing from Ash, we got the glider ready. Ash filled the towplane with the fuel he had carried in. There’s no refuel capability in Milford. We briefed for the tow home, then Gavin gave me control for the launch and flight back. I was happy about the tow out, until we were not getting off the deck as quickly as I would have expected or liked! We towed out over the fiord at what seemed only a couple of feet. I was thinking, “Wow - I hope we get to climb soon!” We did, and Ash skilfully gained height before crossing back over the ridge-line we had not quite managed to cross only a few hours earlier.

We were on our way and with the day getting on, I was enjoying the ride past now recognisable territory, Aspiring ahead with the setting sun glowing on the snow. There was the thought of a nice dinner and a cold beer waiting at the other end but also a lot of ribbing from the rest of the gang who had all made it safely home under their own steam, so to speak. This was a small price to pay as it had been an awesome day. It was a flight of a lifetime and a special line was written into my logbook. ‘AWESOME flight. Was the second glider ever to land on Milford Sound airstrip.’

We kept pushing along the tops as discussed in the briefings on flying the energy lines, and as we passed the familiar valleys to the south west and past Aspiring, it all seemed too easy! We were now into new territory and I remember commenting that all of a sudden the country and terrain had changed dramatically. Barren towering rocks, deep valleys with lush bush alongside the rivers below and few if any places to land. It was vital to know where the last or next safe landing strip was at all times. Gavin announced our arrival into Fiordland, an area he is obviously passionate about. It was all new to me so I listened intently, in between flying, snapping pics and recalling the images seen on the video *Lucy Learns To Fly* which Gavin and Justin made some years ago.

Gavin then explained that there were a few different kinds of Milford trips that we could do. This is when I realized we were going into Milford. We were still well ahead of the pack at this point and conditions looked good to me, and were obviously good in his experienced eye. He said “There is the Milford trip where you can just see Milford Sound from what would be a cautious distance; then there’s the Milford trip when you fly into Milford Sound, and then there’s the Milford trip where you fly right over the airfield and beyond to the head of the sound”. He then asked which one I thought we could/should do. We had been going well; the sky looked good ahead... so I had no hesitation in saying I thought we should head on over the airstrip and beyond as I wanted to both challenge and push myself. Gavin thought it was a great idea, so we carried on!

Over the last ridge and with Mitre Peak in our sights, we headed out in a steady glide over the awesome scenery. More pics, almost too many, as it distracted me from noting the vario was playing a



GNZ CLUB CLASS NATIONALS

MATAMATA 5-13 FEBRUARY 2011

By Ross Gaddes, GNZ Sailplane Racing Committee



The new 'Club Class' concept competition has taken place in Matamata. Organised by the Matamata Soaring Centre as an addition/inclusion to the Matamata Soaring Centre (MSC) Competition, this event took place during some pretty average weather, considering the time of the year. Unfortunately the weather has played a negative part in most of the competitions in NZ this year and February 2011 has proven to be an unreliable period, which is not usual. However, we managed to get five competition days out of the available eight.

Photo John Griffin

As someone who has been involved in the changes to Club class, and as a competitor, I have written this article mainly from my own perspective.

Encouraged by a couple of friends and Sailplane Racing Committee (SRC) members Maurice Weaver (Janus NM) and Brett Hunter (LS4 KM), I decided to have a go. I borrowed VW, an ASW20. It is a glider I have flown many times before (but some time ago) which is owned by Phil Smith.

The main problem was that the weather was very frustrating for the weatherman to predict. Most days were very soft and the task setters were keen to make the tasks reasonably long and challenging. This was good in my opinion and I also think it was good that the task setters could concentrate totally on the one task. Like many pilots, I too can be critical when the task is first handed out - i.e. too short or wrong area etc. However, by the end of the day I was usually pretty sure that the setters and weatherman had done the best they could have done, given the weather predictions. This theme continued for the five days, and in my opinion, resulted in a fair representation of who was flying well.

During the races I do not think that the top end gliders, such as the LS8s and the ASW27 had that much of an advantage. It could be argued that it was because of the weak weather. The banning of water ballast is also very important, in my opinion, even though some pilots found the rule objectionable. It could be an option to split the classes to 'Club' as a Nationals and the rest in the MSC competition, and allow ballast, but I think, personally, that would just get us back to the original situation. I just don't feel we have the numbers to achieve this. It was one of our main objectives to lift the prestige of a 'Club Class Nationals' title by getting some

very good pilots into the race. We achieved this in my opinion.

It would have been good to see more of our sharp pilots but guess individuals can only commit so much time and money to our sport. Most of us have other demands for that time and money and just have to prioritise. The entries totalled 25. I had hoped for more but this is a theme that we need to address for all gliding competitions.

From a personal point of view, I have had much better flights this year, and this was a pity. It's the most frustrating thing about our sport - bloody weather! It seems that the best day of the year is always the day after the competition has finished, and there is nothing that can be done. It's no one's fault and no amount of planning and good preparation can overcome the risk. Anyway, in the end Tony Van Dyk and Nigel McPhee were worthy winners and Nigel being in an Auckland club owned glider is also significant.

What I would like is to get comments from those interested, so that if any fettling is necessary then we can present the changes (if any) to the next AGM. Please feel free to contact the SRC and/or myself with any ideas. Think of these objectives:

- To give those 'Club' type aircraft a class which will make them competitive, despite their age and value. We know there are lots of these aircraft sitting in hangars and we need to facilitate getting pilots (youth especially) into them for a reasonable cost.
- To create an event where winning is genuinely a prestigious National achievement.
- To encourage all pilots to extend their skills by racing against their peers.
- To create a genuinely friendly atmosphere that can attract



Photo: Tim Bromhead

Good thermals



Photo: Tim Bromhead

A wave day (not what Sth Islanders expect)



Photo: Tim Bromhead

Nigel McPhee presented the winner's cheque by Bill Mace



Photo: John Griffin

Sitting around and looking at the sky

all pilots and supporters and convince them to have a go, without feeling intimidated by the intensity of the event.

- To challenge our best pilots with good tasks and still get our less experienced, or less competitive pilots to achieve personal bests.
- To enlist club support.
- To increase the number of entries and/or competitors.

I did get some comment that maybe we are draining the Multi Class event but I don't think that is the case. In my situation, competing in the Omarama Nationals was going to be really, really expensive in both time and, of course, money. It would be ok if we were guaranteed good weather but there are no guarantees unfortunately. The same goes for those in the South Island venturing northwards. The club concept should make the idea of borrowing a suitable glider in the North/South Island, much more attractive. I think pilots already keen enough to buy good gear will stay with supporting the sport they already love. However, a lot of our members who are good pilots are not willing to attend for a variety of reasons. These reasons are often to do with time commitments, cost and maybe a perception that competing has nothing to offer them. Possibly they feel their glider is not competitive. My hope is that we can overcome these hurdles, get those people attending a competition, and solve some of our member retention issues.

I think our clubs have a big part to play. I would like the club committees to discuss how they can get their members to our events. In my opinion, the club class concept helps to address their needs and the needs of the association.

We, via the SRC, offer now a national event in each island every year, so that a massive trip across the channel is not required to be

a National Champion. We accepted twin seat gliders such as the Janus, PW6 and Grob 103, and even the DG1000 club. We also can accept older glider types like the Libelle, Cirrus, LS3 and LS4 that can still be competitive but wouldn't be in the other classes.

Clubs, for their part, can encourage their youth members to get their bums into suitable gliders (private or club) and attend. They can identify and encourage members at risk of losing the desire, or challenge gliding offers and facilitate those pilots' attendance, with support and incentives. These incentives are not necessarily money, they can be support, training, enthusiasm, arranging a suitable glider, even a club trophy. It may save yet another disenfranchised pilot from leaving and taking up another sport.

All the volunteer effort that is dwindling with the aging membership is wasted every time another trained pilot asks himself, what has this sport got to offer me now? I believe we can answer that question, for at least a percentage of those people, and hold on to them until they realise the commitment and money really is worth it.

Incidentally, my comment about clubs does not mean we are not getting their support, on the contrary, especially those in the MSC. I just feel we can do better, and it starts at the committee level, so please think of things to do for the next season of events on the competition scene.

In summary, and in my opinion, the concept is good, the event was successful, and the winners deserving. That does not mean we should not fettle the rules to achieve our objectives. I also think we should keep the twin seat gliders involved and we need to change our rules to do that next year.

Food for thought anyway.

THE INAUGURAL NZ CLUB CLASS NATIONALS

By Contest Director Roy Edwards



Photo John Griffin

It all started at the Taupo Multi-Class Nationals in February 2010, when the pilots meeting said that a separate Club Class Nationals would be a good idea. At the same meeting much debate was had about who could enter. In the end it was agreed that anyone could enter any glider (without water ballast). All gliders would be handicapped. Only those gliders on the International Gliding Commission (IGC) Club Class list would qualify for the title of Club Class Champion.

Sounds simple doesn't it?

At the time of the Wellington AGM, which passed the motion to validate the Club Class Nationals for the coming year, there were some 150 gliders that met the 'Club Class' status as used by IGC. This all changed on October 1st, after which less than 100 gliders were now eligible, including all the 2 seaters.

I felt sorry for the Sailplane Racing committee as they grappled with who could fly what, with which handicap, in the months leading up to the competition. But they sorted it! At the same time, the Matamata Soaring Centre were right behind the competition and came up with \$1750 of prize money. It is the first time your humble scribe has witnessed such a thing at a New Zealand competition. Well done Matamata.

With all the confusion it was great to see the online entries starting to roll in. Unlike the Club Class at previous multi-class Nationals, we had top notch pilots entering, with four pilots who had participated in World Competitions. There were 26 entrants in all.

The task setting team of Steve Wallace, Tim Bromhead and Dave Jensen certainly were in no mood to set "easy" tasks. This was a Nationals. "Harden up" was the cry, as some pilots struggled with the challenging tasks. Needless to say, the hotshots stood up to the challenge and made it happen.

Notwithstanding the torrential rain that passed through the contest area (yes Veronica, that's what happens at Gliding Competitions) five contest days were flown in the eight days available for flying.

DAY ONE

A racing task with elements of ridge racing over 201km, saw Pat Driessen in his waterless motor Ventus beat off Lindsey Stephens in his waterless ASW27, ahead of the 'Club Class' winner of the day, Dave Jensen in his Discus CS. A great start to the contest.

DAY TWO

Proved that 'Hero to Zero' can happen very quickly, as Day One winner and pilot of a Turbo Ventus landed out, when not only would the engine not start but it froze halfway up/down. Again, two non club class pilots took first two places, with Nigel McPhee in a Discus CS, top Club Class ship in third place....mmm the multitude are getting anxious about the non club class ships skewing the scores..much mutterings.



Photo Tim Bromhead



Prize winners
 L Nigel McPhee,
 C David Jensen,
 R Contest Director
 Roy Edwards

DAY THREE

A lovely AAT 2 hour task (small weather window) cut down some of the mumblings, as Nigel in the Discus did the most distance before meeting a farmer. Paul Schofield demonstrated that a really lucky pilot can make a landing decision at 300ft at the base of the Kaimais in a PW5 and walk away to tell the tale (and buy a lotto ticket to confirm he was a lucky son of a gun).

DAY FOUR

Another 'funny' AAT, really a racing task with one larger turn circle. This showed that skill, luck and an LS8 can triumph when everyone else is landing out. Tony Van Dyk managed to complete the course by the skin of his teeth, while Mark Wilson in the mighty Libelle challenged all the others by flying a handicapped distance greater than that of the winner and 40kms further than the third place getter, Trev Terry from Taupo.

With the competition running until Sunday and having had some bad weather days, a good day was promised for Day Five.

DAY FIVE

Another Speed/AAT task was set into the wild country south west of Matamata and 13 pilots took up the challenge to complete the competition (some had started for home already to start work on Monday). It wasn't until Steve Wallace landed, that we knew who the new Club Class Champion was.

Congratulations to Nigel McPhee, who by a vagary of the rules was not the Club Class winner, that accolade went to Tony Van Dyk. However Nigel was the contest champion and got the Champions Trophy and the \$1,000 cheque from the Soaring Centre.

Second place in the numerically strongest class, the Swiss trophy was awarded to David Jensen along with his \$500 cheque.

Third place with no trophy but a \$250 cheque went to Steve Wallace.

The title of most meritorious flight, along with a Garmin GPS donated by Trev Terry Marine, was awarded to Paul Schofield for his meritorious flight in a PW5, which kept him up with Discii, LS4 and other assorted hotshots.

So, what did the Contest Director think of the 'new nationals'?

FABULOUS! It gets all sorts of pilots doing the same thing on the same day, with tough competition and lots of opportunities to learn the art of cross country competition flying.

Final results are on soaringspot.com



Auction winner Kristina Vuckovic with Richie McCaw and Campbell Live news team Jenny Harper and camera man Christie Douglas.

GLIDING WAS THE WINNER

Chloe and her partner David are briefed on gliding by Richie.



It wasn't your usual TradeMe fundraising auction. Sure, the respondents were bidding to spend time with a celebrity and the money was going to good causes but there was a twist. The celebrity was All Black's captain Richie McCaw and the winner was paying to fly with him in a glider.

The auctions were the brainchild of Canterbury Gliding Club member John Ahearn. He says, "When considering promotional activities, you have to keep in mind that if you want media coverage you have to have an interesting story to tell, something customers can connect with."

The Canterbury Gliding Club wanted to make use of club member Richie's high profile as the All Black's captain and all-round good guy. They had to think big. Winning IRB player of the year for the last three years makes Richie an international star. The idea to auction a trial flight with Richie as the instructor ticked a lot of boxes, including: there could be world-wide involvement, it ran for 10 days, all gliding clubs would benefit and it could make use of the web to connect with more customers.

TradeMe put the auction on their 'Hot Auctions' page. It didn't quite go 'viral' however it did get links on the All Black's web site, who also featured it on their Twitter and FaceBook pages. The All Blacks FaceBook site is the largest in NZ. Over 600,000 members received that link. The first auction attracted over 12,000 hits.

It was very important to get a charity on board. John Ahearn says, "This seems so simple now but at first all we were thinking about was how much money the club could make from the auctions. The importance of teaming up with a charity was really hammered home to me later on when I approached the TV stations about our story. Their first question was, 'Which charity are you working with?' Raising funds to repair the earthquake damage to the Hororata church made a good story and helped the club's relationship with our Hororata neighbours. Choosing the All Blacks official charity, KidsCan, as the beneficiary for the second auction was really simple when the All Blacks agreed to put the auction story on their web and social networks sites."

The flights were scheduled to fit Richie's time off and so not interfere with any All Blacks commitments - something the fans / bidders could really relate to.

The 'Ask the seller' section of the TradeMe auction site gave the fans / bidders an opportunity to ask questions about the auction but they also asked a lot of other



John Ahearn, auction organiser keeps the sun off Kristina (but Richie can manage on his own).



Christie Douglas and club member Pete Chadwick prepare to film the flight from the air.

R ON THE DAY

By Jill McCaw Photos John McCaw

They paid for time with the All Black's Captain and fell in love with gliding.

things. Some thought they were communicating directly with Richie. Ahearn found it quite a responsibility to answer them, feeling as if he were answering on Richie's behalf. "We had some fun thinking up clever responses and some questions we just left alone. It was an eye opener to what it must be like to be instantly recognizable, known everywhere, and how the media has such an impact on your life."

Ahearn says that he had considered asking Richie to participate in this project for some time. "We all like to think of Richie as just another club member; however, his day job is just a bit different from the rest of us. While he is the all round good guy and very likable, underlying this is his passion for excellence and his absolute ruthlessness as a world-class sportsman. This is a formidable personality to work with - not unlike the CEO of a large competitive company. I didn't want to screw up or appear incompetent, so I treated the project as a business plan that had to be executed professionally."

Richie works really well with the media, so it wasn't hard to get them to come out to Hororata to film the auction winners taking their flights. Jendy Harper from TV3's Campbell Live came out to cover the event with cameraman Christie Douglas. The pair spent all day at the club filming club members and action. Contrary to the way things appeared on the TV, there were a lot of people at the club that day whose surname was not McCaw and also unlike the way things appeared on the TV there were two auctions and two winners.

First up was Chloe from Palmerston North. She had the flight paid for by her boyfriend David. She didn't want to be on the television but was happy to be photographed. During her flight she was delighted by World Record holder Terry Delore swooping past the glider, doing aerobatics and encouraged Richie to do the same.

Richie holds an instructor's rating and is fully qualified to take people gliding, so the flights were bona fide trial flights, they just cost more than usual. He gave the full flight briefing, explaining how the glider flies, what the controls and instruments do and what to

expect in the air. He also let his students have a turn at the controls once they were in the air.

Kristina Vuckovic, a mad Crusaders and All Blacks fan from Sydney, was incredibly nervous about meeting her hero, but he quickly put her at ease. She loved the gliding part of the prize. In fact she was so blown away by the experience of gliding that she says she forgot she had Richie McCaw in the back seat. She is now going to try to find a gliding club near her home to learn to fly herself.

Campbell Live ran the story the following Monday night with more than five minutes of prime-time coverage - plus six promotional spots before and during the 6pm news. They tied it into Valentine's day. It's hard to put a value on positive exposure like this, but the auction money we raised pales in comparison to the value of the media coverage we received.

Now clubs have to work on this positive publicity. An earthquake the week after the video showed on TV has meant that no one in Canterbury has been able to follow up on interest raised by the program. When things are more settled and people do come, they may well expect to see Richie and want a trial flight with him and of course he may not be available. John Ahearn says, "As a salesman I like to think of this process as having made the big sale and landed the important customer - now we need to keep that customer and give him the experience we promoted in our advertising." It will be up to all gliding clubs to use the positive advertising to bring in new members and give them the sort of experience that will hook them on gliding, and not just keep them hanging around in the hope of seeing a celebrity.

Both women thoroughly enjoyed their prize, the gliding club loved the publicity, the Hororata Church repair fund and Kids Can were both delighted to receive the funds. Richie enjoyed spending time showing his sport to two fans. The event was a huge success.

To see the Campbell Live footage go to TV3 News Website and search 'Woman pays for date with Richie McCaw'.



PIPISTREL TAURUS ELECTRO – UPGRADED G2 MODEL

Electric aircraft are all new and yet Pipistrel has recently announced that they have already updated the Taurus Electric to the G2 model. The Taurus Electro G2 will make its first public appearance at AERO 2011 Friedrichshafen in April, where it will also compete for the Berliner prize registered as D-METD.

Pipistrel can rightly claim that they are a very innovative company, since they won the 2010 prestigious European Business Awards in the UKTI category (Award for Innovation). The award, sponsored by HSBC, puts Pipistrel at No. 1 out of more than 15,000 companies.

Established in 1987, Pipistrel is the world's leading motor-glider aircraft designer and is based in Slovenia. In 2009, despite the global credit crunch, they grew by 50%, and their workforce increased by 10%.

The Taurus Electro G2 is the first and the only electric two-seat side by side aeroplane in serial production available on the market. It offers a retractable electric engine, retractable landing gear, 41:1 gliding performance, inexpensive maintenance and a spacious 2 seat cockpit with unique side by side seating.

The Taurus Electro G2 can use a shorter runway and climb faster than the piston engine 503 Rotax 2 stroke version (and is considerably quieter). This is possible thanks to the specially developed emission-free Pipistrel 40kW electric power-train.

The motor peaks at 40 kW for take-off and allows continuous climbing at 30 kW power. It is controlled by a specially developed power inverter/controller and governed by the cockpit ESYS-MAN instrument. All components are networked via CAN-bus, feature proprietary multilayer protection logic and produce a true throttle-by-wire experience.

More information about this pioneering system and what it





does for the pilot is available on the Pipistrel web site. Simply click on the Taurus Electro toggle in the centre of the page below the header.

The Lithium-technology batteries come in two configurations, capable of two launches to 3,000 feet. With the optional battery pack, four launches to 3000 ft are available on a charge.

The batteries are placed in self-contained boxes, monitored constantly by the super-precise Pipistrel battery management system (BMS), complete with data-logging and battery health forecasting. The result is a full featured, maintenance-free electric

power train that can be retrofitted into existing gasoline powered Taurus gliders and will be offered for integration into third party platforms as well.

Also at AERO 2011, Pipistrel is unveiling another World's first – a solar trailer, which can charge up the Taurus Electro G2 in as little as 5 hours, absolutely free of charge and with zero emissions! SoaringNZ will bring you information and pictures of this after the official launch of the product, but the idea of flying for free has a lot of appeal.





THE PIPISTREL TAURUS ELECTRO G2 AND A THEORETICAL GLIDING CLUB

By Alan Clark - NZ Pipistrel Agent

Imagine a gliding club committee meeting where the club is facing a decision - which new two seat training glider should they buy?

They have some instructors, some keen students, an airfield, about \$200,000 and a smallish hangar. Their primary options are a two seat glider, a tow plane, and /or a winch.

The issues are many and varied, but will include the cost of two aircraft, the winch, insurance, availability of tow pilots, cost of fuel, maintenance, noise, hangar space and so on. Fuel, maintenance and insurance for the tow plane alone could easily be \$20,000 p.a. and spread over ten years could quite conceivably add up to \$200,000.

Enter another option - the Taurus Electro G2 two seat 41:1 self launcher.

The benefits: no fuel, only one aircraft to insure, one aircraft to hangar, low maintenance, no noise, long life electric engine, no costly tow plane, and no need for tow pilots.

The limitations are only two climbs to 3,000 ft per day or four climbs per day with the optional battery pack.

It takes 5 hours for the batteries to be re-charged, but at 41:1 glide ratio maybe this is not such a big issue, unless a lot of 'up, down, up, down' initial training is underway. However with an extra battery pack (not cheap) more climbs are available.

But wait - there's more. The Taurus comes with an optional belly hook, so if the club buys a winch, a whole lot more launches are possible when the battery is flat. Winches, of course, are nowhere near as expensive to buy, and a whole lot less costly to



maintain, than a tow plane. However a hook for aero tows is also available.

This leaves our theoretical club with two very different choices!

N.B. Pipistrel airframes are beautifully built and the Taurus has a 10,000 hour airframe life, which is highly likely to be extended after a factory inspection.



WHY TAUPO GLIDING CLUB IS ONE OF THE BEST CLUBS IN NEW ZEALAND TO LEARN TO FLY

by Eva Murray

Learning to glide seems to inspire some people to write down their experience and share their joy in their achievements with the world. And why not? Learning to fly gliders is an awesome thing to do. American Eva Murray shares her delight in the sport and praises the Taupo Gliding Club, where she attended a 'Solo in a Week' course.

My desire to learn to fly a glider began years ago in Hawaii, when my husband and I took a spectacular glider flight there. He subsequently obtained his power plane licence, while I became a mother and raised three children to adulthood. Learning to fly was off my agenda, until now.

In February 2011, I planned a one month vacation in New Zealand and thought this a perfect time to learn to glide. After searching the internet for a suitable gliding club in the North Island (one where instructional courses were available week days, as well as weekends, all year round and one with highly qualified instructors and a variety of gliders) I discovered the Taupo Gliding Club – and what a find it was!

Not only does the Taupo Gliding Club operate seven days a week but the wealth of experience of both A and B category instructors there is simply astounding – not only in the flying of gliders, but in their piloting experience in general, of planes ranging from Pawnee single engine tow planes, through Tiger Moths and military planes, to commercial airline jets. More than anything else, it was the instructors' attention to detail and the rigour with which all aspects of instruction were carried out, that was so impressive.

I was amazed that the student pays only for the costs involved in flying. This is the reason that learning to fly at Taupo is affordable. It is also inspiring. Instructors teach for the love of gliding and for their desire to share this passion for flying. All instructors take gliding and its safety aspects very seriously. From day one, the rigour of the daily inspection (DI) of the glider prior to flight is systematically carried out and instilled into the student. The Glider

Pilot Study Manual is covered, the theory of safe and successful flight is carefully explained and the student is rigorously prepared for the written Certificate A and B exams. The Taupo Gliding Club thoroughly prepares its students to achieve their licence.

The success of the Taupo Gliding Club, however, is not just a function of its dedicated instructors. The neat, tidy and very functional club house, is very inviting and even offers very inexpensive accommodation for students and visiting pilots. The shelves and walls abound with novels, pictures and videos concerning flight – both technical and entertaining. The briefing room doubles as a movie theatre, the bar is always well stocked, and the kitchen can cater for a crowd. It feels like a home away from home. Monthly dinners and other get-togethers have established a camaraderie and bond between club members over the years that is very special, and which is generously and willingly shared with visitors.

So, in New Zealand, if you want to learn to fly gliders – at any time of year – you can't do better than the Taupo Gliding Club. After only a week, my head is still spinning from the sheer amount I have learnt and the improvements I have made in flying. I will always be grateful for the professional, friendly and thorough instruction I received there.





Steve Martin, Graham Erickson, Yvonne Loader and Stella Martin

OMARAMA GLIDING CLUB REUNION

By Yvonne Loader

The Omarama Gliding Club (originally the Wigram Aviation Sports Club) celebrated its 50th anniversary at Omarama in early February, joined by some who had been members of the North Otago Gliding Club which amalgamated with the Omarama Gliding Club a few years ago.

Many ex-‘Wiggie’ members turned up - Godfrey and Margaret Reid from Auckland probably travelled the longest distance to attend. Dick Georgeson, who is held in high regard by all the gliding community, was our honoured guest. The founder of the Wigram Gliding Club (which was the club’s first title, before being changed to the Wigram Aviation Sports Club) Len Thompson, had to make a last minute apology, when his wife was hospitalised unexpectedly.

The occasion started with drinks and a session of ‘Tall Tales and True’ in the terminal, which certainly raised a few laughs and forgotten memories. Mark Squire had put together two videos, portraying the past and present activities of the club. Eion Coutts (Coutsie), CFI and Tow Pilot for many years, took a bit of a ribbing as a photo was shown of a very bent glider and stories were told, but he took it in good heart. Those who were no longer with us, among which were well known ‘Wiggies’ Ray Lynskey and Steve (Chook) Morrissey, were remembered. There were a lot of images showing a very active club over many years and it will be nice to have these for future celebrations.

The evening dinner was held at the famous Kahu Café, beautifully cooked by Dagmar and her helpers, as the sun set in all its glory on the Benmore range. It was such a perfect evening to spread ourselves around the deck to reminisce and it got hotter and hotter, turning out to be the hottest night ever at Omarama. Chalet and caravan doors and windows were to be left open all night. Celebrations went on well into the early hours. A very convivial social evening with lots of talking, laughing and catch ups - everyone thoroughly enjoying the very balmy temperatures and excellent company.

A tour of the cleanly swept hangar to see the modern Omarama Gliding Club fleet of a DUO, LS6 and Discus CS was popular, as was browsing through the many photo albums all showing ridiculously young looking members. What happened to all that hair and those waistlines? There were photos of various makes and models of gliders that had been flown in past years, some no doubt ‘state of the art’ at the time. The memorabilia table was also a popular attraction.

Although the soaring conditions weren’t the best, looking as though it was a bit rough up there, several took soaring flights in the Omarama Gliding Club DUO, which was something of an eye-opener as to how glider design and technology has moved on from the Blaniks and K13s in their day, and what on earth did SPOTS, Flarms and flight computers do? The turbulence didn’t matter a bit, as they found it a great thrill to be gliding again in a place that held a very special place in their hearts and memories.



Trevor Mollard, Grant Willis and Ross Marfell



Marnie Holthouse, Stella and Steve Martin



Yvonne Loader, Theo Newfield and Jenny Wilkinson

Coffee, morning tea and/or brunch on the Kahu Café deck the next day was a perfect wind down to a very memorable weekend. It was an occasion to remember - lovely and relaxed - a special meeting of past and present members, coming together to share their love of gliding and individual memories and experiences. It was sad to wave old and new friends goodbye, but a late afternoon session of drinking the remains of the bar stock and finishing off the nibbles under the sail, was a pleasant way for the organisers and workers to relax at the end of a full on and fun weekend.



YOUTH SOARING DEVELOPMENT CAMP 9-19 DECEMBER 2011

An update on the planning for the 2011 camp by Camp Director Roger Read.

The success of the inaugural Youth Soaring Development Camp last December confirmed that this camp needs to be a part of our soaring training programme annually. While we got the majority of the organising and operations right, a review and feedback from those involved, have given us a few pointers on how we can further improve and refine what is offered on this year's camp. Planning is now underway and we have set the dates: 9th to 19th December, inclusive.

The format, qualifying criteria (under 25 years old) and the goals we set for the camp are the same as last year. There will be two groups: Basic which caters for those pre-solo through to minimal, if any, cross country experience; and Advanced which caters for those who can be cleared for cross country flying at Omarama.

What is different this year is the funding scenario. We anticipate grant funds and sponsorship will be a lot harder to get this time around. Anyone considering attending is encouraged to explore ways of gaining local support to help with camp costs. For those who wish to attend - and we hope lots of young ones do - please establish email contact with us as soon as possible.

Numbers will be limited and we will have an earlier close off date of 1st September for applications to attend. Successful applicants will be notified by 14th September and they will then have until 1st October to deposit \$100 to cover camp food costs. A further \$600 will need to be deposited, as a credit for camp flying, before 14th November. Flying costs will be known nearer the camp date, but will be in the order of \$1300. We hope that a good portion of this (\$700 average for each attendee) will be raised through grants and fund raising ventures. This is what we achieved for last year's camp.

We will hold a waiting list of possible attendees in case of any late notice cancellations. All payments will be refundable, less \$30 to cover administration, should you need to cancel prior to the camp starting.

For those over 25s who wish to come and help with the camp, please also get in contact, as we certainly need enthusiastic helpers! We expect to be able to cover camp fees and meals for all official camp slaves/staff!

So...get saving... get organised... get excited... get in contact with us!

Abbey Delore abbeydelore@gmail.com
 Roger Read reads@paradise.net.nz



Soaring_{NZ}

Canterbury's LS4 returns from a Cross Country flight. Pilot Alex McCaw.





SO YOU THINK CONTESTS ARE ALL ABOUT FLYING?

By Jan Mace



Jan is a well known non glider pilot, responsible for mothering and feeding large parts of the gliding fraternity at events at Matamata. She looks at the roles of volunteers in running a gliding contest, based on the recent Matamata Competition held in conjunction with the National Club Class contest. Some of her comments are specific for a Matamata contest but most are true for all contests in New Zealand. South Island pilots don't know what they're missing if they've never attended a Matamata contest since Jan's been around. Her 'café service' during the day and dinners at night are a highlight of any event held there.



I've now found out that putting together a contest is more than settling on a date, marking the calendar and turning up. I suspect some others know this too.

The Starting Point

At a committee meeting, discussions can be very short on some subjects but long and drawn-out on others. So, it goes something like this -

Chairman: "Next - Nationals. Dates?"

Participant No 1: "2nd week in February this time."

Chairman: "Calendar, 6-13th ."

Participant No 2: "What's practice day? Saturday?"

Other: "That's usual. Finish on Saturday or Sunday?"

Bit of discussion on this one. Need to cater for people travelling versus need for contest days, especially if the weather turns bad versus The Rules versus length of time people can get off work and then a little about the old days and what happened. Then, "Sunday then?"

Participant No 3: "And you'll organise all the positions, Mr Chairman." (Not a question, just statement of fact and 20 phone calls and emails and numerous considerations wrapped up so neatly!)

Participant No 1: "What about prize money?"

Ohh oh. Big new subject this one. Points of view are varied:- not been done before, will more participants come? Will it affect safety issues? Have we got the money? Do we increase entry fee? Does it increase mana or take away from contest intent? How much, how many and who is eligible? In summary, it was decided that a new contest could have a cash prize and we would reassess for next time. Some funding from reserves and some from entry fees.

Next topic - the meeting continued.

And so the contest came to pass.

First Day

Turning up on the first day is daunting. The weather's looking alright, which is always a good start, and does have such a big effect on how the contest goes. Will all the volunteers be able to turn up? It would be great if a few more decide to come and compete. Hope everyone has a great, safe week. Then as the day goes on it's like a family reunion, re-meeting previous competitors, greeting some new ones, catching up on news, and the familiar buzz of putting gliders together, getting GPS loggers and beds sorted.

The Contest Director (CD) starts directing - setting up the briefing room, copies of Rules, getting the low down on who's doing what. A corner for his business is arranged, times and whiteboard markers put in place. Airspace contact, maps, phone numbers, coffee, and he's settled and on board. Safety briefing is the only formal duty today - but so important - and with a formal hand-over from Chairman of the organising committee to the CD, the show is on the road.

But a little test for the system gets thrown in. An accident up the road disrupts the local power supply. Power for the Club-rooms expected about 7pm. Numbers wanting dinner - 16, leading to a great BBQ at the club and the biggest vege stir-fry ever seen! Problem sorting, information gathering, and initiative all get mentioned in reports.

Contest Days

A rhythm is set up amongst contestants and volunteers. Contestants may feel they are under a lot of pressure but from the outside looking on they have a pretty cruisey time. First thing in the morning they do their 'glider loving': washing, bit of polishing, tugging this or that wire or lever, installing the computer loggers. Then they wander in for a cup of coffee and fresh cake and settle in for briefing.

After briefing, which confirms what they knew the weather was doing, presents a task which is probably a little harder than what they wanted, plus lets them know their assigned place and time to be for the launch, they get their freshly made lunch. They have a little social time, fill water bottles, attend to ablutions, take the glider to the line and wait for their launch.

Then it's flying, oh-how-I-love-to-fly time, three to five hours of their most favourite activity with some like minded people until they get back home. Dinner is all cooked, the beers are cold, and they can indulge in glider talk for the rest of the evening. A super day.

Admittedly, there may be a couple of hiccups. Landing out can be bit inconvenient, but on the up side, they get to meet some of the local folk. There's usually a cup of tea at least, and interested persons they can explain the gliding experience to. Not quite as good as gliding itself, but close. Some kind people retrieve them, help put the glider together, and tea is cooked, beers are cold, and



Top to bottom - Tow pilots, contest director Roy Edwards, Radio operators Pam Gore and John Griffin, wing runners and air traffic control.

usually there's still enough of an evening to talk about their experiences. A great day.

Cancelled Days

These can be disappointing if the pilots are still feeling fresh and in need of more flying. But after a few challenging days in the sky, along with the summer heat, a cancelled day can give the pilot a much needed rest. This is time to perhaps research newer gliders, GPS's, those SPOT trackers, look over the flight traces, or



Lex McPhail - scorer, Sue Wild - radio operator, Roy Edwards - contest director



"Rubbish Weathermen" David Hirst and Roland Van Der Wal

gliding videos. Then there's the pilots meeting for technical and administrative input, if they feel inclined. A good day.

The volunteer on these days also has a much needed rest and doesn't mind them at all.

Volunteer

n. one who enters any service of his own free choice. v. To enter into any service of one's own free will or without being asked.

These are the people that are thanked either before or after the prize giving.

I suppose each volunteer at the gliding competitions has their own reason for helping out: giving a little back to the sport, husband (wife) brought them, retired from competition flying, enjoy the work, or bored with being at home. Most of them, very conveniently, have skills that can be put to good use. These include, managing, computer skills, radio skills, appreciation of gliding and rules, cooking, monetary or other technical skills.

As mentioned in the above chapter, the volunteers also settle into a rhythm. Some of this actually starts the day before the contest, e.g. studying the weather maps or helping another pilot setting up computer programmes. The weather maps and readings are certainly studied again from early the following morning, along with long studied looks at the physical actuality. This volunteer then prepares a report to present in a suitable form for the other pilots. He also reports and gives considered opinion to the Task Setters. Usually this volunteer can be seen rushing to ready himself for the flying activities, or gets up very early to be ready in time. Thank you to the weather man.

The Task Setters are easy to spot early in the mornings. They have a preoccupied air and then disappear into the back room. It can be seen that this is sometimes an onerous task, between pleasing the contestants but testing them at the same time, and matching the task to the weather conditions, neither too little nor too much to be accomplished. And certainly not boringly the same old route but working within the boundaries of common sense and the airways controls.

Then, just to make sure, if the weather doesn't do what it should, we better have a Plan B - let's double the work-load while we're here. Also - feel the pressure, if they've set the task it should be "do-able" and they had better be able to fly it themselves. How fortunate we have some experienced pilots/Task Setters to give us

opinions if the task setters have doubts. But they do enjoy it on a tough day with a well called task and the glider pilots smiling when they arrive back. Thank you to the task setters.

More Volunteers

Scoring is a very precise skill and needs to come with computer skills as well. Very little is seen usually of this person. Their main work starts late in the afternoon and can finish late evening -dulling any social activities time. A quiet stamina is required. They must be able to ignore upsets from the pilots who've had logger troubles, and those that wish to query the scoring mathematics. Of course any computer failures/malfunctions during this time are nearly fatal to all concerned and will require a 24/7 approach until remedied. He is a most necessary person, without whom the results couldn't be achieved. We thank the scorer.

The voice on the radio hides the high emotions that go with this job. Checking off the gliders as they launch, being accurate with gate opening times and recording start times is fairly routine. And the routine calls from the gliders at given times is pretty standard practice to manage.

But... radios not working properly give these people a headache. Pilots not giving their routine call when over an hour has passed, has a finger hovering on the panic button. The operators are so aware of lives perhaps being in danger or needing urgent help and that this may be the only indication. The CD is informed early and everyone around holds their breath until the pilot's call comes through. In the meantime the contestants go on their way, the usual radio talk being monitored, not realising the drama playing out on the ground. Am I being a little dramatic here? Not at all. This is one of the safety lines and we know you rely on us volunteers to look after you.

These volunteers also require stamina. They start before the launch with their lists and remain at their post until the last glider is safely landed. This can often mean a six to eight hour stint. Thank you so much to the radio operators.

On the End of the Line

A job closely aligned to the radio operators is working the retrieve phone. From once the gliders start on task, until the last glider is accounted for, this poor person is tied to the end of the receiver. Of course with remote phones this makes the job a little more comfortable, but some days the pressure is really on. Take



Mr Everything in his red hat - Roy Edwards

Ralph Gore makes sure the scores are posted

a day with 14 land outs for example. Word is usually passed along about a glider getting low – giving time to anticipate the necessary moves.

The pilot phones in the details, co-ordinates are keyed into computer and a map with a cross indicating the safely landed glider in a paddock are printed off. Car keys for glider are labelled and ready to collect off the board. The trailer is attached to the car (which has petrol) and also labelled. All standard stuff the pilot knows about and has (or should have) organised, including the phone number of the retrieve phone. The system is easy to work, and indeed can work very well and in a well oiled way, if all the correct data are applied.

The wheels (perhaps wings?) can fall off at this stage if the pilot has transgressed, but we have a remarkable volunteer, and back-up volunteers, that can usually patch the missing links. It just takes a lot more time and loss of hair.

Of course there is a little more input needed to complete this job, and that is to find volunteer retrievers. Volunteer, in this situation, is perhaps completely the wrong word. Only two pilots out of twenty five had a crew (formal volunteered retriever). The days of dedicated crew are over. Twenty three pilots intended to rely on early returned pilots or any persons hanging out at the clubrooms as retrieve crew. This then put the retrieve phone person in a personnel relationship role - and they sure did. Even long, unusual and less used roads or tracks deterred no one from completing a retrieve (N.B. One group were very late back, but they returned). Thank you to the retrievers and their Manager. Thanks to you the pilots were able to compete another day.

Launch Line

The competing starts at the launch point. The Grid Marshal, with some liaison with the CD, sets out a suitable and fair arrangement from which to launch the gliders. Overseeing wing runners, rope runners, and guiding the launch, he spends an hour or more in the hot hot sun at full attention getting this job done. He re-assigns order where necessary for derailments (of the glider variety) or practical reasons, i.e. heavy water-filled glider matched to a powerful tow plane.

Wing runners aren't official volunteers i.e. they aren't asked, nor do many offer to do the job. They tend to be roped in with expectation. Not one of them moaned, even with the temperatures at the hottest time of the day. Thank you to all those that help and to the grid marshal for a sterling effort.

Another group of pilots were just mentioned, but although they are often thanked, the word Volunteer is hardly used in the same sentence. Everyone assumes Tow Pilots love their flying as much as glider pilots and are quite keen to be here on the day. This may be stretching the whole truth, but it is true to say they are appreciated and they are truly experts at this job. Thank you for being part of the team at the gliding clubs and competitions.

In this contest 'The team' of volunteers was at least 14 people to service 26 glider pilots.

Directing

Team leader. Manager. Ruler of the Rules. Governor. Go-between. Chief Honcho. The Buck Stops with Me. The Lynch Pin.

There is a lot of respect for The Contest Director's position and although the job may seem less demanding physically, his presence and demeanour exude calmness and confidence. Being able to act under pressure is most necessary. Liaison with other users of the airfield during the competition keeps everyone happy and safe. The CD's personality traits often reflect on the overall flavour of the competition, so a good firm handshake is needed at prize giving moments, some good jokes or smart remarks for fill-ins are optional, and a calm working brain for emergencies is essential. Thank you Mr. Contest Director for taking on the responsibility of running this competition.

Hostess

Usually found in the kitchen, cooking freshly prepared country-style food which is then served with attitude. Present to complete the 'heaven on earth' experience, i.e. flying and food. A delicate balance is required between budget menus and making a few dollars, to help provide other creature comforts at the venue.

Early starts, with the freshest bread for lunches and to put a cake in the oven for morning tea, is quite commonly seen. Dispensing perk-up drinks and biscuit to fellow volunteers, chilling water for camel packs, having band-aid strips, receiving and dispatching messages, puts a 'camp mother' side to the job. Finishing the day with dinner for an ever flexible number of people, plus any late retrieves, means often being the last to leave. But she leaves with a smile for having felt part of the gliding family, and enjoyed being a hostess to some interesting, enthusiastic, and thoroughly nice people. Thank You for coming to my place to play.



DEHYDRATED?

By Flying Officer Gareth Iremonger, Aerospace Physiologist Officer



Flying Officer Gareth Iremonger is an Aerospace Physiologist Officer at the Royal New Zealand Air Force Aviation Medicine Unit. He trained under the United States Air Force School of Aerospace Medicine and now instructs on Aviation Medicine and manages Human Performance Research and Development activities for the unit. He will be writing a regular column on the human factors which may affect your flight.

Dehydration can be defined simply as a loss of water and salts from the body. Maintaining adequate hydration and electrolyte balance is essential. Our bodies depend on water for just about everything: temperature regulation, the elimination of waste, digestion and the transport of nutrients. Yet we are constantly in a state of loss through perspiration, respiration and excretion, which our body tries to control through a range of physiological processes. These processes are temporary and without restoration of fluids through drinking, the changes induced can combine to increase cardiovascular and thermoregulatory strain by delaying the onset of sweating, reduced skin blood flow, stroke volume of the heart and cerebral blood flow.

But what does this mean? Well, quite simply it means that dehydration can affect your performance. The effects of dehydration on physical performance are well known but possibly not as important to us as they are to athletes. Flying duties involve limited amounts of physical activity, yet the cognitive workload of flying over several hours can be immense, especially when flying in difficult and technical conditions. The potential for dehydration, heat/cold stress (or their combination) to reduce cognitive performance and contribute to an incident or accident is high. So, given the importance of cognitive functioning when flying, it is important to remember that even a small possibility of pilot error can have disastrous consequences. The coroner noted that dehydration was a significant factor in the fatal accident of Trevor Atkins at Matamata in 2008.

So, here we are telling you that you need to stay hydrated, and you are probably thinking to yourself that you have heard this all before and have never had a problem. Think about a time you last made an error in flight. Were you aware of your body's physiological state? Were you feeling at your peak? Ok, so maybe you weren't as hydrated as you thought. What can you do about it?

To start with you need to drink adequate amounts of water.

How much water should you drink every day? There is no easy answer, as everyone has different requirements. How much water you need depends on many factors, including your health status, how active you are and the environment in which you live. It has been recommended that we should drink six to eight glasses of water a day; indeed, this is a good guide, although there is no research-based evidence to support this. A better recommendation is to use the colour of your urine as a guide to how much water you should be drinking. Your urine should be a very light-coloured yellow. If it is a deep yellow then it is likely you are not drinking enough water.

Dehydration can be insidious. You need to be aware of the risk and take preventive measures by drinking small amounts consistently. Even at quite moderate levels of dehydration, voluntary unimpeded rehydration to achieve normal levels may take a long time (>1 hour) so constant drinking of small amounts is best practice to stay ahead of the game. Do not rely on thirst to be the signal that you need water. By that time, you are already on your way to dehydration. Although sometimes difficult in gliders, finding a good system to keep hydrated in flight is highly recommended. Avoid the "tactical dehydration" option of not drinking prior to flight. Although this might mean that you don't have to deal with an in-flight pit stop, extreme dehydration in-flight can be fatal and therefore not a wise choice. Plan to carry sufficient water for the flight and have it well within reach. It is recommended that additional water be carried in case of landing out, as you never know how long you might be out there.

Caffeine is great way to stay alert however excessive use should be avoided, especially prior to flight. Caffeinated and alcoholic beverages can actually make dehydration worse, increasing urine output. Water is the best alternative to high-sugar, high-calorie energy drinks and is an excellent way to maintain a healthier lifestyle. Use sports drinks diligently and only use when required; again, water should suffice unless you are in fact already dehydrated.

Recognise environments with increased risk of dehydration. Think about additional factors that may also cause dehydration, including lengthy runway 'standbys' in hot environments, ground duties between flights, and poor airfield conditions (no air-conditioned briefing room; no standing protection of the aircraft against solar radiation). Minimise your exposure to the heat of the day, rest and hydrate. The risk of dehydration and concomitant heat strain should always be considered whenever operating under conditions requiring various combinations of high work rates, heavy or insulative protective clothing, and hazardous environmental conditions. Manage appropriately what clothing is required for the expected cold at high altitude versus the heat strain and potential dehydration operating at low altitudes and on the ground.

Lastly, monitor your health state. Vomiting, diarrhoea, fever and many illnesses such as influenza or the common cold accelerate fluid loss. Make sure when you do go flying you are medically fit to fly. Knocking off early and calling it quits because your body is not quite at its peak is not a sign of weakness, it's a sign of a professional making smart decisions. I challenge you to think hard about that next time you are out there. That thought that you normally ignore, listen to it next time, be a professional and make a smart decision.

Till next time, safe soaring.

The Royal New Zealand Air Force (RNZAF) Aviation Medicine Unit (AMU) is one of New Zealand's premier aviation medicine training organisations. The mission of the RNZAF AMU is to provide specialist medical and scientific support and training to the RNZAF in the field of Aviation Medicine; and to provide the most effective medical support through training to all aspects of Air Operations.

Located at RNZAF Base Auckland, AMU provides the following specialist aviation medicine support:

Aviation Medicine Training for Aircrew. AMU runs aviation medicine courses for aircrew on all aircraft types. Practical training includes hypoxia awareness training in a hypobaric chamber; spatial disorientation; and Night Vision Goggles (NVGs) and night ops familiarisation.

Training for Specialist Personnel. AMU provides training in Aero Medical Evacuation (AME) to doctors, medics and flight nurses.

Support to Commands. AMU provides in-depth expertise in Aviation Medicine for advice in the field of aircrew personal equipment and life support systems.

Clinical Support for Aircrew. Clinical investigations of aircrew are carried out as tasked by the Director of Air Force Medicine and include studies into human performance.

Aviation Pathology. AMU provides support to medical aspects of military fatal aviation accidents.

RNZAF Medical Boards. The RNZAF Medical Board is responsible for approving and effecting both temporary and permanent changes to all RNZAF patient's medical employment standards.

For more information on the Aviation Medicine Unit, hypoxia awareness training or general inquiries on other training, please contact the Aviation Medicine Unit on (09) 417 8932 or email AKAMUTRAINING@nzdf.mil.nz

Were you aware of your body's physiological state?
Were you feeling at your peak?
Ok, so maybe you weren't as hydrated as you thought.
What can you do about it?



STRATEGIC PLAN DISCUSSION

27 FEBRUARY 2011, TAURANGA

SUMMARY: Ten key members of various central North Island clubs, and seven members of GNZ Executive, met to debate the validity of the current Gliding NZ Strategic Plan, which was last comprehensively updated after club input in 2006.

Executive member, David Jensen, chaired the discussion. David led with a brief review of progress of the strategies listed in the existing Plan. Significant progress had been made in some areas, notably Youth Glide and the running of concentrated basic and cross-country training courses, but there had been limited progress with the other identified strategies.

All 17 people present were asked what they thought were the two most significant challenges facing the gliding community. A wide range of issues were identified, some of which were common from the last time the Strategic Plan was reviewed, and some were new.

The two broad areas that were most frequently raised in this discussion were:

- 1) The lack of a clear Marketing Plan for the NZ gliding movement, which helps clubs to promote the sport - both to our current members, and especially to the wider NZ public.
- 2) A strategy to help clubs retain the membership they have fought hard to establish. This was a common theme from five years

ago but it was clearly articulated by most people present, that it is still a real challenge for clubs and, as a result, for the whole Gliding Community.

We then broke into two groups to attempt to put some further thoughts and ideas around the question - "How do we best address points 1 and 2?" This identified a number of ideas, other club initiatives and areas for further research.

Another area of focus was the co-ordination and 'cross-pollination' of ideas, plans, events and the successes of each club. This is important as they might be of interest or benefit to other gliding clubs across the country. "Why re-invent the wheel..." As an illustration of this, a club offered the experience of printing the track-log of a Trial Flight for the customer off SeeYou. The hope was that the member of the public would/could show others where their glider flight had taken them. The technology exists, it's very cheap, and to use the famous quote "a picture paints a thousand words."

Further suggestions on this theme were; web based discussion forums, a CFI's session at the AGM (instead of, or as well as, the Presidents Forum), better use of the GNZ Website events diary, and a better co-ordination of the existing Promotions Officer, Webmaster and the official magazine.

The next step is to discuss the findings with other clubs in NZ, and generate new ones - probably in a similar format to the 27th Feb meeting.

VENTUS 2C ZK-GYD




This glider is for sale based in Auckland at Drury and equipped with the following -

- 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

This glider is for sale immediately and in fully flyable as new condition.

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

Phone Ross Gaddes 09 294 7324 or 027 478 9123

DUO DISCUS ZK-GYL




This glider is for sale based in Auckland at Drury and equipped with the following -

- Normal 57mm Winter Altimeter, ASI and Mechanical Vario to front and rear seat
- Cambridge 'S' Nav and Nav 20 flight Computer and rear slave unit • Dittel FSG 71M radio • Trig TT 21 'S' Mode transponder • 2 x Oxygen bottles and M/H regulator system • Tinted canopy
- Factory Maughmer winglets fitted (fully approved mod) • Tail Ballast tank

This glider is for sale immediately and in fully flyable condition. It has no trailer but a new Cobra could be supplied as part of the package if required.

This could be the perfect opportunity for a club to upgrade to a state of the art twin seat aircraft for much less than new and is available now. It could also be suitable for a syndicate based in Omarama. We are willing to discuss all ideas and options.

Phone Ross Gaddes 027 478 9123

GNZ AWARDS & CERTIFICATES

FEBRUARY – MARCH 2011

QGP No	Pilot's Name	Club	Date	Glider
3122	David Rhys – Jones	Glide Omarama	14.2.2011	
3123	Karel Kazda	Glide Omarama	14.2.2011	
3124	Graham J. Trout	Glide Omarama	14.2.2011	
3125	Rob Hanbury	Glide Omarama	4.3.2011	
3126	Philip Dolan	Glide Omarama	4.3.2011	
3127	John Orton	Glide Omarama	4.3.2011	
3128	Allen L. Simmons	Glide Omarama	4.3.2011	
3129	Roger Wey	Glide Omarama	4.3.2011	
3130	Brent A. Griffin	Taupo GC	8.3.2011	
3131	Richard A. Johnson	Sth. C'bury GC	18.3.2011	

SILVER DISTANCE

Paul A. O'Neil - Gregory	Auckland GC	14.2.2011	Club Astir
Steven Taylor Evans	Nelson Lakes GC	21.2.2011	LS 6

GOLD HEIGHT

Mark Barnfield	Glide Omarama	14.12.2010	Discus CS
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GOLD DISTANCE

Steven Taylor Evans	Nelson Lakes GC	21.2.2011	LS 6
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DIAMOND DISTANCE

144	Steven L. Care	Piako GC	29.01.2011	ASW 20
145	Tim M. Bromhead	Piako GC	29.01.2011	Discus B

THREE DIAMONDS

122	Steven L. Care	Piako GC	31.01.2011	
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AIR NZ CROSS COUNTRY CHAMPIONSHIPS

	Glider	Distance	Points
Northern Division			
Clinton G. Steele	ASW 15	135.59km	150.41
Southern Division			
Christopher Streat	LS 6	1173.66km	1084.16
Paul F. Jackson	LS 4	379.65km	390.43
Kerry W. Eggers	Cirrus	319.65km	351.29
Mats Henrikson	LS 4	335.49km	347.35
Oliver Winkler	Discus CS	339.78km	343.28
Steven T. Evans	LS 6	327.35km	323.07

GNZ FIRST COMPETITION AWARD

016	Paul A. O'Neil - Gregory	Auckland GC	14.11.2011
017	Steven T. Evans	Nelson Lakes GC	21.2.2011

GNZ Awards Officer
Edouard Devenoges
 gnzawards@xtra.co.nz
 40 Eversham Road, Mt Maunganui 3116.



ASW28 ZK-GSS

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Phone Chris Rudge 0274 733 228 for more info

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GLIDING MANAWATU

KAWHATAU CAMP 2011

John Brooks



I had been looking forward to the Kawhatau Camp all year. Leave was booked, the glider was serviced, accommodation was booked and the weather looked good. In the last few days before the camp, the weather forecast looked less and less promising, but I headed down from Auckland with the trailer on the back and kept my fingers crossed.

Driving to Kawhatau on the first day, the wind buffeted the trailer and the sky looked threatening. From the shearers' quarters on Finn's Farm, we saw Ross Perry arrive in the Twin Astir behind ZK-CIG, the Pawnee towplane. "Glad it's not me flying today," I told Ossie Fargher. During the day, other hopefuls arrived with their trailers, but nobody rigged, not wishing to collect wings and other bits from various parts of the farm.

Normally, we have an alternative strip on a lower part of the farm, but this year it was in crop, so the Summit Strip was the only one available. We went up there on Day 2 and rigged about 10 gliders.

After the gliders were pulled to the launch point, everyone sat around in the shade talking about gliding, but nobody wanted to be first. Eventually Mike O'Donnell took off in his Libelle and struggled, but this gave everyone else the encouragement to commit aviation. There were some good flights, but personally I found it rather trying, with cloud down on the ridge and fairly bumpy conditions.

Mid week, the rain and low cloud returned. This stopped us flying, but was not the end of the world - the shearers' quarters became a meeting point and we entertained many visiting pilots for chats, or watched gliding videos in the Old Farts' Club. Each morning I looked out of my bedroom window, hoping that the weather would improve and totally enjoying the change from looking out at 4 lanes of traffic passing my apartment in Auckland.

When the sun did shine, it was all on and pretty hot. Ossie's umbrella was pressed into service to keep pilots cool before takeoff. On this day, half the fleet headed down the ranges to Wharite. Not a world-beating distance, but a good flight, given the general conditions. I had a flight in the DG 1000 with Michael and we climbed to about 8000 ft on the ridge. We decided to fly out to Rangiwahia. I set the



Purity Hut, DG1000 closer in



Not looking promising



The Kestrel used its secret weapon for a short landing



Ian Poppins



New base camp

speed at 115kt, but we didn't seem to be making more than about 30kt over the ground. Ross later told me that he and a pupil had the GPS reading 30kt into wind but found cloud forming around them. Closer examination of the display showed minus 30kt!

Our last flying day was Friday. The wind was quite strong; we normally land uphill out of wind, but the first landing showed the folly of that. We changed to landing downhill into wind, but even so, some gliders ran out nearly to the end of the strip. The Kestrel used its secret weapon for a short landing.

The forecast for the weekend suggested that we should pack up and call it a day. Most pilots thought that this was too pessimistic, but I derigged. The following day dawned wet and horrible. I turned on smug mode and rated the day officially R.S. When we got to the strip, it was clear that bringing big trailers down the slippery road from the summit strip using normal cars was going to be dangerous. While we derigged all those wet gliders, Ross Perry headed down to the farm sheds and commandeered a tractor (thanks Campbell) and we spent a couple of hours bringing trailers down to the new trailer park at Base Camp, from where the cars could take them out to the road.

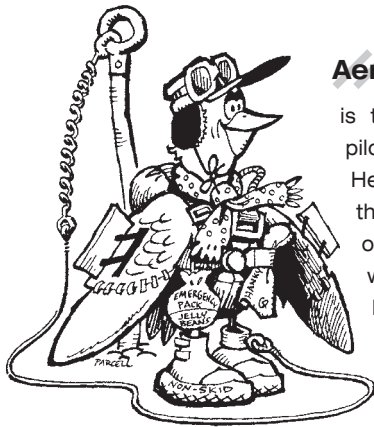
I hooked up the trailer to my trusty Camry wagon and headed off to meet Ayesha (long suffering darling wife) at Taupo. The irritating thing was that as soon as I hit Taihape (about 20km north) the sun was blazing and I drove the rest of the way with the air-conditioning on. I had a swim in Lake Taupo later in the day.

It was not the best flying camp I ever attended, but still great to meet up with old friends from Gliding Manawatu and Wellington GC. And I do now have confidence that the Kestrel will not fall to bits in really rough air!

AN AVIARY OF GLIDING

Last year we published the “Dual Unit Motion & Balance Interpretation Device, Environmentally Acceptable for Sailplanes” by JJ Jinx originally published in the Vancouver Soaring Scene, in the '70s. This winter SoaringNZ brings you another classic piece of gliding humour from the same source. This is part one, part two will conclude next issue.

All glider pilots belong to the species 'Aeronauticus'. Having said that, it then becomes necessary to mention that this species has a plethora of fascinating subspecies. Indeed, one of the joys of club life is to observe, identify and categorize them – a refined form of bird watching in which the observed can reciprocate!



Aeronauticus vulgaris

is the common or garden variety of pilot, found in all clubs in abundance. He is the common house sparrow of the gliding world. All that can be said of vulgaris with certainty is that he will win no trophies, set no records and leave no mark in the books yet to be written on the history of soaring flight. Vulgaris is a conservative pilot. No glider he will ever fly will be subjected to the stresses and

strains it was designed to bear. He will never fly at more than half the maximum permitted speed, in fact, from leisurely thermalling to being in a tearing hurry, his airspeed will seldom vary by more than 20 knots. Usually he is content to find a thermal and placidly circle wherever it offers any vestige of support. He is, and will probably remain, an airport haunter, seldom leaving the field by more than half his possible gliding range for any given height. Join A. Vulgaris in a thermal and he will make another couple of turns until he judges you too close for comfort and then sedately head out. He is not interested in the challenge of outsoaring anyone, is not tempted by the lure of distant landing fields, he prefers not to chance the cold, lonely heights of the wave.

None of this means that vulgaris is to be despised. For him, the pull of gliding is in the seemingly impossible feat of staying in the air without an engine, and in the sheer enjoyment, mystery and peace of soaring flight. Who is to say that his satisfaction is exceeded by any of the flock?

Here's to A. Vulgaris, the backbone of gliding and the happiest of men.

Aeronauticus pedagogicus

is an exclusive breed, the members of which have evolved from the generality of the flock. They fly best when trying to see around

a large head with large ears and a larger hat. They have some claim to psychic powers, exhibited by their ability to forestall the suicidal flying moves of fledglings before they occur. There is within the group an obvious aging process. In early days there is no known way of keeping Pedagogicus out of the back seat of trainers, but with

increasing experience and affluence (usually ending in the fractional ownership of some glass slipper), it develops protective camouflage and becomes difficult to find. It is particularly adept at blending into the scenery when a fledgling is heard to ask for an instructor.

Pedagogicus exhibits a marked tendency to flock together with other members of the subspecies to discuss how best to get A. embryonic through their fledgling stage. It is a matter of pride that no two Pedagogicii shall ever agree on the single correct way to do anything. The result is that flock meetings are interminable and seldom make significant decisions. Indeed, certain unkind ornithologists have borrowed Shakespeare's phrase, "An idiot's tale of sound and fury, signifying nothing", to describe flock meetings.

Still, pedagogicus is our chosen instrument for perpetuating the myths and legends of soaring lore. If the fledglings survive his ministrations, they may yet soar with the eagles. Here's to A. pedagogicus. May he also survive.

Aeronauticus embryonicus

Like all fledglings, A. embryonicus appears in the spring in great quantity and variety. With varying degrees of trepidation, they have the common characteristic of wanting to try out their newly discovered wings.

Fledglings are not easily distinguished, as they range from very trim females, delightful to strap into a glider, to gross males almost impossible to fit. They are chiefly identified by their habit of being the only ones to work on the flight line. Senior flock members have long since discovered that the use of fledgling energy in running wings, retrieving ropes and pushing gliders is infinitely preferable to using their own fading energies.

Charged with the task of getting embryonicus safely airborne is A. pedagogicus. As is the way of the young, the manner in which embryonicus regards pedagogicus changes with developing skill and confidence: first he appears as a hero-pilot who can miraculously fly, then as a disembodied voice calmly explaining how to do things that never seem to work out, later as a 'put-down' artist who, when the fledgling is convinced that all elements are conspiring to make flight impossible, places a casual hand on the stick to restore peace. Later still he becomes a nagging, ever more critical voice over the shoulder and finally poor pedagogicus is relegated to the lowly status of excess baggage to be dumped as soon as possible.

In the air, A. embryonicus can be further subdivided according to reaction to training. Examples of these divisions are A. embryonicus oopsicum, musculatum, stifnesticus, and randomum.



TYPES

by Eric Newsome and illustrated by Gil Parcell

Aeronauticus embryonicus oopsicum

Both sexes are the maiden aunts of the flock. No one knows why they want to fly. Installed in the front cockpit, they resemble Queen Victoria in her most 'we are not amused' mood with eyes fixed imperiously forward – a fixation that will not change throughout the flight. When eventually, oopsicum can be persuaded to handle the control column, it will be with the same distaste accorded to poisonous snakes, and any movement is so gentle as to be almost imperceptible.

This bird can, with patience, be taught to fly straight at a sedate pace and will also master turns if the bank does not exceed five degrees. To any sudden event requiring immediate corrective action, the only reaction to be expected is a shrill 'Oops!' – no more. Oopsicum gradually fades from the scene with profuse apologies about not really having enough time to devote to gliding.

Aeronauticus embryonicus musculatum

is as far from oopsicum as can be imagined. He is confident, fearless and extremely strong. Several years of driving bulldozers and farm tractors have instilled in him the belief that any machine can be tamed providing you get a firm grip on the controls and demonstrate who is boss.

His grip on the stick is so fearsome as to render the instructor helpless to correct errors unless he is prepared to push the control column with both feet. This is particularly troublesome on landing, when it is often necessary to modify musculatum's habit of driving the glider onto the ground as though it were a bus.

In spite of this, he often becomes a very good pilot when his touch has been gentled a little, and he is a good flock member, being particularly useful for heavy lifting around the nest.

Aeronauticus embryonicus randomum

is entirely unpredictable and so is the cause of many nightmares and grey hairs among the pedagogicii. He is apparently fitted with a switch that activates the moment he leaves the ground and which has the charming effect of turning off his brain. It is a curious fact that when one of the pedagogicii is driven demented by randomum's inability to maintain a steady airspeed and so turn him over

to another instructor, the airspeed control will become rock-steady, but randomum will then exhibit a marked inability to turn without skidding wildly.

On being told that it is time to land, randomum has been known to fly complacently away from the air-field until roused by the screams of the instructor who is starting to fear for his life. At this point he has then been known to execute a perfect circuit in the opposite direction to all other traffic and when somehow safely on the ground, has responded to the instructor's anguished cry of "Why?" with an unbelieving stare.

As randomum flies like a wounded hen on one flight and like an angel on the next, instructors are seen to hide as he approaches in the hope that they will not have to make the fateful decision as to whether or not he is ready for solo flying. Eventually he corners a pedagogicus who has not been around for a few weeks and doesn't know what he is facing, and produces a check flight of unexceptional quality.

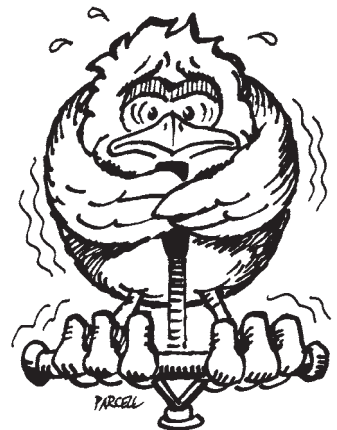
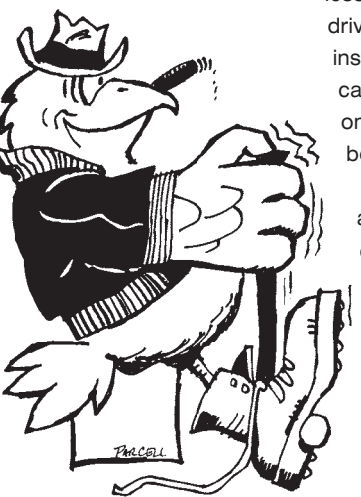
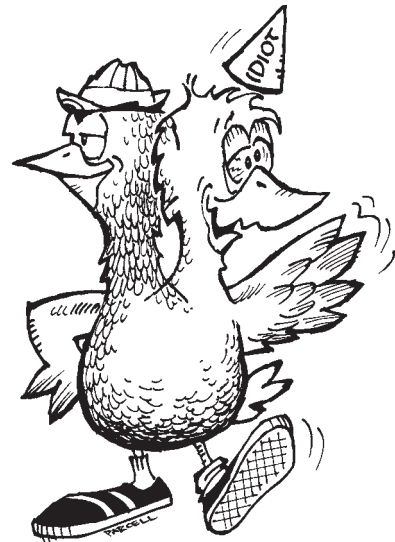
Only when it is too late and he is airborne solo, do the members of the pedagogicii clan emerge from hiding and inform their unfortunate colleague of the enormity of his deed. From that time on the guilty instructor watches the glider as though mesmerized, all the time steadily chewing on the brim of his hat. Inevitably the gods who look after fools and little children prevail, and randomum makes a copybook flight and lands like a feather. But wait until the next flight!

Who will remain a penguin, and who will soar with the eagles? No one knows, but here's to our Aeronauticus embryonicii – the future of the sport!

Aeronauticus embryonicus stifnecticus

The Oozle bird is reputed to fly backwards to keep the dust out of its eyes. Aeronauticus embryonicus stifnecticus flies forwards but sees only where his instruments tell him he is going. With this fledgling of the subspecies it is a problem of confidence, and in this he resembles the learner driver who is afraid to move his eyes from dead ahead in case someone should steal the road out from under his wheels.

For all the glider instructor knows sitting in the back seat, the fledgling's eyes may be moving from side to side, or even revolving rapidly in opposite directions, but his neck muscles never even twitch. The instructor's admonition, oft repeated, to look around is answered by a flick of the head, out and back in, so swift as to be unbelievable.





INTERNATIONAL VINTAGE PARTIES THE LARGEST GLIDING EVENT IN THE WORLD

By Ian Dunkley

For the past 38 years vintage and classic gliders have been travelling across Europe, in trailers ranging from the tatty originals to, in recent years, the latest smooth plastic, for the annual 'Vintage Glider Club (VGC)' International Rally. This year around 100 gliders, together with some 300 pilots and party goers, will arrive at Spitzerberg, close to Vienna on the borders of Austria and Slovakia, for the largest event of the gliding year. Next year new ground will be tested, with the first Rally to be held in Lithuania.

Over the years the rally has visited many countries over a wide area of Europe; north to Finland, east to Hungary, west to the UK and south to France and Switzerland. The long trips are not limited to the VGC Rally, for national vintage clubs organise events that attract cross border participation, some of which are devoted to a single glider type like the Grunau Baby.

It might be expected that pilots and their crews would only come from Europe. That is not the case, as gliders have been shipped to and from Japan just to take part in a UK VGC Rally. Similarly a U.S. rally which normally takes place every five years has attracted gliders from Europe, and one made an epic trip from Australia and back, involving a sea trip and then a California to Upper New York State trailer run. All this, just to fly at Harris Hill - the cradle of U.S. gliding, for the International Vintage Soaring meet.

Prior to the fall of the Berlin Wall and associated political institutions, many pilots took their aircraft to take part in two rallies that took place in Communist Hungary. This enabled many to take the opportunity of visiting other Eastern Bloc countries and seeing for ourselves how 'the other half' lived and experiencing 'Checkpoint Charlie'.



The overflow from the bigger party inside

The most remarkable thing about the Hungarian rallies of that time was the large number of young Hungarian pilots who were available to ensure the exceptionally smooth running of the events. The fact that they were members of the 'Miners Gliding Club' or the 'Railway Workers GC' etc. was less remarkable than their uniforms - miniscule bikinis being the norm for both sexes. Without offending sensitive readers, I can only say that it is somewhat disconcerting to be sitting in a cockpit with a bikini clad top bouncing in front of your eyes, while the owner helps you with the straps. Needless to say, it took longer than usual. It was equally disconcerting to have the bikini bottoms at close eye level, whilst the wearer was standing waiting to attach the cable. All this changed with the fall of communism, for at the next Hungarian rally bikinis and young bodies had been replaced by world standard scruffy gliding club ground crew of more advanced years.



What is most surprising to non-vintage gliding enthusiasts is that the events are totally uncompetitive in the normal gliding sense of the word. It is all about the gliders. Tasks are very rarely set, individual pilots do their own thing; be it local cross-country flying or getting their backside into as many cockpits as possible. (If you want to misread that last sentence; many backsides today need more than one cockpit). There is always a regular supply of primary gliders and these are kept busy until well after the parties have started. The Danes, with their two seat primary, have a great advantage, as they attract pilots who are not too happy about contemplating the winch cable between their toes and no one to share the experience with (or to be precise with someone who has already survived this.)

Whilst gliding is, of course, one big happy family and the birds of all feathers fly quite happily together, they are not so keen on getting mixed up in the camping ground. This can lead to some problems, and in the case of one of the Hungarian rallies, a turf war. One nation, who I will not name, but are very good with bath towels, had, on the first arrival, earmarked a prime site for their exclusive use and complained to the management when another nation (to be precise, me) started to muscle in and take a plot that had been reserved - hijacked would be a better word, for late arrivals from their nation. This contrasted with the pilots from communist countries, who had been given permission to leave their home country and did not want to associate with their fellow countrymen or westerners, in case any informers amongst them reported on inappropriate contact with Westerners. This resulted in widely spaced and often moved single tents, and extreme concern that a Westerner would get too close. This indirectly (thanks to

abandoned tent pegs) led to me to discover that finding someone in Budapest to repair or replace two tubeless tyres for a Volvo was not an easy task.

On a happier note, I will get on to the parties which I have always found to be the best in gliding, although I must admit I sometimes find it hard to remember much about them. I must explain however (in case the slander has reached New Zealand) that the earth stains on the knees of my trousers, as seen at the morning briefing following one such party, were not due to me having to crawl back to my tent, but from the need to kneel down to get into it. See the picture if you don't believe this.

There are Parties every night, open house, in the German area - just look for the noise and the flag. 100m away the Finns have set up their mobile sauna, they have yet to crack the lack of an icy lake, so cold beer will have to do. Across the large campground knots of people can be seen, congregating in other national areas, others meeting old friends from their own country. A Swedish friend once described rallies as, 'Somewhere you meet old friends you have never met before.'

There are a number of formal events, like the opening ceremony - where the host nation gets the chance to put on a show, and Chris Wills rings a cow bell to get the whole affair off the ground. A similar event takes place on the last day, with more cow bell ringing, and the next morning the mass exodus will ensue, leaving quite a bit of clearing up for the host club/nation. Between these two cow bell sessions lies two more parties. The national one, when the host nation puts on a big shindig involving local food, specialities, and where applicable, national dress. This latter item is another reason why New Zealand is not likely to be a future



Above: The Danish two seater primary



host. The best of the bunch however is the 'International evening'. Every nation sets up a stall carrying drinks and national food - in most cases brought from home. Week old pork pies and 'bangers' were risked once by the UK, and Vegemite coated biscuits by the Australians. New Zealand relies on kiwifruit, apples and on one occasion, French lamb masquerading as the real thing.

With all the attending nations trying to offer hospitality, while simultaneously making the rounds of everyone else's, the evening soon becomes very noisy and makes one wonder about the wisdom of a gaggle flying the next day. This brings me to why we are here - the flying.

We have a big airfield - at least we normally do, for on one occasion the airfield was much smaller than expected and the rally had to spread into a second airfield in the next country. We must also have (and if we don't, we soon will have, believe me) the requisite number of toilets, showers, skips, rubbish bins and everything else needed to provide work for the local club. It is impossible to exaggerate the amount of work and planning that the rally takes. The whole event is financed, not by the VGC but by the host club. It says something of the intelligence in gliding clubs that some have, over the years, volunteered to do it again.

Flying - provided that the airfield is large enough to find space for 100 or so trailers, space for rigging, multi-drum winch launching, multi aero tow lines and separate circuits for winch and aerotow operation, you are off to a good start. However, provision must be made for parking gliders that do not wish to join the launch queues and retrieve crews, to efficiently clear the landing areas. It requires good planning and management. Remember, flying goes on all day and into early evening and is continuous, unlike competitions where there is a big rush to get off, a welcome rest period, followed by

keeping your head down as nearly everyone returns later in the day. At one UK International Rally the host club, operating from an old air force airfield, had resource consent for gliding operations, subject to not exceeding the maximum number of take offs and landings made during military operations. As these included World War II, the club thought it was on a winner, until they exceeded the limit before the end of the rally. They kept very quiet and a British Airways Captain who had built a house at the end of the runway and then complained about noise, was ignored.

So what do we have? Perhaps 100 aircraft all wanting to fly, some just locally, others to get out of reasonable gliding distance but returning in an hour or so, to allow someone else to fly and a few who disappear so they can tell their story at the next morning's briefing. All this means unless you are happy sharing your thermal with quite a number of gliders of varying sizes and sink rates, you are not going to be a very happy seagull. This will bring many of you to the next question - accidents?

They are rare, as far as I am aware. There have been no mid-air incidents over the years. This is helped by the lack of competition and a very good lookout. There have been collisions after landing - those I am aware of generally caused by someone trying to land too close to another aircraft or the de-rigging area. There has been at least one serious accident, that could have been fatal, following a rigging error, and three Germans ended up in hospital after sampling the mushrooms on a French airfield.

So there it is - the largest annual gliding event each year, in terms of numbers of gliders taking part, number of launches, number of pilots, number of parties and for all I know, hangovers and pregnancies!



ACCIDENTS

Six accidents or occurrences have been reported since the last issue.

A self launch takeoff where the propeller contacted a filter, necessitating engine shutdown and an emergency landing. The glider was damaged but the pilot not injured.

An aerotow launch in cross-wind conditions. The combination drifted from the intended line and separately struck obstacles. No injuries but both towplane and the glider were damaged.

A self launch where the glider bounced and the undercarriage collapsed.

An aerotow upset - the glider suffered stress damage but landed safely.

A canopy opened in flight and the perspex shattered.

A wheel up landing.

As can be seen four of the occurrences were in the takeoff phase of flight. The significance of the E (Eventualities) in the pre-takeoff checks should not be overlooked.

Biennial Flight Reviews (BFR's). A question that arises is whether, for those holding both an Aeroplane Pilot Licence and a Glider Pilot Licence or Certificate, they need to do Glider BFR's if their Aeroplane Licence BFR is current.

The short answer is "Yes" - a Glider BFR must be completed.

CAR Part 149 sets the requirements to fly a glider in NZ. Essentially, a Glider Pilot must have a Glider Pilot Certificate (or operate under the direct supervision of a Gliding Instructor) and comply with the operating procedures of a gliding organisation: - the GNZ Manual of Approved Procedures. The MOAP is part of the suite of documents that underpin the GNZ Part 149 Certification. The MOAP requires a Gliding BFR be completed at least each 24 months.



AUCKLAND GLIDING CLUB wishes to announce its **80th Birthday** on Saturday 30 April 2011

This is planned to be a big event with many activities happening during the day. Also important is an evening dinner which will enable many past and present members to socialise at the club's very own airfield at Drury. The present members wish to show their appreciation to those that have built the club to what it is now. They also wish to invite any people with an interest in the club's activities over the last 80 years, or on into the future, to come along and enjoy this momentous event.

Please contact Ross at sailplaneservices@xtra.co.nz or our secretary Russell Thorne thorner@xtra.co.nz or more information.



Photo John McGaw



Photo John McGaw

Deadline for club news for the next issue 11 May 2011.

AUCKLAND CLUB NEWS

To all our Christchurch based friends – we offer our sympathies for the calamities of recent weeks. We have all been glued to the media releases and really feel for you. Somehow our gliding activity doesn't seem so important when faced with your hardship and struggles.

Our South Auckland based club has enjoyed the summer so far. The weather has been a little 'on and off' since our very successful Drury competition, but there have been some great days, particularly just now (early March) as we enjoy late summer/early autumn. Pat was recently flying with the Taupo pilots in the Kaimanawas on a day many of us were in the South Waikato area and we all got home again.

Local club activity has been heating up as well. A small group has been working on increasing exposure to youth and we are getting a great response as a result. A local girls' school will be putting up to 300 girls through trial lessons on Wednesdays, over several school terms. It is going to keep our volunteer mid-week staff very busy for some time. There are also three ATC squadrons - Unitec, Papakura & Manukau, whose students will be lining up for lessons on a variety of weekends and Sunday mornings. This is ongoing and the idea is to fly as many students as possible before 1pm, so the effect on our regular club students and members is negligible. Many members have worked to make this happen, but major players such as Paul Gregory-O'Neil and our CFI Norm Duke deserve thanks for helping to make these happen. It is hard work and we will need lots of help, but so far the support from our membership has been great.

Congratulations to Sebastian Provent and Neil Harker who both soloed lately and are already well into the QGP syllabus. Congratulations also to Nigel McPhee who was the highest 'Club Class' glider behind Tony Van Dyk (LS-8) in the Club Class Competition at Matamata and therefore wins the National 'Club Class' Championship. It was also great that Nigel was flying our new Discus CS, Charlie Sierra, which has proven to be a worthy addition to our single seater fleet. Adam Cumberlege also deserves congratulations, for winning the Central Districts regional competition at Waipukurau.

To sum up, the Auckland Gliding Club is in good shape. We need more members, of course, but we are working hard - particularly with the youth - to at least sow some seeds for the future.

RG

RNZAF AVIATION SPORTS CLUB

The onset of significant upgrade works on the Whenuapai runways has seen our Saturday flying severely curtailed. The Contractor leaves around 3pm and we take over the site and fly until the end of the day. We are likely to enjoy their presence for the rest of the year. On Sunday we get the full day. We have still managed to fly ATC cadets and Young Eagles, although we did have to give away the main ATC gliding camp, as they needed more time than was available with the runway works. Training has continued with recent soloists Jonathan Pote and Gary Patten transitioning to the PW5. Our most recent solo, Jay Harkness, had his family there to watch and celebrate the event. We have managed a couple of West Coast days, with Jonathan accompanying Steve Wallace on a run to Raglan and back. Judging from the number of times he told us about it, I think he quite enjoyed the trip and, of course, learned a great deal. This also showed our new wee towplane could handle the strong winds. Nearby, North Shore Airfield held an open day recently and was kind enough to let us have a stand and glider on display (Lionel Page's Mosquito GON). Later that day, two Spitfires and a Mustang gave a great display at Whenuapai for the 486 SQN reunion.

Graham Lake

CLUB DIRECTORY

Link for club info www.gliding.co.nz/Clubs/Clubs.htm

Auckland Aviation Sports Club

Club Website www.ascgliding.org
Club Contact Peter Thorpe
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
Club Ph (09) 294 8881, 0276 942 942
Club Contact Ed Gray info@glidingauckland.co.nz
Base Appleby Rd, Drury
Flying Weekends, Wednesdays, Public Holidays

Canterbury Gliding Club

Club Website www.glidingcanterbury.co.nz
Club Contact Kevin Bethwaite kevin.bethwaite@airways.co.nz
Ph (03) 384 3196
Base Hororata Road, Hororata
Flying Weekends, Public Holidays

Central Otago Flying Club (Inc)

Club Website www.cofc.co.nz
Club Contact Phil Sumser phil.sumser@xtra.co.nz
Base Alexandra Airport
Flying Sundays, and by arrangement

Glide Omarama.com

Website www.GlideOmarama.com
Contact Gavin Wills 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
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
Club Contact Ron Sanders Resanders@xtra.co.nz
Base Feilding Aerodrome
Flying Weekends, Public holidays

Gliding South

Club Contact Bob Martin bob.martin@clear.net.nz
Phone 0274 828 611
Base Rouse Airstrip, Five Rivers, Southland
Flying Weekends and 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
Club Contact Ron Bergersen 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
Club Contact David Davidson 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
Base Kaikohe Airfield, Mangakahia Road, Kaikohe
Flying Sundays, Thursdays and Public Holidays

Marlborough Gliding Club

Club Website http://glide_marl.tripod.com
Club Contact 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
Club Contact Frank Saxton 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
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
Ph (03) 358-3251
Base Omarama
Flying 7 days a week by arrangement

Otago/Youth Glide Omarama

Club Website www.youthglideomarama.org.nz
Club Contact Tom Shields 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
Club Contact Steve Care 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/rotorua/gc/>
RotoruaGlidingClub.html
Club Contact Mike Foley
roseandmikefoley@clear.net.nz
Ph (07) 347-2927
Base Rotorua Airport
Flying Sundays

South Canterbury Gliding Club

Club Website www.glidingsouthcanterbury.co.nz
Club Contact John Eggers johneggers@xtra.co.nz
33 Barnes St Timaru
Base Levels Timaru & Omarama Wardell Field
Flying Weekends, Public Holidays & by arrangement

Southern Soaring

Club Website www.soaring.co.nz
Club Contact Chris Rudge chris.rudge@soaring.co.nz
Ph (03) 438 9600 M 027 248 8800
Base The Soaring Centre, Omarama Airfield
Ph (03) 438-9600
Flying September-April: 7 days a week (except Xmas Day)

Taranaki Gliding Club

Club Website www.glidingtaranaki.com
Club Contact Peter Williams 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
Club Contact Tom Anderson 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
Club Contact Roy Edwards 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
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
Club Contact Paul Rockell rockellkaym@xtra.co.nz
Base Rockellkaym Ridge, Gibbs Road, Puhī Puhī
Flying Weekends and Public Holidays



Auckland: Instructors John Bayliss (left and right) and Rae Kerr (middle) with year 7/8 physics students from Baradene College in Remuera. The flying experience was used as a practical application of physics - lucky students! We have hosted three Wednesday sessions so far with one more to go. Each session involves aerotow or winch launch flights for between 20 and 30 students. We keep four gliders very busy for the four to five hours it takes to get all the flights completed. Photos: www.timcuff.com

CANTERBURY

The recent earthquake plus the weather have combined over the last few weeks to prevent flying. No damage was suffered to our fleet or site during the latest big shake but members' homes were near the epicentre and have had more to do than to come flying. Several have had massive damage to homes and businesses but luckily no one was hurt that I have heard of. Before all this though we did have some good flying.

As most will know, Richie McCaw allowed us to offer two trial flights with him which were bid for on line. The two successful ladies, one from Australia and the other from the North Island, enjoyed superb weather and a very nice westerly enabling them to both have great soaring experiences. The money raised was shared by the local church for their 'Quake restoration fund, "Kids Can" which is an All Blacks charity and the balance to the club. On the same day Terry Delore gave CJ McCaw a soaring lesson in the Ash 25 when they flew to Omarama where they

landed for a cuppa before getting airborne and returning to Hororata. What a life.

Improvements are progressing with our site at Springfield, Russell's Flat where we now have a tractor and mower and the strips have been top-dressed. The entrance area has had hard fill laid and rolled as has a short piece of perimeter track. Mike Oakley has headed the crop of barley he planted on the unused part of the site.

Diminutive Cathy Heslin is our latest tow pilot and is shaping up well. Her first tows were done at Springfield during a rugged nor'wester. Well done.

Stewart

PIAKO GLIDING CLUB REPORT MARCH 2011

The benefit of enthusiasm within a group can not be over emphasised. It pulls people in and raises the achievement level of the whole group. While this summer has seen a lot of mediocre flying days, it has been interspersed with some particularly good conditions. Some

pent up enthusiasm for badge flights, coupled with tenacity, has paid off for Steven Care and Tim Bromhead - a boomer of a Saturday gave them each a 500k diamond. This completed Steve's three diamonds. As duty instructor that day, I followed their progress with keen interest, as these are the first 500k diamonds flown at Matamata for many years. Great stuff and well done. Success breeds success, as they say, and there seems to be a will among members to set goals and achieve at the moment.

As the rush of summer activity eases, we are starting on our first six week ab-initio course for the year, with a good flow of enthusiasm between the instructors and the new pilots.

Bob Gray, our CFI, has completed our latest review of our "How we do things" booklet, which runs to 61 pages. This stands beside the MOAP and is a very important document that goes to all our pilots. As safety issues sparked this latest review, any pilots flying from Matamata should review it on our website, to be familiar with local practices. The fact that this is the third review undertaken in the last 12 years illustrates how situations change. It is important to keep up, and not believe that things are as they always have been.

While a lot of clubs will be seeing the end of strong thermal activity, we are looking forward to the equinoxial winds to keep the ridge working. Bring it on.

BM



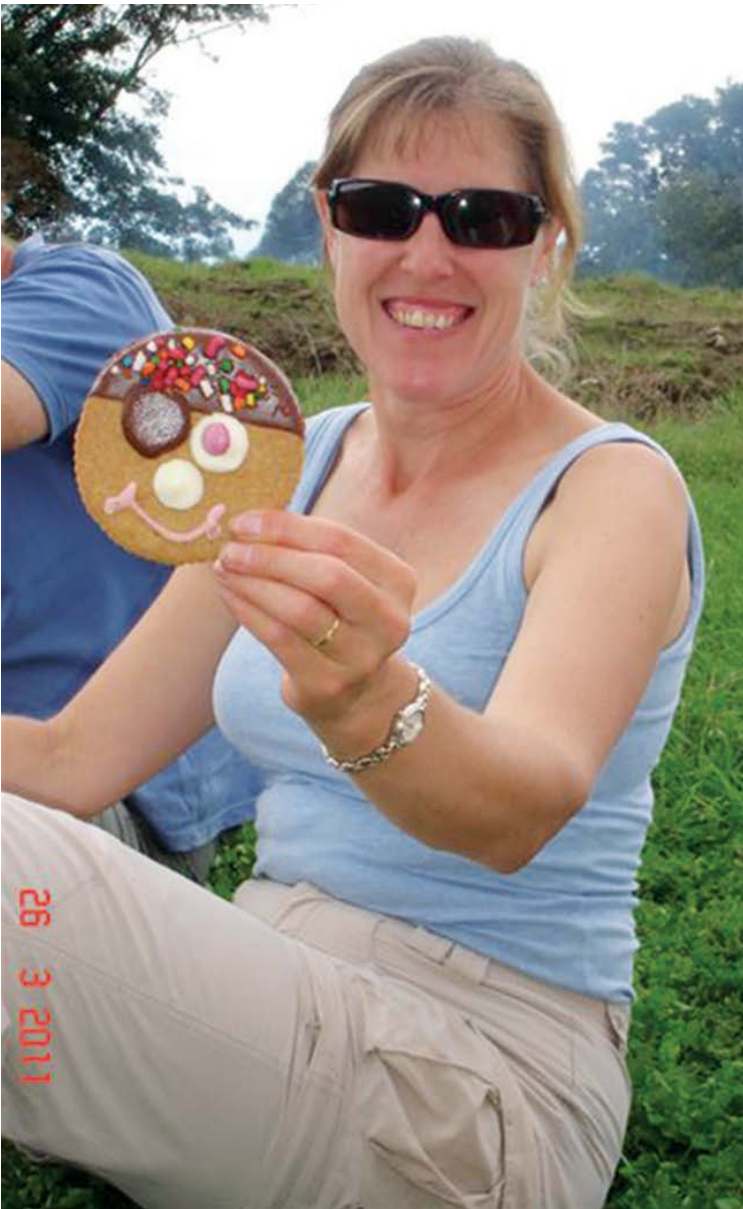
Auckland Aviation Sports Club: Jay and Family, right: Rex the red tractor.



Canterbury



A great gliding day at Springfield



Jenny shows what's in her lunch



Working bee participants stop for lunch



Springfield from the air

CLUB NEWS

Whangarei: Rebecca and others socialise in the Piggery.

TARANAKI GLIDING CLUB

There have been some rather good flights in the convergence area near the mountain recently. The most notable one was by Tim Hardwick-Smith in the Discus, where he orbited the mountain three times without stopping. Meanwhile, Glyn Jackson was having a great time in the PW5. He has taken to that aircraft like a duck to water. Andre van der Elst has tried the PW5 for size and it fitted him well. In and around all this, Steve Barham has enjoyed getting used to his Nimbus 2 and it is getting used to Taranaki thermals in place of Omarama wave.

Gene Campbell and family have returned to the States and David Drummond has taken up a position in Papua New Guinea for two or three years. Gene left in fine style, with an hour-long flight in the Twin with Tim. He has a gliding club in California lined up, so that he can continue progress to solo.

Our hangar is nearing completion, and all the funding is in place, which should enable us to have a concrete floor from the outset. Three glider trailers and a restored Ferguson TEA 24 tractor, are already in residence.

PJM

TAUPO GLIDING CLUB

Intermittently we have had wonderful soaring, with many full on days with thermals to 6,500 or 7,500 feet. Keen cross-country pilots have achieved self-set tasks up to 320 km and even around the mountains. There have been no wave rides reported lately however.

We continue to run intensive seven day courses for budding pilots to achieve solo. Lately we have had three takers, one inherited from Omarama!

We have had Joe Coleman from Auckland (achieving 10 flights), Eva Murray from Australia (9 flights) and Vaughan Wellington of no fixed abode, all flying for a Solo week. We have four



Taranaki: Steve Barham with his new Nimbus



gentlemen from Hong Kong this April to put through the course; also, a father and his two sons will be here at the end of March for a one week course.

We have lately restarted our training tutorials, and just last week had Taupo Airport CEO Mike Groom give us a very well received lecture on our airspace: the Mandatory Broadcast Zone (MBZ) and Control Zone (CTR). The demarcation zones came as somewhat of a surprise to some of our pilots. In all, a very worthwhile refresher course, and something we will endeavour to instil in all our student pilots training henceforth.

Our next lecture will be on Radio Transponder Procedures, by Chris Blyth from Taupo Air Services.

On the weekend of 12th March 2011, we had a visit from 12 members of the Tauranga club, with the Duo, Janus, and Piper Cub. We all enjoyed flying in the Central Plateau Area and a BBQ on Saturday evening.

Dr Peter Battersby

TAURANGA GLIDING CLUB

As many of you around the country know, we now have a Duo Discus XLT (GXT). It arrived on Christmas Eve and has already flown 50 hours, and handles like a dream.

We have had several temporary summer members from Canada, Switzerland and the UK. We hope to see them back again next summer and wish them well with their gliding back in their home countries.

Last weekend (11-13th March) we took the Duo, Puchacz and LS4, along with a few privately owned gliders, to Taupo and had a fun weekend with the Taupo club. They put on a fantastic BBQ and hospitality for us on Saturday evening. All the members from both clubs who attended the weekend really had a fun time on the ground and in the air. Trevor Terry looked after the weather and task setting, and Tom Anderson organised

everything else to make it successful. We will do this again.

We have had great gliding weather this past month and many of our members have had some good cross-country flights.

TGC is now having four to six ATC students on the last Sunday of each month, instead of two weekend camps per year. Also, some of our instructors and tow pilots will head to the Matamata Soaring Centre in April, for the major ATC camp for the North Island. We will also provide two Puchacz's and tow planes.

In the aftermath of the Christchurch earthquake, the TGC has made an offer to any Canterbury club members and their families, to come and stay with some of our members, or in their holiday homes, here in the Bay of Plenty and we will even organise some local gliding if they wish. Our thoughts are with our gliding friends and all Cantabrians – everyone will know someone who has suffered or perished.

WHANGAREI DISTRICT GLIDING CLUB

The weather up north over this summer has been variable, starting with a drought. Then we got a tropical storm, followed by fine then wet weather, changeable daily. Still, we had some good flying. Rebecca Owles from England went solo, and also had her 21st birthday with our club. We had the ATC from Whangarei spend the weekend at the airfield and they all had at least two training flights each. Tim, with his DG400, has been exploring the sea breeze convergence that runs the length of Northland.

The winch has worked well, with a few minor hiccups such as the rope wearing out after 18 months. Our little truck blew a water pump and had to go in for repairs before someone blew the engine. We had a safety audit from Roger Harris, and a few things had to be done, like new tow hooks but this was soon rectified. There is no short cut to safety, although it can be expensive.

The high cost of bringing an engineer from Auckland to do minor works will, in time, affect the viability of smaller clubs in rural New Zealand.

We see CAA asked for comment on winching, in regards to adventure tourism. Their comments showed that they have little knowledge of winching operation in New Zealand, and how all clubs take the safe operation of their winch very seriously. Our club made a submission to CAA and we hope that all other clubs that winch also made a submission. We have yet to hear of any results. We were disappointed that Gliding NZ did not inform us of the submission process and we found out from another source. However we are pleased the GNZ did also make a submission.

In other news: someone keeps stealing our road sign/post pointers, costing us \$85 each time to replace them.

Have a good flying time and check our Facebook page for weekly updates. 18000 hits in January.

Good luck Bill Rossiter

GNZ Executive Officer, Max Stevens, comments about winching: The GNZ submission on the CAA's proposals for "adventure aviation" rules can be found on the web site at the bottom of the page <http://www.gliding.co.nz/GNZ> We told CAA that their proposed prohibition on winch launching in the adventure aviation context defies logic. We argued the case in some detail which can be summarised to say that modern glider winches, with standard procedures honed over decades of operation, are no less safe than aero-towing using aircraft fitted with 1940s-technology piston engines. We are happy to say that CAA accepted the point, but operators using winches in adventure aviation will have to comply with the HSE Act.

VINTAGE KIWI JOINS THE LUFTWAFFE?

If everything goes according to plan, Vintage Kiwi will be joining remnants of the early Luftwaffe over the Easter Weekend at Omapere for the Classic Fighters Airshow.

Our Weihe, built for the Luftwaffe in the last days of the war, will represent all the gliders used in World War II for training and offensive purposes. Currently under restoration the Weihe will be displayed in its uncovered state and will show some of the damage incurred over the past 65 years. The current intention is that it will be displayed in the 'Restoration Section' probably with a Spitfire tucked under one wing, a location which seems to me to tempt fate.

Gliders, prior to and throughout the war, played a large part in training Luftwaffe pilots. Starting on an SG38 and other primary gliders the survivors progressed through more advanced gliders on to power and then operational aircraft. Towards the end, as things became desperate, some pilots trained on primary gliders, moved on to the Grunau Baby, and a modified aerobatic glider the "Stummel" Harbicht. Produced in two spans, 6 and 8 metres with a stalling speed of 75-80 kph it readied the survivors for something even more dangerous; an unfuelled rocket powered Messerschmitt 163, towed aloft by a Me 110. The next and often final stage was to replace the tug with fuel, and rocket up 35 to 40,000 feet to meet the Americans. The depleted survivors then faced a gliding descent to a 260kph landing which some did survive.

Whilst in recent years unmodified Harbichts have been produced, plus a glider version of an Me 163, no one has thought to produce a proper 163 for Omapere.

Footnote. Dick Georgeson's Weihe, GAF, now in Ashburton's Aviation Museum, was "rescued" from Germany by Phillip Wills when the Americans were destroying old German gliders faster than any CAA.

Ian Dunkley



Picture of Weihe flying from the Wasserkuppe.



Weihe at Nelson Lakes, prior to resurfacing.



Weihe in workshop at Omapere

SoaringNZ and the GNZ Website Classifieds are now linked. Members are allowed one free non-commercial classified advert per issue. Ads may be submitted to the GNZ website or directly to SoaringNZ. They will be displayed in both places until notified that they are no longer required. Adverts that are obviously old and no longer in effect will be removed. Please notify us when your item has sold.

GLIDERS FOR SALE

One third share in PIK 20 • At present based in Whangarei. Come North and fly in unrestricted airspace. Where else can you get 40+ to 1 performance for \$8,000. In spite of what you may have heard this aircraft is not difficult to fly, only different. Phone Lester Chapman 09 435 6979

Nimbus 2 GIW • Immaculate condition. PU paint. All surfaces sealed and mylared. Masak winglets, turbulator tape, double bladed airbrakes. Tinted canopy & inflight adjustable seat back. L-NAV, GPS-NAV, HP4700 hi res PDA with WinPilot ADV. Oxygen and mode C transponder. Near new National Flat parachute, Acusat GPS equipped PLB, adjustable wing stands & Rig-Mate electric rigging cradle. Good trailer, all tow out gear. Genuine 50:1 performance. \$50,000. email hewstan@slingshot.co.nz

Pipistrel Sinus motor glider (tail wheel) ZK-GIM • 2004. 80hp Rotax 912 UL3 (non cert) twin magnetos in perfect cond. Serviced by Solowings Tga. Short take off & landing. VNE 121 knts. 100 litre fuel, 10.4 litres/hr. Feathering prop., Brauniger glass panel with vario, flight recorder, engine monitoring etc. Microair T2000 SFL transponder, Xcom760 VHF transceiver, PLBGPS, Elec soaring vario, GPS map 296 colour with terrain warning, airframe 550 hrs, engine 376 hrs. photo. SoaringNZ AUG/SEPT 2009 p44. offers wanted malinsi@vodafone.co.nz

Libelle 201B #579 GIU • Good condition approx 2300 hours and 1600 launches. Basic panel plus transponder, chute, O2, Trailer, \$18K Contact Paul 021 331 838

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

ASW20A GTL 40K or partnership 20K • LNAV+GPS NAV, Mode C, EDS O2, FLARM. Komet Trailer. Help me keep this glider in NZ. contact Luke: wingswinewomen@gmail.com

Test-10-M self launching motor glider for sale GVV • better than new condition. Polyurethane finish. 40:1 15mtr, 30 KW Rotax engine. Winglets, tinted canopy, digital avionics, radio, transponder mode C; Live your soaring independence dream. Contact: geraldv14@gmail.com or mob 0274 836 308 NZ\$98,000

Ka6cr GCQ • Excellent condition, PU paint, Ceconite fabric, new wiring. Standard instruments + Borgelt electric/audio vario. Icom IC-A3 radio. GPS cradle and PDA. Wired for transponder. Large tinted canopy. Rotary buckle belts. Good trailer. Fresh annuals done 11/09/2010. \$9000 or 1/2 share \$4500. (half share owner can have glider located anywhere in NZ. phone 021 221 85599 or email: hewstan@slingshot.co.nz

LS3-A ZK-GLL • Refinished by Sailplane Services, Cambridge L Nav and GPS Nav, EDS Oxygen, Mode C Transponder, Flarm, Complete with trailer, \$46,000. Call Paul on 021 622396

DG800B Motorglider ZK-GZT • 18m with winglets. Only 273 hours TTIS, 23 engine hours. Full panel, Borgelt B500 & B2000, Microair Radio and Transponder, full set Jaxdia covers. All AD's and services up to date. Contact Mike Strathern. strathern280@gmail.com

Duo Discus T GTT Aug 2004 • As new condition, 650 hours. Finished in Autocryl from new. Cambridge 302, Becker AR4021 com, Microair T2000

transponder. Dual oxy. Comet Deluxe trailer. Available as complete sale or one half share based and hangared at Centennial Park, Taupo. Enquiries please to Trev Terry 0274908566 or trev@treverterrymarine.co.nz

DG 400 • great condition, comes with 15m/17m tips, fully equipped and ready to fly. Including A8A oxygen regulator with quick connect, Cambridge 302/303 and Winter Mechanical varios. Terra transponder, Dittel FSG60M radio, boom microphone and headset, tow out gear, wing, canopy and tailplane covers. Trailer has Cobra fittings and can charge batteries with glider in trailer. Contact Mark 0274 508505 mda.308@xtra.co.nz

Ventus Ct SW • In good condition with Cobra Trailer. Won the Nationals in 2006. Hard to beat for price versus competitiveness with the get home convenience of the turbo. \$120,000. Phone Julian Elder on 027 6924114 or email julian@elder.net.nz. Only selling as want a self launcher to get more gliding in by being able to operate closer to home.

Nimbus 2b - GKI Priced for a quick sale \$38,000 ono. Phone either John 0274 994375 or Ben 0275 555485 for all info

2 Gliders for Sale RONLERCHE K4, SKYLARK 2 • Both hangared at Norfolk Aviation Sports Club. Phone John Schicker 067582953 day or night

ASH-25E ZK GZZ • 1100 hrs total time NDH Refinished in polyurethane. 2 sets Maughmer wing tip extensions & winglets to near 27m. Ilec SN10B front & rear Cambridge, 302A Mode C transponder, Flarm, front & rear EDS oxygen system, Leather seat cushions, Parachutes. Motor reconditioned to operational standard. Jaxdia covers. Cobra trailer. Many spares. \$ 215,000. NZ, Omarama hangar also available. Phone Theo Newfield +64 27 4326015

Discus-2ct 2007. • 18m. Every option. PU paint finish. Avionics include LX8000 computer with FLARM & remote stick, Becker radio & transponder, Tru-trak turn & slip. Cobra trailer with SL package. Jaxida hangar covers. Brand new condition. Brett Hunter hunter.b@ihug.co.nz

HANGARS

15 Metre Hangar Space in Omarama • We are selling our 15 m space for \$25,000 which is less than \$1700 per meter. Call Paul on 021 1622396

15 metre hangar space Omarama • South Canterbury Gliding Club is offering a 15 metre hangar space at \$1800 per metre plus GST. Contact Paul Marshall 021 331 838

Hangar space Omarama • Top slot in new private lock-up hangar. Secure, convenient, water, power, painted floor. Great neighbors. Regret not available to syndicates or commercial operators. Contact:- David Laing:- laing.braeview@xtra.co.nz or phone 027 4340074

15 meter hangar space • East hangar at Omarama \$2000/m negotiable. Call 03 348 7009 or email vindaloulou@gmail.com

Interest in double hangar space at Omarama Hangar • Vendors have for sale two rights under Deed of Licence for adjacent spaces each for an 18 metre wingspan glider (numbered 7 and 8 in the Omarama Hangar) constructed in or about 1998. Can be sold together or individually by assignment of Deed of Licence according to the terms together with transfer of 18,000 shares in Omarama Hangar Limited in respect of each space. Price is \$40,000.00 each. Contact Wendy at Geddes and Maciaszek: tel (03) 366 1681 or email wendy@gedmac.co.nz

Hangar freehold with concrete floor available at Drury. \$12000. malinsi@vodafone.co.nz

WANTED

Hello! I'm looking for a two-seater trainer like Puchacz, Grob G-103 Twin Astir II Acro or non-Acro, or ASK21. Tales Maschio, talesmaschio@gmail.com (Brazil)

I'm looking for a Grob Twin II or SZD-50 Puchacz in good condition • Matheus Fontana matheus_fontana@yahoo.com.br

ASK-13 Sailplane needed • in good condition, Please E-mail: leh33@hotmail.com

Single Seat winch launch-able sailplane wanted • Priced from 20-60k would prefer glider with trailer however will consider without. If you happen to have a self-launcher would pay up to 120k. Contact Douglas 021-118-5797, doug@waipapaeyecare.co.nz

OTHER FOR SALE

Tow Plane, Champion Citabria 7GCAA • Very economical and fun to fly. TT 2070 hrs. Spares include new fuel tanks, propellers, undercarriage spares plus brand new O320 motor (150hp) still in box. Open to offers. Ph Jimmy Berkett 04 566 0192 or 0274 424 356

Winter Barograph, serial number 36572 • Free to a good home. Came with my glider, but I'll never use it. Does anyone collect these? I'd hate to throw it out. It appears to work fine. E-mail for photos. I can courier for a small fee, otherwise it could be picked up free in Nelson. Contact pete@mac.geek.nz or phone (03) 538-0637.

Transponder • Becker ATC4401-1-175 and ACK A-30 compact encoder, complete with wiring loom. Very good condition \$2500, (\$1500 below current replacement cost). Contact hewstan@slingshot.co.nz

Parachute (Slim Pack) • I have a slim pack Parachute for Sale. Just repacked. In as new condition with storage bag. (Red) \$800.00 Ph 09 442290 or 0220296290

Replogle barograph complete with charts • \$250. Don Spencer, 09 537 5964.

PDA moving map components • Brodit PDA cradle. Comes complete with inbuilt power converter, power and data input cables. 2x Ipaq 3970 PDA's,

1 loaded with Winpilot advance, the other with GlideNavII. PDA's come with a sync cradle, and software to connect to PC, extra charger and 512MB SD card. \$360. email hewstan@slingshot.co.nz or ph 021 703 839

Winch for Sale • Nelson Lakes Gliding Club is selling its well proven yellow winch. Launches Grob twins 1400ft to 1700ft AGL for less than \$10. Brilliant design. Simple to maintain and operate. Ford Cleveland 5.7 litre V8 with automatic transmission. Only \$NZ15,000 plus GST for this wonderfully successful machine. Further details at www.glidingnelson.co.nz or contact Ken Montgomery AH 03 5472317, Mobile 0276314040, email kenandshirlzintransit@yahoo.co.nz

Terra 250 Transponder & Alticoder US\$500 for both • Altimeter - 3 needles to 35,000' offers Contact Roger 021 689592 rog.peters@xtra.co.nz

PLB MT410G (GPS) 2 Years old • batt expires 2015. \$550 ono. Contact Andrew Crane dallascrane@xtra.co.nz

ILEC SN-10B Flight Computer plus Vario Meter • 3 years old - in "as new" condition. \$3,200. Contact Mike Tucker 021 439 193 or mike.tucker@xtra.co.nz.

FOR SALE

2 SEATER MOTOR GLIDER GROB 109

Total Hours 2546 • engine hours 1272

• Since overhaul 272 • Propeller Since new 615 hours • Fitted with 720

Channel Radio • Transponder

Asking price \$55000.00

OR WILL CONSIDER ANY OFFER

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3090 hours • new tow hook just fitted

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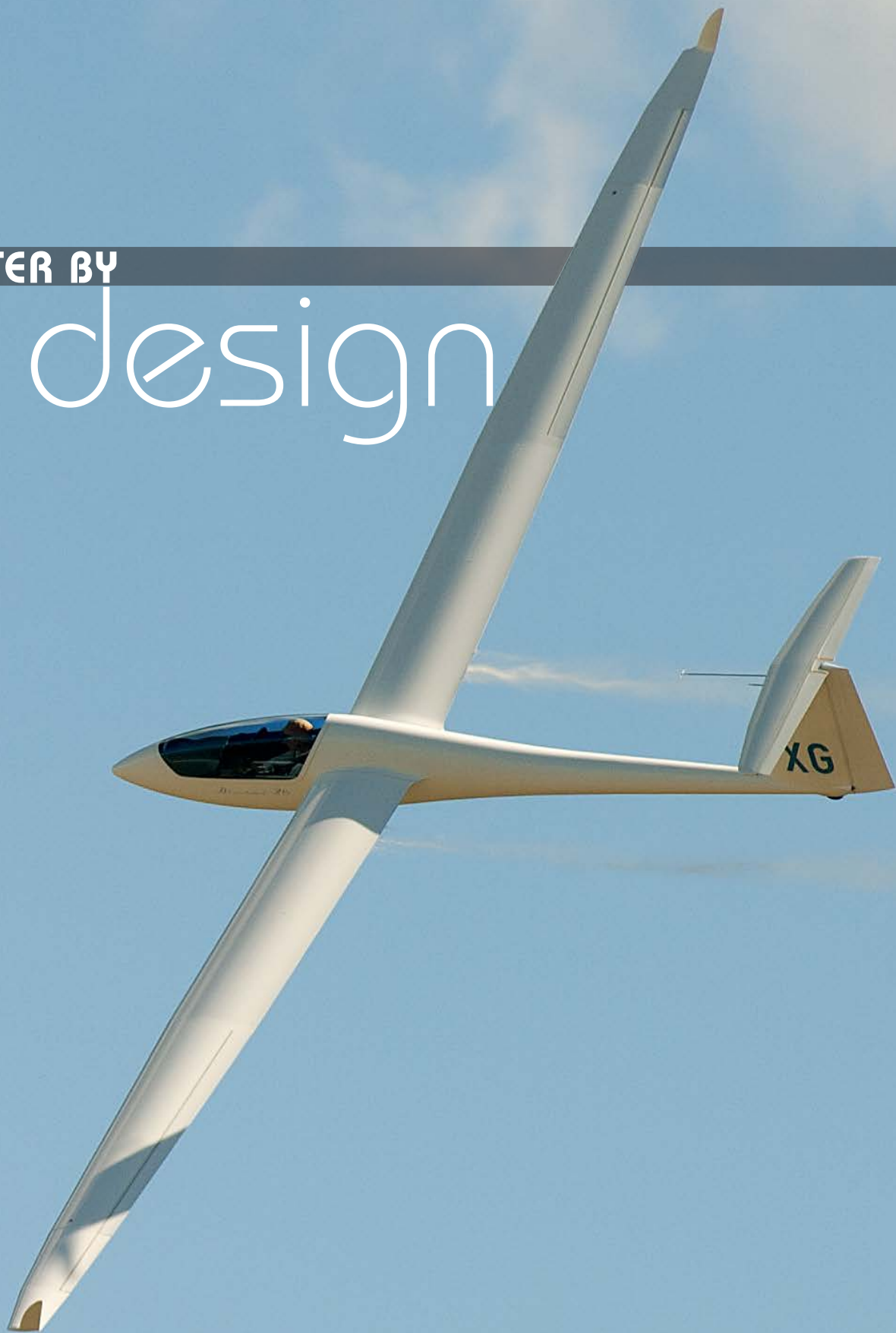
Price \$52,000

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