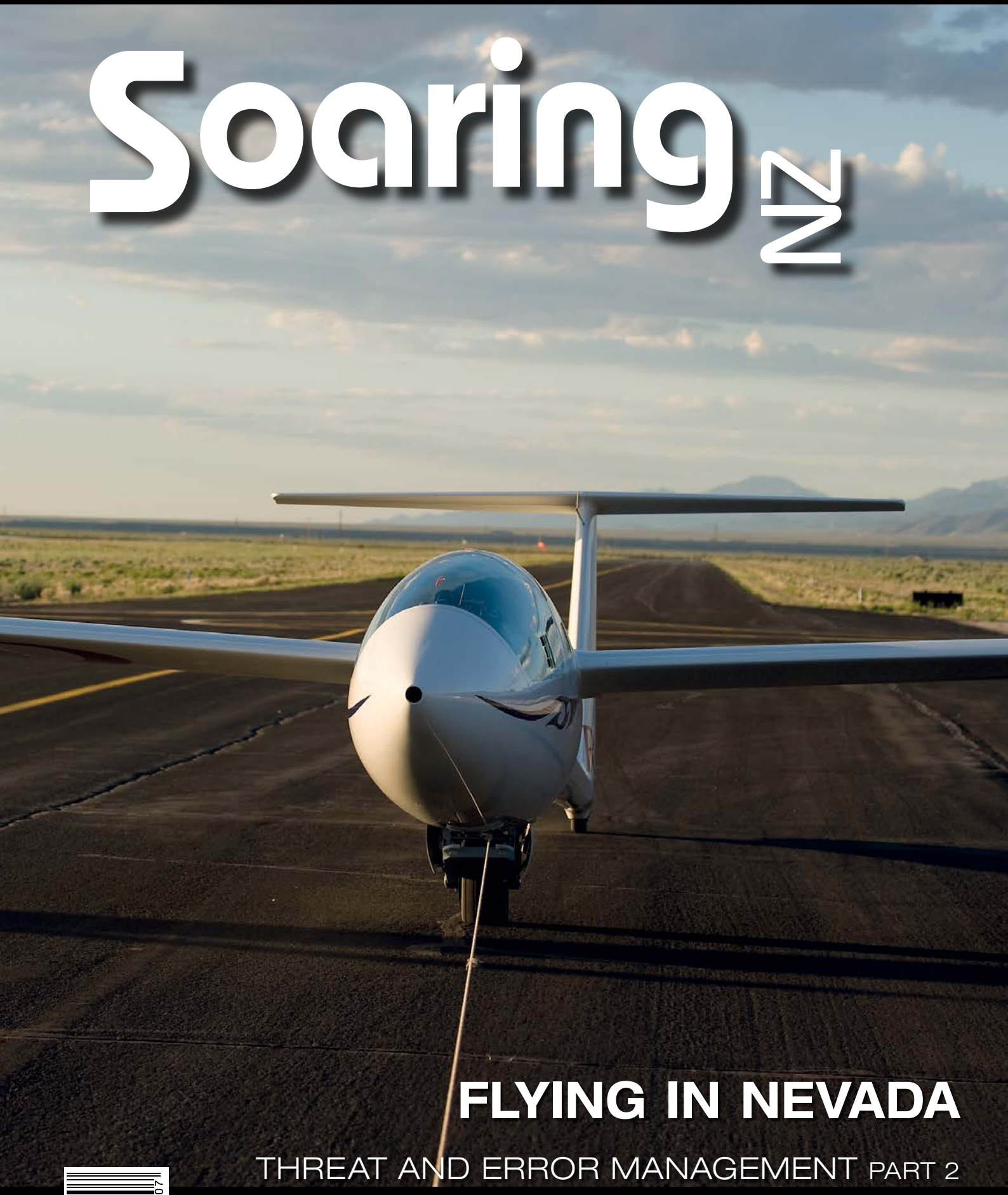
NEW ZEALAND'S PREMIER SOARING MAGAZINE

Soaring NZ



FLYING IN NEVADA

THREAT AND ERROR MANAGEMENT PART 2

LEARNING TO FLY • JS-1

GLIDING ON THIN ICE • CLUB NEWS

issue 17 august/september 2010

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Ian Smith Dean Lonergan Nathan Rarere

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Pg 10


Pg 14


Pg 18


Pg 28

Pg 40

contents

august/september 2010

FEATURES

REGULARS

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from the editor

august/september 2010

Winter doesn't have to be dreary. Youth Glide Canterbury members off to play in the snow.

How many of you remember that heady sense of excitement you had back when you were learning to fly gliders? For some people of course that feeling is right with them, right now. Gliding is just amazing and they can't imagine not feeling this rush when they think about it. For others of us, the rush has faded. We remember and laugh indulgently at our younger selves. For me, I can remember waking on a Sunday morning to a sky that was seven eighths cloud cover and forecast for rain and yet still racing, full of excitement, out to the club. Once there, one or two other learners joined me in moping in front of the closed hangar doors wondering why there was no one else there when surely it was possible that it could clear enough to do at least one circuit later in the day.

It is in honour of those that are just starting out in the sport and reaching for the ultimate thrill of this stage of their gliding careers, their first solo, that we present three different stories from three different new pilots about just this – the joy of glider flying and the thrill and accomplishment of their first solos. Giordy Garrick is a young lady flying with Youth Glide Omarama, Jamie Sheehan is an Australian engineer who used his time in Taranaki for more than just work and Adrian Faulkner is a retiree who can't believe quite how badly he's been bitten by the gliding bug. As you read their stories try to remember your own feelings of pleasure and accomplishment as you took to this sport. Search for challenges and pleasures to keep the feeling alive.

One way some Kiwis have been keeping their gliding fresh and exciting is to go abroad. We have quite a contingent in Europe at the moment. Dane Dickinson has been competing in the Club Class World Championship, Roy Edwards has been a Steward at the contest. Dane is now flying in the 15m World competition with John Coutts, flying a South African JS-1 in the 18m class as we go to press. There are six JS-1s flying in this World contest, which will be an interesting test for the newest glider on the scene. We have information on this glider from the new Australasian agent Brett Hunter on page 14.

There has also been a large grouping of Kiwis in America. George and Gavin Wills competed in the American club class Nationals at Parowan in Nevada. We'll get a story out of them for the next issue. Also in Nevada were Terry Delore, Chris Richards and John McCaw. John of course took all his camera gear with him and we feature the first part of the story of his trip in this issue.

Those of us left behind have been floundering in the mud of this soggy winter and it has been hard to find enthusiasm for anything more than sitting by the fire with a good book. Some clubs have been flying in spite of it all. Well done. Let's follow their example and enjoy winter flying. Winds still blow, ridges still work, thermals even happen in the middle of the day. Winter is a great time to fly for fun, with no pressure of badge flights, contest preparation or anything that makes summer flights potentially stressful. If you don't already, encourage your club to have spot landing contests, no instrument circuits and other fun activities. A trailer backing obstacle course is a great one if the ground is not too wet and the obstacles not too solid. Take the time to update your BFRs. Do the glider and airfield maintenance and follow up with a barbeque or crock pot dinner to stay in touch with your fellow club members. Don't worry, summer is coming.

I am planning another tour of clubs I previously haven't visited this summer, so if you have some event or happening you think I might like to be there for, let me know. I come with camera and tent and am thinking of road touring through the bottom half of the North Island in January. SoaringNZ have had positive feedback for our calendar so will be doing another one for 2011. Pre orders are being accepted now and we hope to print and have them available sometime in September. This will leave plenty of time for those wanting to post them overseas as gifts.

Happy flying.

Jill McCaw

An ASW25 on the taxiway at Ely, Nevada.

Photo John McCaw

next issue

John McCaw brings us more photos and stories from Nevada. We finish Arthur Gatland's safety feature and look at changes to Avgas and what this may mean to us.

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

SoaringNZ

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We have two letters to the editor, one from Henry Leschen in Australia which comments on some points made by Ian Dunkley about flying planks. The other letter writer, David Jensen of Tauranga suggests rather tongue in cheek that if the same safety culture that applies to general aviation was standard practice for mountain climbers in his day, Ed Hillary may not have made it to the summit of Everest. He makes a very good point: we (need to) promote gliding as a challenging, enjoyable, and progressive activity that has a culture of personal responsibility rather than a sport that is "safe."

Safety – The case for the Defence.

Safety First splashed across the pages of our magazine ... well, of course. Threat and Error Management ... hear hear. Complacency; What me worry?... (excusing the muddled title) I hear what you say brother. Paddock Landing Decisions ... good grief more safety stuff. Hypoxia Training ... presumably for the reader...

I understand the motive and the need for a focus on safety and I have no wish to attend another funeral for a pilot. So I diligently worked my way through these articles but the contrarian in me kept asking "What of risk and reward?", "What of achievement?" and most importantly "What of personal responsibility?"

Picture if you will Sir Ed (actually plain old 'Ed' at that point) standing on the South Col gazing up at the summit. He turns to Tenzing: "Whatdya reckon mate, shall we give it a crack?" – it's my story, not yours, so go with it – "But Mr Edmund Sir, we have no Hi-vis jackets, we haven't studied the 250 page MOAP, how do we know there isn't a barbed wire stretched across the path, and I fear there is less than a 99.3% chance we will survive to be home in time for tea and scones."

This from the June 2010 edition of *Wilderness Magazine* (excellent journal, I'm surprised there hasn't been a gliding article in it ... albeit one on achievement) supports my case. I quote from Maina Perrot's thesis on Where are the Kiwi Climbers – "It seems the time when seeing a mountain in the distance would be enough to capture an emerging or hardened climber's imagination and challenge them to get to the top of it has passed. Indeed now, with society becoming increasingly risk-adverse, current NZAC president Peter Cammell says it has become difficult to simply get out there and do your own thing. 'There is too much emphasis on 'risk' and not enough on 'enjoyment' and 'life skills' and commercial interests are hi-jacking our Kiwi can-do abilities.'" If we wipe from our minds what a 'hardened climber' might suggest or look like (long hours in a snow cave or small tents no doubt broadens the mind), the article concludes that "you simply have to get out there and do it yourself" – quite.

I splashed out the other day (with time rather than money) and attended the safety seminar at Piako Gliding Club. An excellent proactive approach to the issues confronting gliding, but the vultures are circling ... somewhere during the morning the earnest chap from CAA volunteered this bit of advice (forgive me but it's from memory and subject to the usual limitations) – "Now listen up chaps, where extra rules were added to General Aviation the accidents stopped!" Really? Really, really? Upon reflection the nice fellow forgot to mention which country he was referring to but I assume the candidates would be North Korea, Cuba, or Outer Mongolia.

And if it may please the Court I contend that arguments of 'safety' can be used as a battering ram. I have seen 'safety' used as a proxy for a valid argument (at this point I should purge myself for I myself have been guilty of this foul deed) and along the way we have stifled innovation, enthusiasm, and achievement. Arguments of safety run the risk of being used for something other than a 'force for good'.

So whilst I hear what the authors of the articles in *SoaringNZ* are saying and I applaud their efforts to say it, I understand the need to get our accident rate under control, but (and it's a big butt *(sic)*) at the end of the day, going forward, and in the spirit of togetherness I hope that we promote gliding as a challenging, enjoyable, and progressive activity that has a culture of personal responsibility rather than a sport that is 'safe'. The outcomes will be quite different in my mind.

David Jensen

Flying Wings v Flying Planks

I am very pleased with the latest issue of *SoaringNZ* (June/July 2010) which continues to display arresting articles, supported by superb photographs. I enjoyed reading Ian Dunkley's article on Flying Wings which describe the two seater AV 22 and the single seater AV 36; the latter aircraft I flew numerous times in Western Australia.

I wish to draw to your attention three captions which are misleading in their description of the AV 22 the AV 36 and the Genesis 2 as "Flying Planks" as shown on pages 41 and 42. This is an incorrect description as these three aircraft are technically Flying Wings.

"What is the difference?" some might ask. The difference between a Flying Plank and a Flying Wing is twofold.

The Flying Plank

1. A Flying Plank as seen in planform has a non tapered wing, that is the chord of the wing tip/tips is identical to the root chord at the fuselage junction.
2. A Flying Plank has elevons, one on the right wing and one on the left wing. Each elevon controls bank angle as well as acting as elevators which lift or lower the flying plank's nose.

A Flying Wing is different in the following ways.

1. A Flying Wing such as the AV 22 or the AV 36 has a planform which is tapered, that is the wing tip/tips have a smaller chord than the root chord at the fuselage junction and the wing has a noticeable taper, just as a bird's wing does. This taper gives the flying wing a better performance than a flying plank.
2. A Flying Wing has both ailerons and elevators, whose surface area and positioning result in adequate roll and pitch control with minimum drag.

References: Experiment in Flying Wing Sailplanes by Jim Marske.

Jim Marske, the world famous American Aeronautical Engineer, designed the all-wooden Pioneer 1 and 2 which were built worldwide in kit form and flew very successfully, out-performing the French designed AV 36. His little booklet of only fifty-four pages is a delight to read and is supported by simple technical drawings easy to understand by the lay-man/woman. Published by Jim Marske in 1970 I highly recommend it.

Regards,

Henry Leschen.

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.

NEW ZEALAND GLIDER PILOT ROBERT (BOB) HENDERSON STANDING FOR PRESIDENCY OF FAI

Flying New Zealand (New Zealand's National Aero Club) announced on 15 July 2010 their nomination of Robert Henderson for the position of President of the Fédération Aéronautique Internationale (FAI) at its elections in October 2010.

"Over the last six years under the guidance of President Portmann, the FAI has undertaken a programme of development to meet the challenges faced by the FAI – I want to continue the developments already underway and see them implemented," Henderson said.

"The FAI faces many challenges," Henderson stated. "We need to ensure that we take a leading role in advocating for air sports within the regulatory environment, to protect and preserve access to airspace for all air sport activities and to improve safety.

"We need to promote and protect the FAI brand – our public image to the world. We want the FAI to be the place of choice for air sports, and we want all our participants, from pilots to spectators, to recognise the value that the FAI can provide them."

"And we need to strengthen the relationships within the FAI family," added Henderson.

Henderson said that, if elected, he would bring continuity, leadership and accessibility to the Presidency. "I have been a member of the Board during the time the current programme of work was initiated and that program will continue under my guidance. I have a long history of leadership in numerous roles throughout the aviation and air sports sectors. I have a collaborative and consultative leadership style, and I believe I enjoy the respect and trust of many people in air sports because of this," he continued.

"For those of us involved in air sports, it's like a disease, a consuming passion for our sports, for the freedom of the sky. That's what binds us together. The FAI brings us all together to share this passion, and I want to ensure that our family grows and prospers."

Wayne Matheson, President of Flying New Zealand, said, "Bob is a great candidate for this role. He has demonstrated his leadership strengths in diverse roles previously and I know that he will be an outstanding FAI president."

Background

Henderson has been a pilot for 40 years, and active in air sports for 35 years. He served in the Royal New Zealand Air Force from 1970 to 1993, ultimately serving as Wing Commander of Number 40 Squadron, which was the Air Force's long-range transport squadron with a 24/7 global responsibility with C130 Hercules and Boeing 727 aircraft. Since 1993, Henderson has worked for Air New Zealand, and is currently a Captain and Instructor on the Boeing 737 aircraft. He has also flown the A320 Airbus.

Henderson has been active in the FAI Gliding Commission since 1977, and for the last seven years has been the President of that Commission.

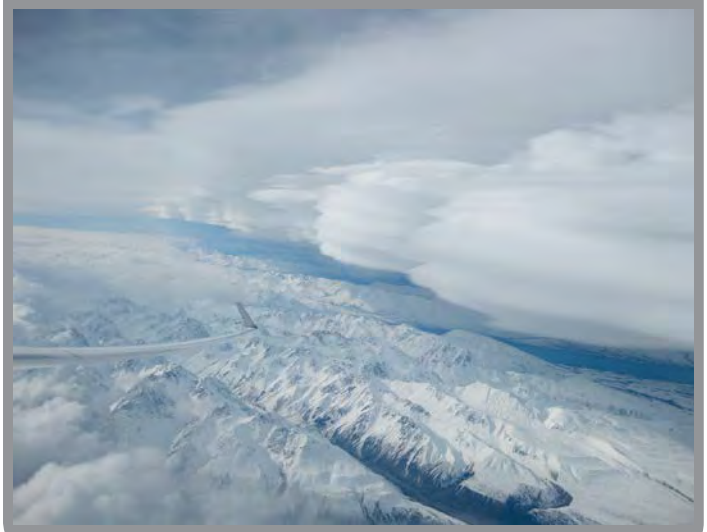
He has been a member of the FAI Board for the last two years.

POTENTIAL PAWNEE PROBLEMS

Our American correspondent Jim Herd warns Pawnee users of a problem suffered by the Pawnee tow plane at Soaring Nevada. The plane may be a written off due to a 'U' bolt breaking on the landing gear when taxiing. The wing hit the ground and so did the prop. The National Transport Safety Board didn't think it warranted their attention. Jim is concerned that every other Pawnee with a similar configuration may be at risk!

WINTER FLYING doesn't have to be dull...

Terry Delore took this photo of the NW arch from 25,000 ft on Friday 18th June. The base was 17,500 and he said, "Top's at the moon!"



SPOT 2 AVAILABLE

Aviation Safety have announced the arrival of the new SPOT 2.

This is 30% smaller and apparently 30% faster in acquiring GPS positions.

The SPOT 2 also comes with a small carry pouch and uses AAA batteries in lieu of AA. It costs less but has more features than the original. The operating time however is less (although the press release didn't say how much less). If you are looking at getting a SPOT it would probably be well worth checking it out.

For more info see www.findmespot.net.nz

NEW WORLD RECORDS

Argentina seems to be the place to be if you want to set world records at the moment.
Klaus Ohlmann flying a Nimbus 4 DM from Chapelco and El Calafate has recently had an astonishing five world records ratified:

Distance using up to 3 turnpoints – 2511.1 km
Crew: Christoph RITTER (Germany) Date: 13.12.2009

Speed over an out-and-return course of 1,500 km – 198.0 km/h
Crew: Christoph RITTER Date: 13.12.2009

Speed over an out-and-return course of 1,000 km – 213.2 km/h
Crew: Sidonie OHLMANN (France) Date: 26.12.2009

Distance using up to 3 turnpoints – 2643.2 km
Crew: Sidonie OHLMANN Date: 28.12.2009

Free Distance – 2256.9 km
Crew: Wendelin HUG (Germany) Date: 12.01.2010

Bruce COOPER (UK) with Jean-Marie CLEMENT (France), also flying a Nimbus 4 DM from Bariloche Argentina set a speed over an out-and-return course of 1,000 km – 208.19 km/h on 26.12.2009.

Terry Delore and John Kokshorn's Distance using up to 3 turnpoints – 2499.2 km has been cancelled. Reason for cancellation: Better performance achieved on the same day.

INSTRUCTORS' COURSE

Matamata Airfield – 8th, 9th and 10th October 2010
Contact s.care@xtra.co.nz

Bruce (AB) Cunningham

GNZ Treasurer for Four Decades Retires

The GNZ AGM 2010 extended a vote of great thanks to Bruce for his sterling work as our Treasurer for over four decades.
Bruce has now relinquished the Treasurer role, which he held from the mid-1960s, a tenure of about 45 years. For much of this time Bruce was most ably supported by his wife, Betty. Together they were the 'Central Office' of our Gliding movement.
Their dedication and commitment to the role had been recognised by GNZ over the years;
Bruce was awarded the Angus Rose Bowl in 1987
Betty the Friendship Cup in 1993
Bruce was elected a Life Member.
Bruce was recognised for his 40 years of service in 2006.
Bruce's involvement in aviation goes back to the 1939/45 era when Bruce flew Lancasters with 514 Squadron, and had to bail out over Belgium in May 1944.
The Executive appreciated that he brought much more to the role than was really expected of the Treasurer – Bruce can best be described as a dedicated volunteer.
Our heartfelt thanks go to Bruce for his contribution and we look forward to continuing our association with him as a Life Member.
George Rogers – Immediate Past President

HOLIDAY IN GERMANY

Since 1988, the town of Ulm has been awarding the Berblinger Prize, one of the highest value prizes in the field of general aviation. First awarded in 1988 to celebrate the 175th anniversary of local tailor Albrecht Berblinger's attempted crossing of the Danube in a hang glider, the prize is synonymous with environmentally sustainable technological development and research at the highest level. The organisers say the submissions for the contest in 2011 should demonstrate "flying using innovative technologies" on the basis of the latest research results, knowledge and developments in the field of aviation. They are looking for a practicable aircraft capable of carrying one or more people using promising and innovative technology with respect to construction and/or propulsion. Special emphasis should also be placed on environmental sustainability, economy and safety. Aircraft in the sense of this competition may also be ultralight aircraft. For more details on the Berblinger Flight Competition visit the website at www.berblinger.ulm.de. The technical part of the flight competition for the Berblinger Prize will take place on April 15, 2011 during the AERO Global Show for General Aviation in Friedrichshafen.

HOLIDAY IN PATAGONIA

Soar the Andes wave at the 9th wave gliding camp in San Carlos de Bariloche, Patagonia, from November 15th to January 15th. The blurb suggests you get almost unlimited wave flying in a Nimbus 4DM or bring your own glider. There is the chance to set national and international records. For information on the camp and registration details see www.topfly.aero

CLUB CO-OPERATION IN TOWPLANE TANGO

Engine failure left Aviation Sports Club without the use of a tow plane. Thanks to the combined cooperation and help of fellow clubs at Drury, Piako and Tauranga, the 160 hp Cessna 150 ZK DSN with climb prop and tow hook has been leased to the club. Owned by Noel Williams, she was on lease to Piako while their Pawnee underwent repairs for wing damage following an undercarriage collapse. Meanwhile the boggy state of the airfield at Drury prompted AGC to deploy to Piako with their Pawnee. An excellent example of clubs working together, this has the bonus of freeing up DSN for the use of Aviation Sports.

THE ARCUS M HAS FLOWN...

successfully on the Hahnweide on the 1st July.

The first flight was conducted by Schempp-Hirth's engineer Swen Lehner and the boss of the Solo Engine factory Wolfgang Emmerich. Thanks to the flaps the aircraft took off after a short roll of approximately 200 m and climbed quickly to altitude. The engine was switched off and retracted. The propeller is automatically braked and via sensors brought into the retracted position without input from the pilot.

Powered by the brand new computer-controlled direct injection Solo engine, restarting the engine in flight is effortless by simply turning the ignition switch to ON. The new system controls all aspects of the engine ignition phase including extension/ignition and fuel. The amount of fuel mix ratio is controlled by the computer system and is adjusted according to altitude of the aircraft.

The high wing loading of the Arcus is reportedly hardly noticeable, except in glide performance, and the large airbrakes allow for pinpoint accurate landings. The roll out is made much easier through the steerable tail wheel coupled to the rudder.

There is a YouTube clip of the launch at http://www.youtube.com/watch?v=84J3y-eEPl0 which indicates a climb rate of around 3m/s.

VINTAGE KIWI

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

CONTINENTAL RECORDS CONTENTIOUS ISSUE

In an attempt to revitalise flying on all continents the IGC has introduced Continental records. The change has been implemented in Chapter 6 of the Sporting Code under "International Records". Continental records have been a work in progress for some time with many arguments for and against. New Zealand world record pilot Terry Delore feels that there is little need for this level of records. Finally confirmed at the March IGC plenary meeting with a large majority it only requires a small rewording of the requirements for "International Records" (previously known as World Records) before it can come into effect.

Continental records will probably have very little impact on New Zealanders but does mean, as SoaringNZ understands it, that if you should do a fantastic flight in for instance Slovakia it could be eligible for a European continental record. As it stands the flight must stand as a National record before it can be a Continental record. This may yet change. The IGC also intends to set up a list of minimum performances for every kind of record.

new zealand EVENTS CALENDAR

Hororata Cross Country Course Beginner course for soaring capable solo pilots with a number of f hours PIC wanting to start flying cross country	Oct 4 2010
Instructors' Course Matamata Airfield contact s.care@xtra.co.nz	8-10 October 2010
Tauranga Aerobatics Competition A good fun event	Oct 16 2010
Central Plateau Competition Taupo	Oct 30 2010
Advanced Cross Country Course Omarama XC capable pilots wanting to learn more about flying in the mountains safely	Nov 8 2010
South Island Gliding Championships Omarama	Nov 13 2010
Matamata Task Week **Cross Country Course** Matamata These two events to run concurrently	Nov 21 2010 Nov 22 2010
Northern Regional Gliding Championships Matamata	Nov 27 2010
NZ Junior Development Squad Omarama Open to all level of pilots under 25 years	Dec 12 2010
Multi-Class National Gliding Championships Omarama (Excluding Club Class & Sports Class)	Jan 2 2011
Club Class National Gliding Championship Matamata	Feb 5 2011
Central Districts Gliding Championships Waipukurau	Feb 19 2011
Sports Class National Gliding Championship Waipukurau	Feb 19 2011

For full details on any of these events see the Gliding NZ website

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.

FLYING IN NEVADA

By John McCaw

This year John McCaw took some time away from our damp winter and went to Nevada to fly gliders (and take photos). He took far too many photos for us to show them all in one magazine.
In this issue he shares the first part of his trip.

The Loneliest Road, on the way back to Minden

On top of Wheeler Peak on foot, 13,062 feet. Chris L) John R)

Terry Delore said he was going back to Nevada to fly this winter. I asked him why. He replied, 'Because it's the best place to fly in the world.' Terry has flown in some pretty amazing places so I figured Nevada must be pretty special. Then he said, 'I hear Chris Richards has a spare seat in a Nimbus 4. If you're thinking of going, why don't you give him a call?'

I'd been thinking about it, but after hearing that, well I gave Chris a call. Chris is a great cross country pilot from Blenheim and he's been going to Nevada every year for fifteen years to fly with his friend Don Briggs who has a Nimbus 4DM. Don lets Chris do the flying while he acts as passenger in the back seat. This year however Don couldn't fly, but he was happy for Chris to still use the glider. When I rang and spoke to Chris he was happy to have me in the back seat. Then Terry said his friend John Kookshorn would be in Reno with his jet race plane about the same time. He'd be delighted to have me there taking photos. Suddenly it was all on.

I work as an agronomist, helping farmers with their crops so I can really only manage to get away on holiday in the winter. My wife Jill was happy for me to go. She encouraged me to take a little longer so I could go to Reno as well as spend the time gliding with Chris.

I started my trip in Reno and had a great time with John Kookshorn and his mates. The jet race planes are amazing and I got some fantastic photos. Then Terry's friend Jim Herd flew over and took me back to Minden in his Beechcraft Bonanza; Chris had just arrived. The following day Chris and I drove five hours to Ely where the glider was waiting in its trailer. Jim loaned us the car.

Ely is a tiny place in the middle of the Nevada desert, population 4,000, elevation 6,427 feet and surrounded by mountains up to 13,000 feet high. It started as a stage coach station for the Pony Express between Salt Lake City and California, and the road from Carson to

Approaching Wheeler Peak in the glider

Chris Richards takes Nelson Lakes pilot Frank Saxton for a ride. Frank was just "passing through."

Zion National Park

Ely is marked on the map as the Loneliest Road in America. The town exists now because of a large opencast copper mine.

Cumulus streets up to 18,000 plus feet form over the mountains. The ceiling for unrestricted airspace is 18,000 feet without special clearance so I've no idea how high the thermals actually go. Many of the mountains are well over 10,000 feet and 11,000 to 18,000 feet is the common height for soaring. Ely airport is a large strip with not many users. There are half a dozen private owners, people from all over the world who come back each year to attempt long flights. This is the place to do it. From here you can fly out over Zion National Park as far as the Grand Canyon about 400 km away to the east. You can go north to the Idaho border, south to Los Vegas and west to Minden and the Sierra Nevadas. There is no set run for a long flight.

Thermals get going around 10am, and dust devils start up in the paddocks around the airfield. Some days over-develop into thunderstorms and there is often virga which you can fly around. Temperatures are around 35˚C. The best part of the season is mid June and July.

At Ely Chris and I were looked after by James Adams at the Ely Jet Centre. While this sounds flash it is simply a hangar set up as a service centre. James is towpilot and mechanic, and has helpers for refuelling and maintenance on aircraft stopping over.

I'll tell you about one really good flight we had. The weather report was good so we aimed to get away a little early (10am) and got a good climb off the supermarket in town – to 17,000 ft. We headed west to our first turnpoint at Gabbs airfield. We were in company with a chap Tom from Seattle in a Nimbus 4. He stayed with us until we got to Mt Grant going south. We were flying at between 11 to 17,000 feet with thermals at 8-10 knots on the average.

We met up with Terry Delore and his flying partner Craig Melvin in an ASH 25 as we ran down the White mountains. They'd taken off later and caught up with us. The Whites are famous for strong thermals and we flew nearly 200 km without turning. One thermal averaged 13-14 kts. To our right was Owens Valley, a famous site for height gains in the Sierra Nevada Wave. There was no wave today but we didn't need it. While flying down here Terry heard an F16. He alerted us and we could hear it too, probably quite close. I saw it streak past not very far away. I have no idea if it saw any of us.

We passed Mono Lake on the way to our turnpoint Cerro Gordo which was in California. Death Valley wasn't far away. We were running out of time as it was a long way home. We had to fly around some virga and skirt the famous Area 51. We didn't need to turn much.

Above Ely

Looking sth towards Death Valley and Area 51

Thermals stop roughly at 6ish but it can suddenly go blue before that with big gaps and long glides between thermals. We made it home after a fantastic flight of 850 km.

We had a few non flying days in Ely too and actually climbed mountains on foot. We got to the top of Wheeler Peak at 13,062 feet. It was quite a feat, even if the carpark was at about 10,000 feet. We had buzzed walkers on this track the day before.

Ely was everything Terry had said it was. From here I moved on to check out Minden, Terry's other favourite site in Nevada. I'll tell you about that next issue. Many thanks to Don Briggs, Jim and Jennifer Herd and Chris Richards for looking after me and providing these awesome opportunities.

Attitude 17,810 ft av 13 -14 knots

JS-1

By Brett Hunter

New Zealand now has an agent for the South African JS Sailplanes, Tauranga pilot Brett Hunter. When Brett Hunter and Todd Clark walked into Johannesburg airport arrivals in June they were greeted by a cacophony of vuvuzelas blown by their greeters, a couple of brightly dressed and animated locals. Brett and Todd are the joint Australasian JS Sailplane agents and were on an orientation visit to the South African factory. Brett tells us the story of the visit.

Brent Hunter

Potchefstroom is a university town on the Highvelt at 4500 ft. It is about the size of Tauranga and is a two hour drive to the southwest of Johannesburg. The landscape reminded me of South Australia – brown plains and low hills with scattered scrub. There were a lot of grass burn-offs resulting in smoke trapped beneath the inversion. Aviation interests are endowed with an impressive airfield, gifted by the military. The airfield saw very little use while I was there, and there is little in the way of airspace restrictions in the area. The Spanish football team was resident in Potchefstroom for the World Cup and the importance of the event is evidenced by the fact that the sealed runway had been extended by 300m for the benefit of their jet. Lodging and food in South Africa was incredibly inexpensive and the locals who are of Boer extraction proved friendly and obliging. My lasting impression of South Africa will not be the expansive landscapes but the quality of the people.

The JS-1

Attie and Uys Jonker together with aerodynamicist Johan Bosman developed the JS-1 using the latest computer modeling techniques and fine element analysis. The airfoils are the product of a huge amount of research and wind tunnel testing. The wing has six different variations of the parent airfoil – each is tailored to the specific Reynolds number requirements at various span-wise locations. Bosman spent time finalizing the airfoil and wing planform at Delft University in the Netherlands alongside Loek Boermans; the result is a very thin (12.7% relative thickness) polyhedral wing which has extensive laminar flow – even in real world situations of microturbulence and bug contamination.

The full-span flaperons contain a row of blowholes (at 93% chord) and the flaperon mixers are situated in the fuselage, allowing for a thinner wing. Airbrakes are triple-panel and situated well back on the wing to minimize laminar flow disruption. When 'cracked' the airbrake cap opens from the rear first to stop the brakes being

sucked open. The hydraulic wheel brake is actuated by the aft travel of the airbrake handle.

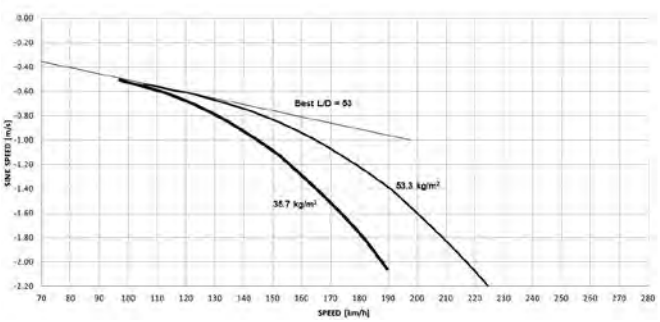
The tail has two ballast tanks as standard. One is conventional and used to balance the c of g shift from water ballast in the wing, the second tank is designed for customization of the centre of gravity for the pilot. Both are filled with small brass snap-on connectors on the side of the fin. Nice touch. In fact when you get into the roomy cockpit you find these nice touches everywhere. Things like the rudder pedal adjustment lever that is integrated into the lower instrument console, not a toggle handle drooping into the cockpit like on other sailplanes. Similarly the canopy opening latches are integrated in the canopy rail coaming which hide the bell cranks and locking rods. I'm very critical of fit and finish and can honestly say the standard of these sailplanes is at least as good as the best German gliders. There were four privately owned early production JS-1s in hangars on the airfield and I could see no difference in the build quality of any.

Test flight

Prior to leaving NZ I completed the paperwork to get a South African PPL(G) which entailed a medical and a simple air law test, together with submission of my FRTO. Not so simple was getting a clearance to fly whilst the World Cup was on! Eventually I was given a clearance together with a code to transmit in case I was challenged by the fighter jets patrolling the skies. No pressure ...

The next day was fine and clear (winter is the dry season and cumulus are not generally seen until summer), so after a quick orientation circuit in the Cessna 182 tug with Uys I was planted in the cockpit of a JS-1 and was away on my evaluation flight. Conditions were relatively stable – two knot thermals with an inversion at 4000ft AGL trapping lots of burn-off smoke at its upper level. I enjoyed about 2 hours staying within 20 km of the field as navigation was difficult.

My impressions? Bear in mind that I cannot be considered impartial, but wow! The control harmony and roll rate were something else, with the nearest equivalent I have flown being a 15m LS3. Stability in thermals was remarkable – I was able to thermal at approximately 45 degrees bank at 43 knots with hands off and no sign of wing root flow separation. This baby was a climber. Overseas it is already establishing a reputation for an exceptional climb with high wing-loadings. High speed flight appeared flat although I had no other gliders about to benchmark against. The approach with landing flaps and full airbrake was surprisingly steep considering I had a 3-4 knot tailwind. I got out of the glider and ordered one on the spot.

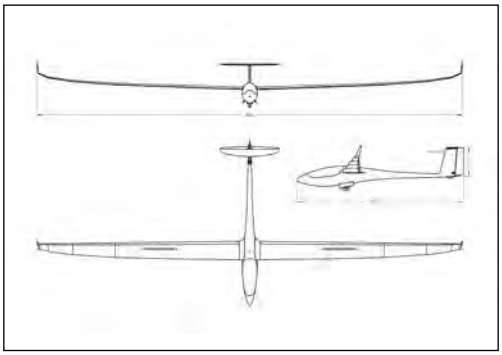


The factory

The next two days were spent on the factory floor. There were three gliders in various stages of production with a fourth having its wings laid up while we were there. Serial number 15 was in its final finishing stages and destined for Bruce Taylor in Australia. Number 16 was nearing completion also and is to be the Jet sustainer prototype, which will begin flight tests about the time you read this. A former world champion has a deposit on number 17.

JS Sailplanes have about 45 employees; those on the production floor are divided into teams – with those not working on specific gliders producing stocks of various components, or involved in instrument fitting or R and D projects.

I was impressed with the teamwork and discipline displayed by the production teams on the 1800 square meter factory floor. The investment in plant is creditable with a multi-axis CNC milling machine cutting the foam cores for wing skins, a laminar flow positive pressure paint booth, and really techie looking computerized tooling lathes producing the hardware. Special effort goes in to minimizing wing skin shrinkage and spar bumps which have damaged the reputation of some other glider manufacturers. The carbon fibre spar caps are bonded wet-on-wet directly to both upper and lower wing skins during the initial lay-up in the moulds – eliminating the thick layer of epoxy flock glue used by other manufacturers to bond to the skins later in the process. The shear web has end flanges the width of the spar caps top and bottom (making it look like an I-beam), and this is bonded to the spar caps.



The Jonker brothers have had the luxury of a clean sheet of paper to design a cutting edge 18m sailplane to CS-22 standards. They are keen competition pilots themselves (both are national champions and will have just represented South Africa in the WGC in Szeged) and seek out feedback from pilots about what they want in a glider. Examples of the little things incorporated from pilot feedback are pen holders in the cockpit, camel-bak holder, and a hydraulic brake fluid reservoir accessible in the cockpit.

Research and development is ongoing and fruitful. Two projects have matured for release in the last few months. One is electronically controlled bug-wipers housed in integral aerodynamically clean 'garages' in the fuselage. The other is a cockpit air extractor with an airfoil louvre which actively sucks air out of the cockpit, promoting laminar flow around the canopy rim, increasing cockpit ventilation efficiency and re-energizing the boundary flow aft of the cockpit. It has the added benefit of making the cockpit even quieter and gives a measurable performance improvement.

The future

Type certification was awarded in March. The jet sustainer prototype will fly in September and calculated performance looks impressive with a very respectable climb rate and a predicted cruise of well over 100 knots. Vne is 157 knots. This could be the ultimate Omarama sailplane. The base price is extremely sharp and includes all of the options you would normally pay extra for from other manufacturers. They even fit your instruments for free. The factory maintains an informative website www.jonkersailplanes.co.za and puts out regular newsletters which are available on request from me at hunter.b@ihug.co.nz

The factory is geared to producing one sailplane every 20 working days which equates to about 12 per year and have strong forward orders. I have serial number 27 on order which is due for test flying about July of next year – it will be a jet and yes, it will be available as a demonstrator.

John Coutts is representing New Zealand in the World Championships July/August 2010 – in a JS-1, together with the Jonker brothers and three other highly ranked pilots flying for their own countries. The results will be history by time you read this; with half the worldwide fleet of production JS-1's flying in the competition we are hoping for good results. I'm confident I'm backing a winner.

At the World Championships from a field of fifty one 18m gliders the JS-1's placed 2nd, 5th, 8th, 10th, 15th and 31st.

Matamata Soaring Centre

Cross Country Course and Task Week

Waharoa Airfield – Matamata

Five Days of Fantastic Flying Monday 22 November – Friday 26 November 2010

This year the Matamata Soaring Centre are running a Task Week alongside the Cross Country Course.

The Cross Country Course

This is our standard Cross Country Course aimed at pilots well capable of thermaling, and ready to extend themselves to cross country flying, and for those new to competition flying. The course uses a combination of single seaters and twins with a ratio of one instructor (in twin) to every two to three students. Cost is $100 per head for the course, plus $140 for the week's meals. Glider hire, tow fees, and accommodation are extra. Numbers are limited to 12.

Task Week

We will have tow planes, tasking facilities and friends on-site. If you have completed a X-Country Course or competed in a formal gliding contest, and you have your own glider or a club glider with the appropriate ratings, why not come along for a week of flying with some challenging tasks.

Weather forecasts and appropriate tasks will be set every morning. Launching will be with the X-Country course participants (as will be the beers afterwards).

Task Week costs: $15 per day for each day you fly... no fly no costs. Tows, accommodation, glider costs, and meals are extra. "Jan's Happy Cafe" will be open with the special **Meal Deal** available – $140 for Dinner, Breakfast and Lunch for the 5 days, or $25/day.

Matamata Soaring Centre

Contact Bill Mace to register for the Cross Country Course before 15 August. e-mail wajvmace@ihug.co.nz

Contact David Jensen to register for the Task Week 0274 517 757 or e-mail david@puketiro.co.nz

Excellent competition glider. Equipped with the latest gear for going fast and high.

Top-of-the-line Filser LX 8000 large screen colour nav system, EDS oxygen, Becker ATC4401 transponder, Dittal SSG71M radio, Ediatec Flarm, tinted canopy, tow out gear, parachute, GEBU trailer, crash-activated 121.5 MHz ELT plus personal 406 MHz ELT, only 1,193 hours total time and in superb condition.

Currently hangared at Omarama New Zealand (hangar can be rented or bought). **$151,000**

Phone Chris Rudge 0274 733 228 for more info

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27 November – 4 December 2010

Apply now for leave!

Come and have a great time flying and renewing or forging new friendships at THE Regional's.

Once again great camaraderie, flying and fun will be had. Airspace has been negotiated so we are able to set interesting courses in areas that have been ruled out in recent years. Waharoa is renowned for being able to set tasks in a wide range of weather conditions thanks to having a ridge available.

The surrounds provide a wide choice of landable paddocks.

The accommodation is comfortable with new mattresses in all the rooms. Full catering is available, and there are good camping facilities.

We look forward to seeing you in Matamata 2010
All details are available on the MSC website
www.glidingmatamata.co.nz/msc/

GLIDING – THREAT AND ERROR MANAGEMENT

– OR HOW TO REDUCE MISTAKES AND FLY SAFELY

Arthur Gatland

Arthur Gatland started flying in 1963 at age 13 and has accumulated 17,000 flying hours including 2,500 hours in RAF fighters such as Harriers, Hunters, Hawks. He is currently a Boeing 777 Captain and instructor, and for ten years was Manager of Training and Flight Standards for Air New Zealand. He is an A Cat glider instructor, with a Gold C and 3 Diamonds, and was a previous CFI of the Auckland Gliding Club.

Instructors and experienced cross-country pilots must help us lift our game.

In the last Soaring NZ issue, I introduced Threat and Error Management (TEM) as a simple yet powerful technique for assessing threats affecting any and every glider flight. Recognising threats allows pilots to predict situations where they might make errors or forget something, which increases the possibility of accidents.

As I said in the last issue, our accident rate in NZ is high and yet none of our spate of accidents has been the result of structural or mechanical defects – all have resulted from pilots unnecessarily putting themselves in a situation that for various reasons have resulted in a crash. Ridges, rocks and trees do not suddenly leap out and hit gliders – yet we manage to collide with them on a regular basis.

This series of articles applies to every glider pilot in New Zealand, regardless of experience.

In this article I will continue the theme of TEM as it applies to cross-country flying, an area in which we suffer a disproportionate number of accidents, many involving injury or death. Remember that to assess what constitutes a threat, we use the concept of a Pristine Flight and look for anything that introduces a variation to this theoretical flight. Let's look at a Pristine Flight in the cross-country context.

Pristine Flight (Cross-Country):

This is a 'straightforward' cross-country soaring flight where everything goes exactly to plan. You are a current, relatively experienced cross-country pilot who has completed a number of good flights, and also have completed several successful outlandings. You arrive at the airfield and your private or club glider is available. The battery is fully charged and other pilots are readily available to help you rig the glider and complete the duplicate check. You are prepared with drink, food, hat, sunglasses, maps etc., and you have a retrieve crew readily available if required. At the launch point, helpers are readily available to help you line up and a towplane is waiting. You are current on type and have flown cross-country recently. On your last flight you practised a short landing. There is light wind and it looks like a great soaring day. The weather is pleasant; not too hot. You aerotow to 2000 feet and easily find good lift. You have set yourself a relatively short task for the great conditions and your route will not go through any controlled airspace. There are many wide flat paddocks available en-route and with very light winds you have a choice of landing directions if required. During your three hour thermal flight there is good lift everywhere and you never get so low that an outlanding is a real possibility. On return you decide not to do a 'final glide' and rejoin the circuit area at 1500 feet, followed by an uneventful circuit

You are a current, relatively experienced cross-country pilot who has completed a number of good flights, and also have completed several successful outlandings.

You are prepared with drink, food, hat, sunglasses, maps etc., and you have a retrieve crew readily available if required.

and landing. This is a Pristine Cross-country Flight – good fun with no real challenges for an experienced pilot and there are no real interruptions to your simple plan.

Threats

Now let's talk about likely threats or variations to your planned flight with a hypothetical example. You are running late and rushing because you are concerned that the best thermals may die out within a few hours. You need to rig your glider but no-one is around to help, so frustratingly you have to muster a few helpers. During your daily inspection and rigging check, another pilot interrupts to ask you where you are planning to go. You had forgotten to check your battery charge level, but you think it will be okay for a three hour flight. Because you are short of time, you must hurry to get ready and you are annoyed there is a queue for takeoff. While strapping in, the duty instructor asks if you have a retrieve crew organised, and criticises you when you admit you haven't. You are annoyed that he has questioned you in front of other people as you don't like criticism from anybody. You also realise you have left your cellphone in the car, but don't ask someone to get it because you will look even more foolish. You forget to do your pre-takeoff checks as a result of this incident. The flight proceeds satisfactorily for the first hour, but then a moderate wind develops (you hadn't checked the weather forecast so this is unexpected). There is some over-development with a few light rain showers, resulting in some water on your wings. You decide to try to head back towards home base, cursing your glider's deteriorated performance and annoyed that your late departure has spoiled the day a bit. You think you might have to land out so try calling home base by radio to organise a retrieve crew, but your battery is low and you have trouble contacting anyone. Distracted by this, you suddenly realise you are at 1,000 ft and haven't even started looking at possible paddocks. However the sun is shining on the ground a few kilometres ahead and you are sure that if you can just sneak over a ridge ahead, you should find lift. You take a chance and luckily it works out and you find weak but consistent lift and climb away. After a slow climb you make it back to home base, where you do your usual landing, halfway down the strip so you can stop by the trailer.

This hypothetical example illustrates a number of Threats, some external and some self-inflicted – and there are potentially many more. All of these variations to the Pristine Flight (threats) will increase the likelihood of you making a small slip, or an error in judgement, or forgetting something – regardless of your experience. Let's review what these Threats might include:

Time pressure	Frustration
Impatience	Procedural uncertainty
Heat discomfort	Interruptions
Weather changes	Poor preparation
Overconfidence	Outside interference
Inexperience	Lack of currency
Fatigue	Other traffic
Poor training	Poor health
Inexperienced crew	Launch delay
Turbulence	Unfamiliar airfield
ATC / airspace	Technical issue
Dehydration	Hunger
Difficult terrain	Rising ground
Few landing areas	Risk of landout
Navigation	Water ballast
Ridge flying	Cloud flying
High altitude	Use of oxygen
Cold temperature	Icing
Motor gliders	Pressure to get home
No retrieve crew	Overdevelopment
Sea breeze	Wind changes
Rain	Blue thermals

Ironically, carrying food/drink to mitigate dehydration and hunger introduces another threat: managing these items in the cockpit.

Cross-country flying by its very nature has a significant number of threats, including continual possibility of landout, weather changes, unpredictable lift, different terrain with changes in height above sea level, often areas of partly unlandable country, or flat but very small paddocks, use of unfamiliar hills to find ridge lift, navigation challenges, and so on. As flights are often of longer duration, dehydration and hunger are always present to some extent, and have an insidious effect on your decision-making. Wave flights introduce a specialised range of threats that require careful management. It is actually the presence of these threats that form part of the challenge and satisfaction of cross-country flying. However you must not underestimate the risks that these challenges present.

Managing Threats:

All these threats increase your likelihood of making an error. In this context we are not talking about errors in speed-flying, like not picking the strongest thermal, or incorrect speed-to-fly technique. We are discussing errors that result in reduced safety margins, or ultimately could contribute to an incident or accident. Most pilots can very easily recognise all threats if they think about it, but a superior pilot will implement a strategy to prevent an error resulting from any of these threats. In Part One of these TEM discussions, I discussed threats occurring on local flights. Cross-country flights have all of these, plus the additional considerations discussed on the previous page. Some examples how to manage the threats might include the following:

Threats	Strategies
There are many common cross-country threats as listed previously that can be mitigated by one thing – Good Preparation.	Good preparation: Glider – careful rig, DI/duplicate check, batteries charged, clean canopy, clean wings, no dirt/grass in cockpit, etc. Personal – rested, healthy, fed and watered, correct clothing, sun protection, warm clothing if required, take drink/snacks. Flying readiness – current on type, current on short landings, BFR current, complete routine skills training, appropriate confidence in ability for the elected task. Obtain a reliable weather forecast, but regardless of the forecast, be alert for weather changes at all times.
Time pressure	Any time you feel pressure to hurry – for whatever reason – you should be aware that this is a major cause of errors, particularly by upsetting the important preparations discussed above, or missing procedures (takeoff checklist) etc. Always give yourself plenty of time when preparing for cross-country flights. If you have hurried to rig and get your glider to the launch point, ask another pilot to double-check everything for you – the 2 minutes could save you from embarrassment and potentially save your life. If it is essential that you get home after your planned cross-country flight, stay local, give yourself a 3 x 40km triangle task within range of the airfield.
Procedural uncertainty, e.g. ATC, airspace heights, procedure for transit of controlled airspace, unfamiliar airfield, any operational procedures.	Ask for advice from instructors or experienced pilots. Pilots respect other pilots who make sure they know what they need to know and are not afraid to ask.
Wave flying – threats include terrain, use of oxygen, cold, higher winds, glider limitations including IAS to TAS relationship, icing.	Good training and preparation is essential to mitigate these threats. Decompression training is extremely beneficial – if you use oxygen at all you should make an effort to experience this training.
Example:	My parents (Frank and Anne Gatland) used to crew for Ray Lynskey at several World Champs. They were always first to have the glider on the launch grid, fully prepared and ready to go, and then go back and have breakfast or early lunch, which not only beat the rush but also removed all the time pressure, and ensured Ray was relaxed.

Some Specific Threats And Errors:

There are two particular threats that I will concentrate on briefly, since New Zealand glider pilots have suffered more than their fair share of injuries and death in these situations.

1 Ridge Soaring;

Particularly in high country. A number of very experienced cross-country pilots have crashed while ridge soaring. Why? By definition, if you are ridge soaring there will be wind, and ridges are never totally symmetrical, which means there will be areas of stronger lift, turbulence, and sink. And hills do not move – we effectively fly into them by getting too close and/or failing to allow for wind effects. Let's dig a bit deeper into this area of gliding.

Difficulty in depth perception is common near ridges.

Threats	Possible Strategies
Irregular ridge lines	Be aware of the probability of unexpected ridges and spurs appearing in front of you. Irregular ridges are guaranteed to produce strange wind effects. Always have a safety margin in distance from the ridge, and always fly at a minimum of your "safe speed near the ground." Trim for this speed and always have an escape route away from terrain.
Inconsistent winds, giving stronger and weaker lift, windshear, turbulence	There will be instances of loss of airspeed, one wing lifting unexpectedly, possibility of stall. Expect this to happen and allow safety margins. Remember, unlike the car ads – in gliding it is Lack Of Speed that Kills!
Stronger winds due to funnelling etc.	Recognise this as a serious threat! Often you will find yourself closing with the ridge faster than expected. Never fly directly towards the ridge, but close on it obliquely so you can always turn away when required.
Difficulty in depth perception	Ridges – particularly in the South Island – that do not have vegetation (trees) make it difficult to assess how far away you are. The rock you can see might be 5 metres wide or the size of a house – you really can't be sure. This has probably resulted in several pilots flying too close and dying as a result. Allow more margin than you think necessary!
Any nagging doubts or uncertainty about what you are doing ...	Get out of there – pronto!
Over-confidence (This includes a level of confidence higher than your level of experience.)	Every pilot must acknowledge that we are all human and we do all make mistakes. Ridge flying is very unforgiving and over-confidence has proven repeatedly to be fatal.

2 Outlandings:

Fact: All cross-country pilots are quite capable of landing their glider in a paddock. **Fact:** As a generalisation, there are sufficient landing spots anywhere we fly, although in some areas extra height and gliding distance might need to be maintained to reach them. **Fact:** In the last 11 years we have had 33 major outlanding accidents with 4 fatalities and 1 serious injury. Many of these were unnecessary, and were caused by pilots leaving their decision to land too late, or failing to select landing spots until too late, or pushing on hoping things would work out. Contributing factors may have been dehydration causing poor decision-making. Let's discuss some of threats around outlandings.

Threats	Possible Strategies
Outlandings in themselves are a threat, since they involve landing on unseen paddocks that can usually only be assessed from the air.	Nevertheless, it is easily possible to adequately assess paddocks, including approach obstacles, slope, surface etc. – IF this is done diligently. Unfortunately often it is not until too late, when alternatives may be few.
Circuit planning for unfamiliar paddocks.	This should be easy, IF you have practised at home base. The skill is to not use your altimeter, but assess angle to the landing strip, and do not use ground features for base turn and finals, but always make your turns by reference to the landing point. Thus you are continually practising for a paddock landing. Instructors – take this important point on board when teaching!
Requirement to carry out a short landing.	The strategy is to ensure that this is normal. Every landing you do should be the same type of approach and short landing, especially if you only fly once a month. If you are one of those pilots who always lands halfway down the airfield near the hangar or trailer, then quite frankly you are an idiot!
Motor gliders – attempts to extend the motor to avoid an outlanding.	There is a serious skill required to extend and start the motor, with all the extra drag, while also flying a circuit and approach into a paddock. You must assume that the motor will not start – and on several occasions this is indeed what happened, resulting in accidents, some fatal. You must practise this skill at home base, with engine starting and simulating failure to start. Priority is always to fly the glider first.
Error in judgement, or wind shear, or sink leading to loss of height or speed.	This is unfortunately a common outcome in outlandings for a number of reasons – late decision, lack of awareness of wind, misjudging altitude above high terrain etc. The most important strategy is maintaining flying speed at all costs. It is infinitely better to land short, or land somewhere unplanned, with safe approach speed, than to try and stretch the glide, or to try to thermal at low altitude, which has led to stall/spin accidents which are often fatal. However these can normally be avoided by making the landing decision in good time.
Push-on-itis, or "must get home at all costs". This is very common with glider pilots – it is not uncommon for a number of pilots to head off on a cross-country and not one has organised a retrieve crew. Additionally pilots often have evening commitments (family, dinner engagements) with all the pressure to get home that this provides. A resulting error from this threat is making the decision to land far too late.	Your thinking should be as follows – every time I fly cross-country I am prepared to land out. I warn my wife/husband of the possibility, arrange a crew, ensure my car is full of petrol, take warm clothing for the cooler evening drive home – and if I have an important dinner engagement, I don't go cross-country! Being mentally prepared to land out is 90% of the strategy to achieve a safe outlanding. To avoid making a late decision, you must have decision heights set in your mind. As an example, you might have the following Rules: "Above 2,000 ft AGL I am always aware of general landable terrain, and I know the wind direction. Below 2,000 ft AGL I have specific landing areas in sight. Below 1,500 ft AGL I select a specific paddock and decide landing direction. At 1,000 ft I have a circuit planned, while continuing to try to search for lift. At 600 ft AGL I make the irreversible decision to land and join circuit, lower the landing gear and turn the audio vario off so I am not tempted to try to climb away." A surprisingly powerful strategy is to say out loud, "I am now going to land."
Outlanding nervousness or under-confidence, leading to stress and often poor judgement.	Maintain flying currency and make all landings practices for paddock landing. If unsure do a quick circuit and landing before starting cross-country flight (as Ray Lynskey used to do). The less confidence or experience in outlandings, the earlier you should make the decision and commit to carrying out a safe landing.

Inexperience and Instructor Responsibility:

Once again, instructors and experienced cross-country pilots must help us lift our game. They should be aware that inexperienced cross-country pilots may not recognise all threats existing on any particular day. Even if a pilot is fully trained and cleared to fly cross-country without supervision, he/she can still learn from discussions with more experienced pilots. A short helpful chat to ensure they are fully prepared, and have a plan, and are mentally prepared to land out if necessary, may save their life.

As I said previously, the main ways that new pilots can gain experience and knowledge is by instructors or experienced pilots passing on these thoughts, OR learning by making mistakes! Which method is better??!!

Consequences of Errors:

In Part One, I said that an important part of Threat and Error Management (TEM) is to understand the consequences of possible errors, and to make doubly sure the most consequential errors do not occur. Forgetting your map on a local flight may not be important at all, but forgetting your map on a cross-country flight could lead to navigation uncertainty, infringing controlled airspace etc. Stalling while pulling up into a thermal might be slightly annoying, but stalling on base turn or while trying to thermal from very low altitude will be the last mistake you ever make.

When flying cross-country, the most common safety-related errors – that of late paddock selection and/or pushing on below a safe height to join circuit to land in a paddock, and speed

maintenance when ridge flying – have consistently proven to have serious implications including major damage, injury or death. Yet collectively we persist in committing these errors. To be blunt – why are we that dumb? I don't know ... but I suspect it's gross over-confidence, or ignorance, or denial – "It'll never happen to me."

All I can say is that if this applies to you, then YOU need to wake up and realise how illogical your attitude is. Just ask your wife/husband what they think about your attitude to survival.

A number of years ago, a top overseas competition pilot who was well-known for pushing on at low altitude, was heard to say "I'm a lucky pilot, I've damaged 13 gliders and never been hurt." That was not too long before his fatal accident.

Summary:

Every flight involves some threats, and all pilots must ensure they recognise these and have a strategy to manage the threats and prevent errors, and/or have a process to catch errors or slips that may have occurred. Remember we ALL make some mistakes on every flight – the important thing is to ensure they are not critical ones, or that they are captured before they lead to an undesirable position.

What are Threats?
Any variation to our straightforward Pristine Flight is a Threat
Every Threat increases the likelihood of an Error being committed
Every Threat requires a positive strategy to manage it and prevent errors

Useful Strategies: A reminder that the following are just a few examples of TEM strategies that should become automatic to be a skilled and safe pilot.

Tem Strategies:
Use SOPs / Procedures diligently
Don't succumb to time pressure
Always fly the glider first
When fatigued be more careful and conscientious
After interruptions, say "Where was I?"
Always carry out a Situation Awareness review after a period of high workload
Set limits and stick to them – particularly with respect to landout decision making
Don't "see what you expect to see" – look for errors
Listen to "that little voice" that questions what you are doing
Take advice from other pilots, especially experienced glider pilots

To Every Glider Pilot:

Acknowledging your vulnerability to mistakes is actually a sign of strength. In flying, you never stop learning. Every flight, whether you have 50 hours, 500 hours, or 15,000 hours, presents us with the same threats that must be recognised and managed. On every single flight you need to ask:

What are my threats today?

Am I taking unnecessary risks here?

How will I manage and mitigate the threats I identify?

In the next article I will continue the theme of Threat and Error Management into competition and other specialist flying – which is an area that has resulted in a major number of serious accidents.

GLIDING NZ NATIONAL AWARDS 20

CWF Hamilton Trophy – Awarded to Terry Delore

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

There were 4 New Zealand records broken during the year, but the one easily judged the most meritorious was also a World Record – for a few hours at least!

Terry Delore and John Kokshoorn flew a 2,500 km three-turn-point distance record in an ASH 25 out of Omarama in December last year. The 15½ hour flight reached 28,000 ft and involved a double crossing of Cook Strait.

Air NZ Soaring Award – Awarded to Tim Bromhead

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

Tim Bromhead is in his late twenties and is an instructor with the Piako Gliding Club. In his first Nationals he won the Sports Class, passing more seasoned rivals along the way. At his second Nationals he flew in the Standard class and placed in the top 10 in a very strong field.

He is clearly a pilot with a great future in contest flying.

Air NZ Cross-Country Awards

These awards aim to stimulate cross-country flying from club sites and particularly encourage those new to this aspect of the sport. Flights during Championships are not eligible.

Sports Class

(For pilots who have not previously flown a Gold distance.)

3rd place	Ash Hurndell	Glide Omarama	482 points
2nd place	Alan Belworthy	Tauranga	514 points
1st place	**Edouard Devenoges**	**Tauranga**	**818 points**


Edouard Devenoges


Hugh Turner


Roger Read with Youth glide member Robert McCaw


Vaughan Ruddick accepts Buckland Award from George Rogers and Nigel Davy.

Open Class

3rd place	Alex McCaw	Youth Glide Canterbury	564 points
2nd place	Roger Sparks	Central Otago	718 points
1st place	**Edouard Devenoges**	**Tauranga**	**818 points**

Buckland Soaring Award

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

17 pilots competed in the South Island Division, 11 of them submitting 6 or more flights.

3rd place	Vaughan Ruddick	Wellington	2490 points
2nd place	Gavin Wills	Glide Omarama	2505 points
1st place	**Hugh Turner**	**Omarama**	**2851 points**

12 pilots competed in the North Island Division, with 3 of them submitting 6 or more flights.

3rd place	Delio Fagundes	Wellington	1569 points
2nd place	Andrew Crane	Wellington	1853 points
1st place	**Vaughan Ruddick**	**Wellington**	**2159 points**

Friendship Cup – Awarded to Roger Read

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

Roger Read was a co-founder of Youth Glide Canterbury three years ago. Since then he has given a huge amount of his time and effort in his ongoing commitment to the Youth Glide programme and to carrying out its Mission statement, which is: "Using the sport of Gliding to inspire and develop young people's imagination, character and self-determination with the excitement and possibilities of flight as a lifelong adventure sport or a fulfilling aviation related career prospect."

Since the inception of Youth Glide Canterbury, he has devoted many hours to personally training, motivating, mentoring and inspiring young pilots to set their flying goals and achieve them. As an example, one Youth Glide Canterbury member achieved his 500km Diamond Distance award flight this year at the age of 17 – probably the youngest person to do so in NZ to date. All Youth Glide members have goal achievements to their credit. Having fun is an important part and Youth Glide members have enjoyed flying a Blanik with the canopy off and trying out Dick Georgeson's historic Skylark 3F Charlie Foxtrot. Roger man has organised social activities like BBQs and visits to places of interest such as the new Christchurch Control tower and the Radar Centre. Training sessions have included a Hypoxia course at the RNZAF's Aviation Medicine Unit in Hobsonville, and extras like dual towing, winch launching and cross country tows.

He can be relied upon to organize fund raising events each year to keep the cost of flying for Youth Glide members to a minimum. In return, members are encouraged to help around the airfield, such as assisting with the organisation of the grid and running wings at Omarama.

Roger Read is awarded the Friendship Cup for playing such an important role in encouraging and mentoring much needed young people into our sport.

Angus Rose Bowl – Awarded to Brian Chesterman

Presented to the NZGA by Bill Angus, one of the original pioneers in aviation in New Zealand, the Angus Rose Bowl is awarded in recognition of outstanding services to the sport of gliding in this country.

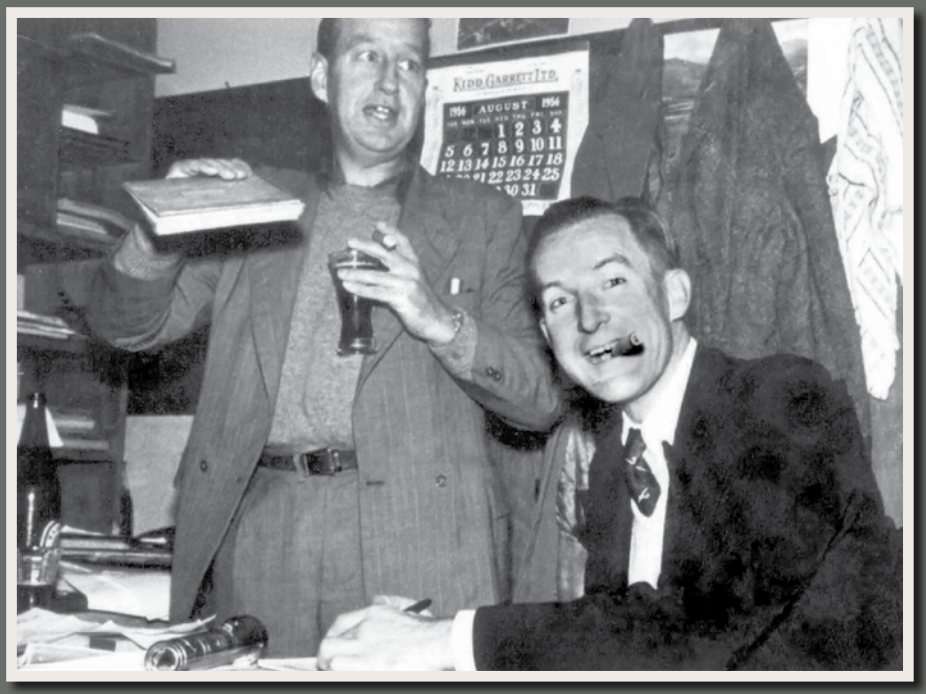
Our worthy recipient took his first glider flight in 1963, just after doing a PPL. He became a foundation member of the Waipukurau club in 1966, and its CFI two years later – a post he held for seven years.

In 1972 he won the Rothmans $2,000 at Omarama and helped fund a new hangar (that was a lot of money in 1972). That year he was Contest Director at the Central Districts Championships, and later was also a Contest Director at a National Championships.

He moved to Tauranga in 1987 and was CFI there for 3 years, and its Safety Officer for many more. He also helped with the Tauranga Gliding Club night school programme, which gained the club some very good members.

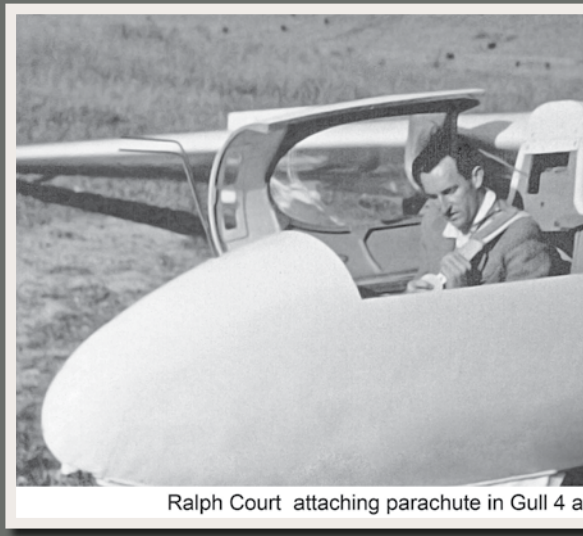
As an A Cat Instructor and effectively the Regional Operations Officer for most of the North Island over many years, he has given a great deal of service to the gliding community. In this capacity, he has run instructor training courses, and has often been the safety officer at competitions. At some emotional cost, he has also attended several glider accidents and one or two fatalities in order to report on these to GNZ & CAA.

Despite all this wonderful service to the gliding community, our man believes his greatest achievement has in fact been the more than 40 years of instructing and contest flying without damaging a glider!




Ralph Court presenting Roy Kemp with Gree

EXPLOITS OF OUR FOREFATHERS – A TRIBUTE TO RALPH COURT


Ralph Court attaching parachute in Gull 4 a

By John Bayliss

Aged 90, James Ralph Court DFC ADC RNZAF (Ret) passed away peacefully 2 June 2010. He achieved Gold C No.2 (Dick Georgeson has No.1) and 3 diamonds.

Ralph joined the RNZAF in 1940, and flew Kittyhawks in combat in the Pacific region, completing his service in 1945 as Commanding Officer of No.22 Squadron flying Corsairs. His DFC was awarded later that year at the age of 25.

On the other side of the globe, the UK furniture factory Elliots of Newbury had been converted to produce such iconic aircraft as the Hurricane, Spitfire, Mosquito and the troop carrying Horsa gliders. At war's end its workforce was kept engaged churning out non-military gliders. Renamed the Olympia, these were a beefed-up version of the German designed 15m Meise (Tomtit) that had been selected as the one-class glider to take part in the planned 1940 Summer Olympics. Due to the war that event had been cancelled.

In its day the Olympia was the epitome of streamlined beauty, however the glide was fairly challenging at 25:1. Lorne Welch had test flown all of the Elliots of Newbury (EoN) gliders. Spoilt for choice Ralph hand-picked the glider with the best test results for shipment to NZ. And the price was very good – lots of gliders, few customers. In 1950 this EoN Olympia 2B (091) – the fixed undercarriage variant – was the first glider registered in NZ: ZK-GAA. The glider was jointly owned by Gordon Hookings and Ralph. Their quest for 3 diamonds began in earnest.

Gliding activities did not fit comfortably with the post-war aviation regulations and CAA needed guidance. The idea that Gliding could be an independent self governing body operating to a mutually agreed set of rules would be proposed to CAA. Having rejoined the Territorial Air Force (1952-55, latterly as Aide de Camp to the Governor General) the much-respected Ralph teamed up with George Bolt – charismatic aircraft technical engineer without equal – and Gordon Hookings, who drafted the embryo Manual of Approved Procedures. With Ralph as Chairman, Gordon as Secretary and George as Technical Officer the NZ Gliding Association

n Air Cup, 1956

t Dunstable, 1949

WEATHER
Fair.
Mild
temperatures
Details Back Page

The Auc

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AUCKLAND, N.Z., TU

GLIDER RIDES STORM IN JET-RATE CLIMB

Mr Court, who is chief instructor of the Auckland Gliding Club which flies the Olympia.

Iced, it cuts into lightning

An Auckland glider pilot, former Pacific War fighter leader Ralph Court, plunged an ice-caked sailplane through lightning—"a flash every six seconds"—to ride a thunderstorm and reach jet plane speeds over Matamata yesterday.

The tremendous forces of the storm lifted his craft, the crack sailplane Olympia, at an amazing 1800 feet a minute to nearly 15,000 feet, speeds so fast that only New Zealand's Vampire jets could have caught the glider.

And he came down almost as fast. At 15,000 feet, highest ever by a New Zealand glider in a cumulo-nimbus thunderhead, lack of oxygen forced him to break clear of the storm.

His air-brakes froze open as he made the break and the Olympia dropped at its maximum descent speed of 1000 feet a minute before the brake icing eased a few hundred feet above Matamata's Waharoa airfield.

But he was never in danger, Mr Court stressed today. "Gliding is a safe sport. I just had the best possible conditions to set a record."

This is his story of the climb:

Early struggle

"I wanted a height gain of 9600ft to qualify for the International Gold C award, but didn't like my chances as I struggled to maintain height for a grim 45 minutes at between 800 and 1200 feet. I only just managed to keep the Olympia up.

"Along came the thunderstorm, and I thought 'Here's my chance,' and pushed her in.

"Next thing I was at 14,000 feet, or rather that's the way it felt as the altimeter revolved and up we went.

"Severe icing set in at 8000ft. The air speed indicator packed up, clogged with ice a moment later.

"Lightning flashes came regularly every six seconds with thunder like close gunfire.

"So much static electricity tingled up the stick that I wrapped a handkerchief around to insulate it.

"Once at close to 15,000 feet I thought I'd better break clear. With oxygen we might have reached 25,000ft.

"But I was keen to get down to let Gordon Hookings, a former New Zealand altitude champion, have a go. He missed—the storm had rained itself out.

"Youngsters at the airport scored though. They stripped the inch-thick ice off the Olympia when she landed and were still sucking it half an hour later.

Pleasant

"Any trouble up there? No—it was extremely pleasant."

● One of N.Z.'s first Pacific fighter pilots flying Kittyhawks, Mr Court won the D.F.C., and was later Squadron Leader commanding Auckland's No. 1 Territorial Air Force Squadron flying Mustangs.

More potatoes offered, and prices ease

New potatoes, which were offered in City Market auctions today in the largest quantites this season, were down about 1d a pound on Thursday's rates. They averaged 1/9 for firsts and 1/2½ for seconds.

With the falling off in supplies from first-early crops in Pukekohe, most of the potatoes are now coming from Bombay, where digging was speeded yesterday afternoon following the rain.

Other supplies today were particularly good lines from Waiuku. They were perhaps the best sample seen this season.

Top price of the sales was 1/10 for firsts and the lowest 1/8. Seconds were in very strong demand and sold from 1/- to 1/5.

Retailers bought readily when good lines were offered.

was formed and CAA accepted the structure as proposed.

Training in primary gliders, student pilots were effectively flying solo from day one. Prangs were inevitable and frequent. As Auckland's CFI and President, Ralph was adamant that the Club urgently address the problem with a two-seat trainer. He inspired the Club to purchase a kitset Slingsby T31. The fuselage was built in Wynn Craven's garage, the wings in the Airplane Services hangar at Mangere (courtesy of Doug Greig) and the tail-plane built in a jig nailed to the floor of Ralph Court's lounge. After some 2000 hours of Club labour and George Bolt's progress inspections the glider was launched with great ceremony in June of 1952 at Mangere, now the site of Auckland International Airport. Of course, the test pilot was Ralph.

Having trained many an airman in 'blind' flying, Ralph was accomplished at the art of cloud flying. Intent on a badge height gain he tested his skills in a thunderstorm, making front-page news in the *Auckland Star* 23 October 1956. Scary.

As glider designs evolved Ralph held strong views that the playing field had become increasingly tilted in favour of those with the deepest pockets. He also felt ever more disappointed that modern gliders were making something of a mockery of the much higher skill levels required to achieve a given badge distance or height gain in the relatively low performance early gliders. Looking for new challenges Ralph moved on to enjoy two-dimensional sailing in latter years.

Notes

View on YouTube; First glider registered in New Zealand 1950. EoN Olympia 2B: ZK-GAA Gordon Hookings pilot. Filmed and narrated by Wynn Craven.

View on YouTube; Test flight of Auckland Gliding Clubs first two-seat trainer Slingsby T31 ZK-GAD in 1952. Test pilot Ralph Court. Also auto-tow launch at Ardmore. Filmed and narrated by Wynn Craven.

Author John Bayliss, with grateful thanks to Ron Meadows for photos and information, and to Wynn Craven for video clips from his collection of movies "Early Gliding in New Zealand"

John Ahearn landed out near Lauder in the Maniototo.

Photo Rob Campbell

FOLLOWING THE DREAM

By Jamie Sheehan

I was an Australian outside of my comfort zone working on a NZ power station in Stratford when one day on my way home from work I noticed a sign on the side of the road. “Glider Flights.”

An almost forgotten dream flashed to the front of my mind. I set myself the goal of achieving a Solo rating before going home, which only gave me a couple of months and I only had Sundays off.

I had circuit after circuit, with an occasional joy flight to keep reminding me what it will be like once you head off by yourself. Even when I was not happy with my progression; the encouragement for me was always there. Berwyn Wisnewski was always telling me keep at it and all of a sudden it will click. Well to my surprise it did.

I was dreading stalls and spins, putting the ship into a situation that is not normal for a glider and definitely not normal for me. Kevin ran me through the first stall. She didn’t want to do it. The Blanik probably had a little too much ‘ballast’; the ship had a tendency to go into incipient spin. When it was my turn I felt the shuddering and the nose dropping into the incipient spin. My response was immediate without consciously thinking about it; stick to neutral opposite rudder, when the ship stops spinning, stick forward to gain air speed, ease back gently into straight and level flight. Amazing it actually worked.

This for me was the turning point in my tuition. Kevin put me through a few more stall/incipient spin recovery exercises and my fear disappeared and confidence grew.

Having my instructor’s confidence enabled me to have two fantastic experiences that I would imagine all glider pilots crave; soaring in mountain wave. In the space of a week I was in mountain wave twice. The wave for the Norfolk area comes from the ranges on the north-west side of Mt Taranaki. On one flight Kevin Koch piloted the Blanik into the wave at 3500 ft; we rocketed up to 10,000 ft in no time. We did not have oxygen and would need to stay below 10,000 ft for this flight. We had to work at staying that low. We put air brakes out and just about had the Blanik on its nose at times. The disappointing thing was that I needed to get to work, so one and a half hours in wave was all we could do for the day.

The next Saturday (24 May) the forecast was extremely good for wave. I was the first to the field and ‘keen as mustard’ to get going. It took a couple of attempts but Kevin and I made it into wave that day too.

This was the best wave flight I have had to date. Fellow pilots Clinton and Steve got to over 15,000 ft. The scenery was incredible with low cloud being pushed down over the mountain and booming

Photos from my fantastic wave flight over Mt Taranaki.

vertically to above 15000 ft on the other side. It was one of the best days gliding I have had. And the fact that we shared it with some mates from the Stratford gliding club was the icing on the cake. I have posted a video on youtube of this flight (http://www.youtube.com/watch?v=R_2PGthcEwo)

The next weekend was another great milestone, I went solo; it was scary and exhilarating all at once. On the downwind leg I could see everyone watching from the club room, I ran through my checks, turned onto base, picked my landing point and came in for a soft landing (although a bit low on base for the first bloody time). I really can't put into words the feeling I had when I completed my first solo, I am sure the pilots reading this will understand what I mean.

I am now back in Australia but I can't thank the Norfolk Aviation Sports club enough for helping me realise my dream.

I WENT SOLO IT WAS WONDERFUL

By Giordyn Garrick

It was a landing like many others, but without the nerves that I used to feel. It was smooth and effortless and as the tinny old Blanik trundled to a halt the instructor leaned forward and said, "Pretty much perfect, how about a solo now?"

Alone in the glider I run through my pre-take off checks. As I reach the second C and close the canopy I realize I am truly alone. There would be no instructor in the back seat to take over if I muck this up. My heart rate quickens and my head begins to buzz with adrenalin. I have to force my mind to refocus on the checks. Next, brakes, then the last check, eventualities, the one I never like to think about. Casting my mind back to the lesson where my instructor is pointing out emergency landout spots, I look around me. There are four conceivable options around the airfield if the towrope broke. I run through them all.

The tow plane is ready. My instructor has the rope. He grabs the metal ring on the end of the rope and holds it up, indicating that he is ready. I give him the thumbs up, indicating that I too am ready and he hooks me on.

He runs to the end of the wing and picks it up so that my world is set straight again. My nerves spike as the tow plane moves forward to pick up the slack in the rope, causing the glider to jolt forward again. Pressing the button on the tip of the control column with my thumb, I speak clearly into the microphone, trying not to sound too nervous, "Oscar Mike Alpha, Mike Victor, all out, all out." My call is answered and my nerves reach an all-time high as the tow plane rolls forward, struggling to overcome the inertia on the glider.

We speed up and I push the control column a fraction to the left, then to the right to steady the wings and then use a small amount of right rudder to keep the glider rolling in line with the tow plane. I leave the ground and at last the plane in front of me hauls itself off the runway too. Flying in formation I tow to three thousand feet. I take a quick look around me to ensure the immediate area is clear of gliders before stretching forward to pull the yellow t-bar and release the towrope.

I let out a laugh, suddenly aware that I am completely on my own. I glance at the altimeter; I am way too high to enter circuit, so I head towards the Chain hills, hoping to bleed off some height. Over the hills I encounter a small amount of lift. Regretfully, I turn away. From the ground you can't tell how high a glider is and I know my instructor will be watching my every move. If he sees me playing around he will lose even more hair than he already has, and there's not much of it left as it is.

I turn my face up to the sun and smile, relaxing for a moment and enjoying the sun then I launch into my pre-landing checks, careful to cover everything early. Straps ... Secure. I wait for the instructor to confirm "Straps are secure in the rear," but there is only silence. My nerves return for a moment, I gulp and move on. Flaps ... undercarriage is down. I am now low enough to join circuit, so I do so and make my radio call.

I concentrate on my aiming point and the correct height for completing the base and final legs of my circuit using as little brakes as is possible. I find I am doing fifty knots and trim forward to get to fifty-five, about the right speed to make a smooth landing. I am slightly too high so I crack the air brakes open about a quarter before making a ninety degree turn onto finals, trimming forward again as I have to apply more forward pressure to the column to keep the speed at fifty-five knots.

Straps ... Secure. I wait for the instructor to confirm "Straps are secure in the rear," but there is only silence.

Closing in on the ground, I get a sick feeling of dread, I am too low. I will never make it over the road! I quickly put away the airbrakes and instantly realise I have over reacted, I am now much too high, my retrieval team are going to have to run. Pulling out full brakes, I bring the glider down, getting closer and closer, fighting the urge to pull out of the descent. I wait a few precious extra seconds before releasing the pressure on the column and allowing the glider to flare slightly before floating gently onto the ground, just as I had done less than ten minutes earlier.

I roll down the runway and slowly come to a halt, letting the left wing float to the ground after all forwards motion ceased. I open the canopy and a wave of fresh air washes over me. I have done it, my first solo and not a single mishap! I relax into my seat, letting the huge feelings of triumph and joy radiate through my body.

Extricating myself from the glider I am deluged with buckets of water as my friends race out to help me celebrate in the traditional manner. It was a perfectly acceptable ordinary circuit, but no other circuit has ever left me with such an adrenaline buzz.

Like a young lover, my passion was hot, and I wanted to do it often. I'd tasted the thrill, I could see the goal, but I was too clumsy to consummate it. Such urgency, unbridled, can end in disaster, as many young lovers find.

MY TAUPO **INTENSIVE** FLYING PROGRAMME

By Adrian Faulkner

I'd joined the basic training week, run by Nelson Lakes Gliding Club at their Lake Station base. There were six students for the course. Two made solo flights. I didn't – but I was hooked. And I was impatient to make progress: at age 63 one has a rather heightened awareness of how fast the years rush by, and the need to use them well.

That's where Taupo came in. I learnt Taupo offers "7 days to solo" for $1200. I'd done my basic course, though not gone solo, so what I needed was some intensive flying and instruction.

Taupo Gliding Club's excellent website proclaims, in red: We fly 7 days a week – weather permitting. Call to confirm. I called the Club Manager, Tom Anderson, who assured me that indeed they would fly every day, if possible, and that I could join them through reciprocal membership from my Nelson club. Yes, there was a range of accommodation on the field. Just come on up! So that's what I did, wondering how they could so willingly offer me just what I needed.

The Taupo Club is based at the old Taupo aerodrome, redundant since the new airport opened on the other side of the city. The site, just outside town, is leased from the local council, giving the club security to build their excellent clubhouse, bunk-rooms, amenities, workshop, and hangars. Several private hangars are also built there, as well as a serviced area for caravans, and plenty of parking for private gliders in trailers. For me, this was to be home for three weeks.

I soon met the people who made it all possible – Tom, the manager, and his coalition of the willing. Instructors Tom, Bill, Gordon, Martin, and Rod – there was always one available – were so generous with their time and skill. Likewise the tow pilots: Tom again, Alan Land (aka Crash Land!), Rene, Martin and Brian – I was overwhelmed by their willingness to help me. Some are retired, and others work jobs or businesses that allow blocks of time to be free for flying at the club, much easier than at Nelson where the strip is 120 km away from town.

Such a band of brothers! Just to hang out with these aviators, and hear tales of flying machines they'd loved, planes they'd owned, and dramas they'd survived (and of others who hadn't) – that was an adventure for me. Like Tom Curtis (from WWII bombers to DC 10s); and Rod Milne (whose excellent instruction helped me with my landings) who'd started in dodgy venison recovery, and ended with not-at-all dodgy 747s. Both Tom and Bill had their own power planes in the hangars, which they showed me with pride. It was such a privilege to 'sit at the feet' of these men!

And to fly with them! The club's brand-new ASK21 was there for me, and the Pawnee tow plane took us up. We flew 14 days out of the 21 I was at Taupo, with 58 flights ranging from circuits to soaring flights on Mount Tauhara, the club's 'nursery ridge'. I had little trouble controlling the glider in the sky, and we practiced the required skills many times. Flying takeoffs under tow was a greater challenge, but one that was mastered with repetition and total concentration. Mastering the landing was my greatest difficulty. To land safely you must fly towards a chosen spot on the ground at about 100 km/hour, and then level off and fly just above the ground till the glider settles gently on the surface. The sense of 'ground rush' was just too powerful for me, and I was for a time overwhelmed by fear and adrenaline. Gradually I overcame the fear, and

felt the logic starting to unfold in my hands. My landings improved, and became more reliable: it was so wonderfully satisfying!

Please don't think I am normally a wimp – I sailed my own yacht around the world in my 50's, and have recently completed 40 solo paraglider flights. But learning to land a glider was indeed a challenge!

The last hurdle, one I dreaded and secretly hoped would be forgotten, had to be crossed. Tom hadn't forgotten! He covered up my instruments with card, hopped in the back seat, and said, "Fly me a circuit by your judgment." Heart in mouth, fear clamped down by logic and will, we took off, released at 3000 ft and I headed for my circuit. But in fact the air speed indicator isn't needed when you can fly at a chosen, constant speed by listening to and feeling the glider and trimming to what feels right. And the altimeter, too, is redundant in planning the circuit and approach because it's all a matter of angles to the chosen landing point. It was much easier than I had thought, and we came in perfectly! Then, to my astonishment, and a blend of horror and joy, Tom said, "Now go and do that on your own," as he uncovered the instruments and locked the back canopy.

My first solo, flight #75 (indeed a slow learner!) was such a personal triumph. After a perfect circuit, my wheel kissed the ground gently in a text-book landing: I'd become the first ab initio student to fly solo in this lovely, new glider – TANGO GOLF. I stepped out, weak with elation and relief, and walked across to the congratulations of those who'd seen me struggle, and finally succeed. Two more solo flights and an oral exam completed the A-certificate that is but step number one of the long journey towards becoming a Qualified Glider Pilot.

I can say a truly heartfelt thanks to Tom and his coalition of the willing for helping me into this wonderful world of sky-dancing!

GNZ AWARDS & CERTIFICATES
JUNE – JULY 2010

QGP No	Pilot's Name	Club	Date
3091	Neil Raymond	Piako GC	1.6.2010

AIR NZ CROSS COUNTRY CHAMPIONSHIPS

		Glider	Distance	Points
Northern Division	Clinton G. Steele	ASW 15	135.59km	150.41
Southern Division	No Claimants so far			

OFFICIAL OBSERVERS

09/034	Mark E. Arundel	Tauranga GC	6.6.2010
09/035	Adrian J. Cable	Tauranga GC	6.6.2010
09/036	Bruce Little	Tauranga GC	6.6.2010
09/037	John C. Roberts	Tauranga GC	6.6.2010
09/038	Sidney Salek	Tauranga GC	6.6.2010
09/039	Maurice R. Weaver	Tauranga GC	6.6.2010

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

This column is intended to give readers an ongoing insight into the activities of the GNZ Executive and its Committees. Rather than a detailed report on matters currently under consideration, here are some recent items of significance.

GLIDING NEW ZEALAND NEWS

MAX STEVENS GNZ EXECUTIVE OFFICER

2010 AGM Two-thirds of GNZ's affiliated member organisations were represented at this year's AGM weekend in Wellington, mid June.

The usual airworthiness and contest pilots' meetings on the Saturday morning were well attended. Perhaps the most significant outcome from the latter being the decision to adopt the Sailplane Racing Committee remit to create a separate Club Class National Championship to be held in that island not hosting the Multi-Class National Championships. In his annual report, SRC Chairman Dane Dickinson said that this had been the most discussed issue during the year and the committee felt strongly that fostering the Club Class was important for the future of the sport, as it had proven to be immensely popular overseas.

In opening the President's Forum, GNZ President George Rogers noted that the total flying membership count had been maintained, albeit with a turnover of about 14%. He was pleased to see an increase in junior members, although this was at the cost of reduced affiliation fee income. He said that significant issues for the coming year will be the vacancies in the Operations Committee, the need to catch up with the club audit programme and to reinforce safety initiatives.

The afternoon session continued with two timely flight safety presentations by Rainer Kunnemeyer and Steve Care of Piako. Dave Evans and Allan Moulai of the Aviation Tourism and Travel Training Organisation (ATTTO) rounded off the afternoon with a presentation on gliding unit standards intended to encourage youth into aviation.

During a few drinks in the bar, incoming President Nigel Davy told us a ripping yarn about a certain Gliding South winch launch that went a bit wrong! This warmed everybody up nicely for the award presentations that followed. See page 22.

The actual AGM on the Sunday morning saw Nigel Davy (Gliding South) elected as President, Karen Morgan (Clutha Valley) as Vice President, and Ralph Gore (Piako) and David Jensen (Tauranga) elected as Executive members. After four years as President, George Rogers (Wellington) remains on the Executive for another year as Immediate Past President, and Tom Davies (Wellington) remains with one year to run.

There were three remits, all related to GNZ funds and the use of interest earned. Members agreed to rationalise the management of two current funds intended for the support of pilots and team managers at World Championships. Members also agreed that a portion of the interest produced from the club loans fund could be directed to provide monetary assistance for Cross Country training courses.

Affiliation fees were increased by just under $11 (+GST), the first increase since 2006.

The GNZ Annual Report 2010 contains the reports of officers and committees, previous minutes, accounts, budget, remits etc. It is available on the GNZ website home page.

GNZ OFFICER AND COMMITTEE CHANGES From the date of the AGM, Peter Thorpe (Auckland Aviation Sports) has taken over the role of Quality Manager. The Executive would like to thank Ross Taylor (Auckland) for his long service, having been in the position since its inception about 10 years ago.

Ross Anderson (Gliding Manawatu) has been appointed to the position of Central Region Operations Officer – we welcome Ross to a post that has been vacant for too long. Tony Passmore (Wellington) has joined the Airspace Committee, taking over the central region position from Grae Harrison, who is taking a well-earned rest after all his hard work on airspace issues over several years. Competition pilots elected Maurice Weaver (Tauranga) to the Sailplane Racing Committee, replacing Vaughan Ruddick (Wellington) whose term was up.

NATIONAL OPERATIONS OFFICER We still have a need to identify and appoint a National Operations Officer. This role is crucial to meeting the requirements of our Civil Aviation Part 149 Certification.

At the AGM discussions it was clear that delegates wished for GNZ to continue with the volunteer model. The Executive shares this desire, but it only remains feasible if there are volunteers with the appropriate attributes for key roles.

All clubs are asked to consider candidates for the NOO role and to submit any ideas on candidates to myself or Nigel Davy. Meanwhile, we are extremely fortunate that George Rogers has agreed to continue acting as NOO in the short term.

CLUB AUDITS Our Part 149 Certificate requires GNZ to have a Quality Assurance programme, a component of which is audits of affiliates at least every 24 months.

Over the past few years we have struggled to achieve 60% of the audits. This rather inadequate performance is recognised as a significant 'management risk' to our movement. It has therefore been decided to share the responsibility for ensuring audits are completed – between affiliates and the GNZ Operations Committee.

If your club is overdue for an audit, or will be due before June 2011, please make contact with your Regional Operations Officer to plan for the audit. If you are unsure when an audit is due, please contact George Rogers. Guidance on what is involved is provided by the General Operations Audit form (OPS 15), which on the web site.

This drive to bring the audit programme up to date will put pressure both on Clubs and the ROOs. This pressure will no doubt be eased by early planning and collaboration.

SPARC FUNDING Negotiations with SPARC are near to completion for next year's funding. Although the annual amount ($16,800+GST) seems relatively meagre in absolute terms, it does represent about 15% of our budget. A condition of this funding is our signing on to various key performance indicators (KPIs). The most significant targets this time are an increase in adult membership of 2% and an increase in youth membership of 10% in the coming year. Let's see if we can make it happen – we know that we can attract new members with out too much difficulty – the trick is to hang on to them!

NEW MEMBERS 24 new members joining since February is a reasonable start on the above KPI. However, all but 3 of these were in the North Island, so it seems the South Island clubs may need to try harder!

NEW ADVISORY CIRCULARS & FORMS The GNZ Operations Committee has developed a new Advisory Circular, AC 2-04, to provide guidance on the issue and maintenance of instructor ratings. The associated Competency Review forms are OPS 08 and OPS 09. This important material was sent to CFIs and Instructor Trainers in early June, and can also be downloaded from the GNZ website.

The application forms for QGP (OPS 03) and badges (OPS 04) have been amended to reflect the fact that the forms and fees are now to be sent direct to the Awards Officer, Edouard Devenoges, NOT to the Treasurer.

The yellow Daily Inspection and Tech-Log booklet (TECH 19) has been updated so that it properly aligns with changes to the CAA Rules and our MOAP. The most significant change from the previous version is that owner/operator maintenance in accordance with Appendix 3-C of the MOAP must be recorded in the booklet, thus providing the 'Release to Service' required by CAA Rules. The Gliding International Book Store should have a stock of the new DI booklet by the time you read this.

A NOT SO SHORT HISTORY OF THE DEVELOPMENT OF A

Dual Unit Motion & Balance Interpretation Device, Environmentally Acceptable for Sailplanes

by JJ Jinx from the *Vancouver Soaring Scene, 1977*

Free Flight, the Canadian Gliding Magazine has a history of reprinting humorous articles. Editor Tony Burton has collected thirty years of gliding humour and cartoons and has made them available to *SoaringNZ*. The "DUMBIDEA for Sailplanes" (aka the Cat and Duck method) is a classic piece of gliding humour that did the rounds and was printed in the Gliding Kiwi thirtyish years ago. It is still as clever and funny as ever and deserves a new audience.

THE DAY AFTER I HAD SOLOED the club 2-33 for the first time, it became obvious that, well intentioned though they were, the club instructors could teach me nothing more about the art of soaring. Therefore, I decided to give the world the benefit of my vast experience. I would enter the next Nationals. Almost immediately I ran into a problem. My wife refused to go back to work full time. That ruled out plan A; buying an ASW-19 and cleaning up Standard class. Falling back on plan B (never let it be said that I'm not flexible), I surveyed the club 1-26 with some mistrust. Not that the aircraft itself was not sound. After seeing the beating it took from some of our less talented pilots, it was nothing if not strong. No, it was just that even with my superb piloting, I had to be realistic, I wasn't going to be able to stay with the 19s and H301s at over 100 knots. After all the 1-26 is redlined at 97. Even allowing for ASI position error, parallax and lag, I reckoned 125 knots was the best I could expect. I'd likely be a couple of points down on L/D too.

Clearly, something else was needed to even the odds. A chap at the club who'd done his training in England provided the answer. Cloud flying! Over there they do it all the time. "Best lift's in the cloud, Old Chap," he said to me one day. "Stopping at cloud base is like saying goodnight at the door. You're wasting the best part." Of course. Why didn't I think of it sooner? With better lift and overall altitude advantage I'd have by using Cb's, I could pass by all the weak stuff and only stop once for every three times the gaggle needed, while all the time cruising at red line plus 30%.

Next morning, after pulling the plug to free me from our trusty L-19 tow plane, I made a bee-line for the juiciest looking Cb I could find. A couple of minutes of superb thermalling brought me to cloud base. With the rate of climb increasing with every turn we entered cloud. The 1-26 and I spent the next few minutes perfecting our inverted spin recovery technique, plus recoveries from manoeuvres they haven't named yet. The fifth time into cloud I decided that since I was always coming out inverted, I should try rolling first and climbing into the cloud inverted. It didn't work! I came out backwards. 1-26's tail slide surprisingly well. Obviously what was needed was some blind flying instruments.

My motion at the next club meeting to equip the 1-26 with a full blind panel was narrowly defeated by a vote of 83 to 1. My wife chose this moment to announce in front of witnesses, that she would not even go back to work part time. Do you realize how much a full blind panel for a glider costs? Once more, back to the drawing board.

An old copy of "Interceptor", a USAF magazine, provided my answer this time. The old "Cat and Duck" trick. I'm sure most of my readers are acquainted with this method of blind flying, but for those who are not, a quick recap is in order.

It is very simple. All you need is a Cat and a Duck. The cat is placed on cockpit floor and, on the theory that cats always remain upright, simply watch the way the cat leans and correct accordingly. The duck is used for instrument landings. Since ducks will not fly IFR, simply fling it out of the aircraft when ready to land and follow it down.

Considerable research was done on this several years ago and some serious drawbacks became apparent that caused the project to be abandoned. However, no research was done pertaining to the use of this method in gliders and I felt that it was worth another try. Some of the problems encountered before were as follows:

1. Cats get tired easily and go to sleep.

A large dog had to be carried to keep the cat at attention.

2. Get a clean cat.

Dirty cats spend all their time washing. Trying to follow a washing cat results in a snap roll followed by an inverted spin.

3. Young cats have nine lives and get careless, so get an old cat with only one life left.

He has as much to lose as you.

4. Get a well bred cat.

Avoid strays. A vet or reputable breeder of house cats will help.

Being somewhat of a cat expert, having had a total of six cats and eight kittens (2 active, 4 time-expired, 8 status unknown) in our house over the last four years, I felt I could solve most of these drawbacks. Also our resident met man and chief towpilot, who works at our gliding site, has said on several occasions that he knows of a couple of good cat houses in the local town; so I planned to call on him in regard to point 4 above.

As far as the duck is concerned the problems are somewhat different.

1. The duck must have 20-20 vision.

A nearsighted duck may not realize he's IFR and go boring into the nearest hill. This is a real problem at Hope, of course, which is surrounded by mountains. A very near-sighted duck will not realize it has been thrown out at all, and will descend in a sitting position. This is hard to follow in a sailplane. It also upsets the cat.

2. Use a duck certified for land touch-downs.

It is disconcerting to break out of the overcast and find yourself on short final for a farmer's pond. Especially in duck hunting season.

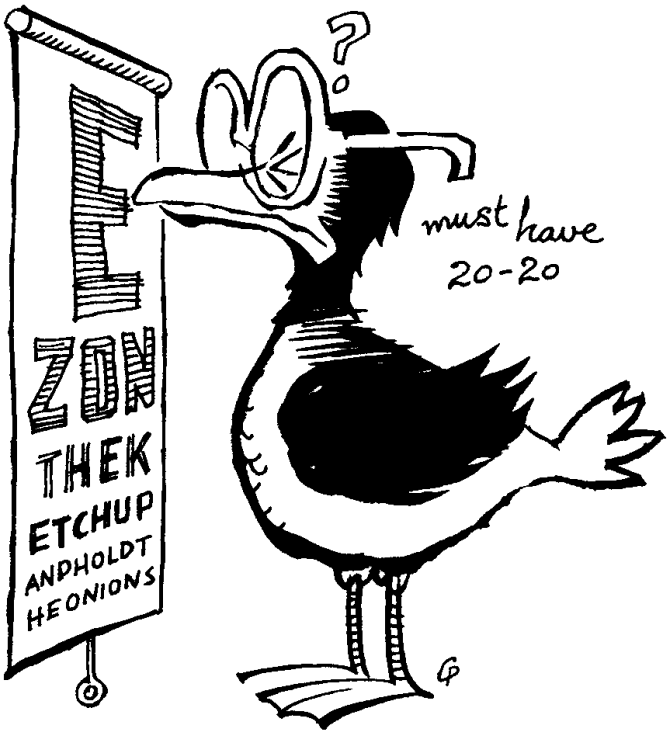
3. Get a domestic duck.

Remember ducks migrate. If you find yourself heading for Inuvik or Louisiana, depending on the time of year, then check back in six months with your nearest travel agent for a refund.

4. Get a medium sized brightly-coloured duck.

A small, dull duck is hard to follow in a dark cloud. On the other hand, trying to stuff a large duck through the small clear vision panel of a sailplane can be both distracting and messy.

Despite the drawbacks outlined here I felt the system had much to recommend it. Not the least of these was the fact that it



would not be obvious to the contest officials what was going on, whereas they would immediately become suspicious of anyone sauntering around with a full blind flying panel under his arms. The chap wandering around with a cat on a leash and a duck in his lunch kit would be regarded as exhibiting perfectly normal behaviour for a competition pilot.

Now I will recount a few of my experiences during the certification of my *Dual Unit Motion and Balance Interpretation Device, Environmentally Acceptable for Sailplanes,* or as it quickly became known – DUMB-IDEAS!

Once I had decided to go ahead with my "Dual Unit Motion and Balance" system, I decided to draw up a comprehensive test flight program. After all, one cannot expect everything to go perfectly the first time. I've watched enough test pilot movies to know how it goes. Just ask John Wayne. I reckoned the actual program would need six flights to complete, occupying two days. The test program was designed as follows:

Flight 1 Cat only – Evaluate cat's response to normal flight manoeuvres. Acquaint cat with its duty station (on floor ahead of seat and in front of rudder pedals).

Flight 2 Cat only – Unusual attitudes and actual cloud flying.

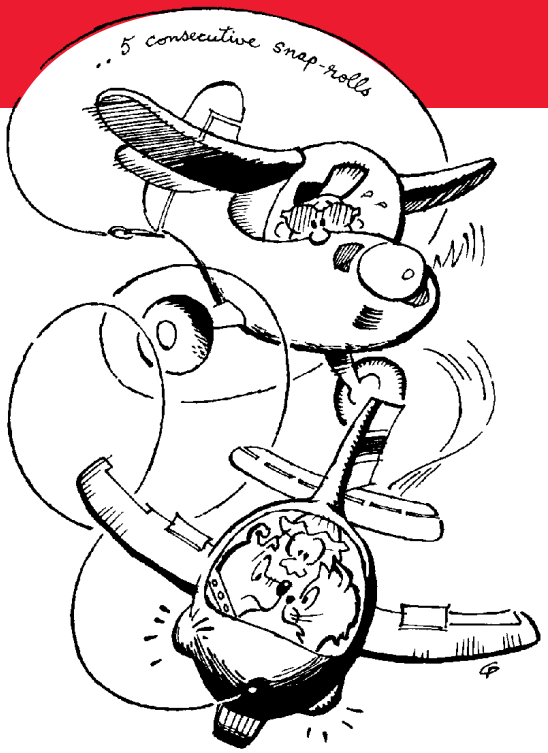
Flight 3 Cat and dog – To evaluate cat and dog as a team, and condition the dog to look for signs of sleep or tardiness in the cat.

Flight 4 Duck only – Familiarise duck with flight envelope of 1-26, so he doesn't fly too slowly (or fast?) while on approach.

Flight 5 Duck only – Actual approach initiated from within a cloud.

Flight 6 Full system test – At least 30 minutes cloud flying to check cat's stamina finishing with a full D.L.S. (Duck Landing System) approach to minimums.

I felt that if we could accomplish the program as laid out, it could be operational in time for the Nationals in Hawkesbury at the end of July. Preparations for the first test flight included getting a suitable cat. No problem there. One of my children's cats volunteered to be the test unit. That will teach her to hang around the food dish out of meal times. The first flight started well enough. The cat was installed in position on the floor of the 1-26 and a normal hook-up and takeoff was performed. That's when the problems began. As soon as we left the ground, the cat felt it was time to



see just what she was getting herself into and poked her head up for a look. When she saw she was actually flying she assumed a most ungrateful attitude, namely, wrapped around my face with her eyes (and mine) tightly closed. The towpilot later commented that he had never before seen five consecutive snap rolls done in a glider, especially one on tow. Order was restored in the 1-26 with only a couple of moderate lacerations to my face to show for it. By the time we had gotten off tow the cat had gotten used to flying and settled down to work quite well.

We performed some turns up to 45° of bank and were starting to try for 60° when she got bored with the whole thing and decided to take a look around. Naturally she chose the back of the fuselage and despite my dire threats of selling her to the local Chinese restaurant, chose the most comfortable spot just aft the wheel well and went to sleep. I had no option but to cut the flight short and land. Obviously there was no point in proceeding with test number two without a "Cat Alert System", ie. dog, so it was decided to proceed directly to test number three.

Acquisition of a dog was a little more difficult. Only two dogs were readily available at the field. One was a sometimes white poodle of undetermined mental stability. The drawback here was that this dog and my cat were already acquainted and the cat was not afraid of it. Therefore it was decided to go with the other one, a Newfoundland puppy by the name of Bonzo, a strange name for a dog but there you are. The biggest, and I do mean big, problem with Bonzo was his size. Not only was he big, but he was getting bigger and so quickly that a new C of G had to be calculated for the 1-26 twice daily. It took us an hour to cram everybody in the cockpit. First the cat was installed in position on the floor, then Bonzo took his position just aft of the cat, and then I squeezed behind Bonzo. It took me ten minutes just to find the control stick, but finally it was located just aft and slightly to the right of Bonzo's rear fuselage. By bending Bonzo's head full left and mine full right we were just able to close the canopy and still see the cat and where we were going.

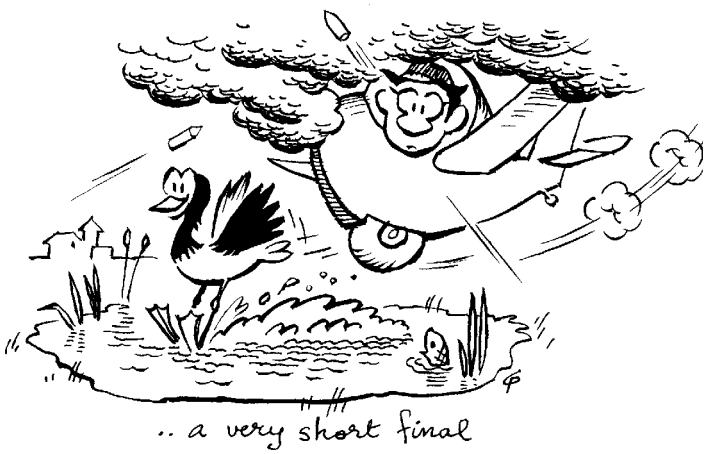
A normal takeoff was made but I soon found that because of Bonzo's rear end I could not turn left and descend at the same time. Since I couldn't see left because of his head I decided it didn't matter anyway. A relatively uneventful thirty minute flight followed, consisting of nothing but right turns except for three slow rolls to the left caused when Bonzo barked at the cat. Not only did this wake the cat up but it blew her completely off her supports and wrapped her around my left foot and the rudder pedal.

Since time was running short, it was decided to skip flights four and five and proceed directly to test flight number six. The only modification to the previously mentioned configuration consisted of taping Bonzo's mouth closed and installing the duck, captured the night before in Stanley Park, behind my seat.

A 2000 foot tow to Hope Mountain, followed by a snappy climb and transition to wave via the "Mumford Method" (a hammerhead stall followed by an outside loop through the rotor), brought us rapidly to cloudbase, climbing at 6 knots. The team swung into action like a well-oiled machine and we were rapidly climbing through 12,000 feet when Bonzo initiated the "Water Ballast Dump Test", an unauthorized modification to the program and clearly exceeding his authority. Beyond his authority or not, Bonzo proceeded with the test to its (and his) limit. It's incredible just how much water ballast a Newfoundland pup can hold. Actually the water itself was not as much of a problem as the violently shifting C of G as the water sloshed back and forth from one end of the 1-26 to the other, alternating sending the aircraft into terminal velocity dives and near vertical stalls.

As the cat emerged from its third inundation, looking like a drowned rat and desperately trying to stay ahead of the rearward rushing stream, the problem solved itself when the ammonia content of the water did the trick and ate the bottom out of the aircraft.

A quick decision was made to abandon the flight and follow the duck down for a landing. After about 800 feet of near vertical descent the duck realised it was swimming in mid-air and instantly reconfigured itself into the flight mode, necessitating a 12G, rivet popping, cat flattening pull-out on our part. About an hour of relatively successful IFR formation work followed and just when I was thinking it was taking a hell of a long time for the duck to get back to Hope, we broke out of the cloud and immediately flew into heavy rain and then just as quickly into the clear again! The rain was really a fountain and we were on a very short final for Lost Lagoon, the duck's home base.



Several hours later, with a muddy 1-26 retrieved from the lagoon, cat rescued from the highest tree in Stanley Park, and Bonzo coaxed away from 89 delighted kids who had witnessed our spectacular arrival, we were sitting in the car on the way back to Hope. I was drawing up a new test program to try to rectify some of the minor snags that had become apparent when one of my crew said, "Why don't you give up your DUMB-IDEAS program and just enter the 1-26 in the Sports class?"

"Sports class?" I said, "What's Sports class?"

GLIDING WOMEN IN AVIATION

By Yvonne Loader

Left to right back row Michelle Lappin from Australia, Sandy Griffin, Yvonne Loader, Ena Monk. Front row Ann Johnson, Ann Gatland, Rosemary Gatland.

The 50th anniversary celebration of the NZ Women in Aviation (previously known as The Airwomen's Association) was held at Queen's Birthday weekend in Tauranga. It truly reflected the support/mentoring and friendships women with a common interest in all aspects of aviation have formed over the years.

Women glider pilots have always been a very small minority in gliding clubs, so it was extra special to have seven women glider pilots present at one gathering. Included in this group were glider pilots from the earlier years such as Ann Johnson, well known for setting three NZ feminine records in the 1970s – 8th January 1970 speed over a triangle 200 km 37.2kph in a Ka6Cr, and 'straight distance to a goal' and 'free distance' records achieved in one flight – 245.85 km in an ASW15 flown on the 29th January 1979.

It was great to see Ann and Rosemary Gatland of the well known Gatland family who have been involved in gliding for many years, join in the 50th anniversary celebrations. Rosemary gained her instructor rating in 1967 and at this time also began power flying to become a tow pilot. Rosemary and her sister, Margaret, flew to 10,000 feet in a KA7 two-seater, setting a NZ women's height record of 7,600 feet. Rosemary set further NZ feminine records including gain of height and absolute height, out and return distance 308.2 km, speed over 300 km out and return 56.5 kph, and others. Ann with her husband, Frank, established a multi-seat record and in 1987 in her '60s, she achieved her 300 km goal when few women had done so.

Ena Monk took her first gliding lesson in 1963 at Matamata and was instrumental with her husband, Graham, in forming the Rotorua Gliding Club. They purchased a Weihe glider, ZK-GAE, and Ena spent many hours gliding and flying Tiger Moth ZK-AVI as a tow pilot.

As a NZ Women in Aviation Association Past President, I enjoyed the celebrations, having been a member for over 35 years and an active glider and power pilot for even more years*. Sandy Griffin, current President of the Tauranga Gliding Club, did an excellent job of organising and hosting the gliding competition events, and visiting Australian glider pilot, Michelle Lappin, added to the trans Tasman friendships/camaraderie we so much value and enjoy.

The weekend activities included inspirational speakers and video reflections of women in aviation over the years. The foundation members started a scrapbook of newspaper/magazine articles which has grown into quite a number of scrapbooks over the years, truly capturing women's involvement in NZ's aviation history. A lot of the information was used in the book Silver Wings. The scrapbooks are now such a valuable collection they are to be gifted into safe-keeping, probably in the Turnbull library, to be preserved for future generations of NZers.

*Yvonne Loader sells herself short. She too is a record holder setting a Woman's World single seat gain of height (10,212m/33506ft) in 1988 with a record of absolute altitude (11312.3m/37114ft). She also holds NZ women's records for free distance, out and return distance, and speed over an out and return course of 300 km. – Ed.

CIRCUITS

This issue we have two short and very different pieces on circuits. Frank Saxton of Nelson Lakes has written on Circuit Angles following a discussion with the editor on how people regularly misquote the steepness of their approach. Jim Bicknell from Gliding Wairarapa shares with us an idea for simulating circuit planning on the ground, preparing students for the real thing before they get into the air.

SIMULATED CIRCUIT PLANNING

By Jim Bicknell

When a student pilot commences flight training and has mastered the controls, one of the first subjects taught is circuit planning and why it is necessary. By way of explanation for ground dwellers, circuit planning trains a pilot to guide the aircraft downwind into a position that is beyond but parallel to the chosen runway or field, from where a turn onto final approach can be made at a safe height followed by a smooth landing.

At this stage of training the student has many new experiences to contend with and it is possible, in fact I believe desirable, to study many of the circuit sequences at ground level before spending much time in the air.

This can easily be accomplished by marking out a virtual or mini airfield on the ground that is about ten percent the size of a standard airstrip. That is about 150 metres long by about 10 metres wide. A motor mower can be used to mark the boundaries, or better still mow the whole area. View the strip by standing at one end and about five or six metres off to one side. With a little visualisation you can imagine that you are looking at a real airfield from a thousand feet AGL. A miniature wind sock can be added if you wish.

The next phase is to seat one or a number of students in a motor vehicle and drive at walking pace around the mini airfield, following the same path that an aircraft would make in reality. The flight instructor is driving the vehicle and would start the exercise at the take off position. The first circuits should be left hand and used to demonstrate the flight path, from take off, climb out, downwind, (including the 30 to 35 degree off-set), base leg, final glide path to aiming point, through to touch down.

After a few circuits give the students some covering notes and introduce the cockpit checks that are required at the various stages of the circuit, including radio calls and responses. Half an hour spent playacting in this manner will speedup training, save quite a lot of aircraft time and prepare students for the real thing.

I have successfully used this method a number of times with individual students but only recently with larger groups. One of the redeeming features is being able to stop the vehicle and answer questions or discuss any stage of the circuit, something that is not easily done when you are aloft.

A number of students have commented that on their initial flights they had a good idea of what was coming next and felt that they were up with the play.

THE ANGLES IN A CIRCUIT

By Frank Saxton

As per the GNZ instructors' manual, glider pilots are taught to judge their position within the circuit "by continuously judging the angle down to the aim point". Nowhere in the manual is a figure given for this angle. However, this is not a problem. It is all a matter of perception and judgment: giving it a number is of no particular assistance to the student as he has no instruments in the glider that measure such numbers.

However, I often hear and read pilots quoting 30 deg and 45 deg angles whilst in a circuit. These numbers have probably come from the widely read and respected books on gliding written by Derek Piggott. Here is a quote from one of his books. "For example, as you turn downwind to commence the circuit you should be glancing out sideways and downwards towards the nearest part of the field at an angle of 25-30 deg. Except in very low performance machines an angle of 45 deg is far too steep." (Gliding 4th Edition 1976)

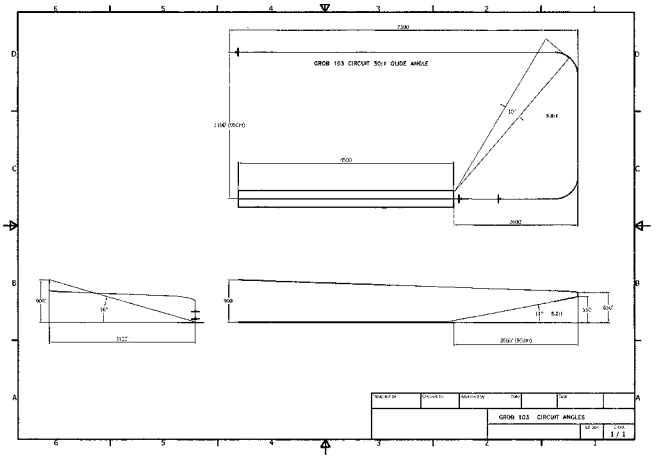
Well Derek, all I can say is that you have not done your maths, or indeed actual measurements on that one.

To start a circuit at even 25 deg is to invite big problems. By using Google Earth one can measure the distance from the usual commencement point of the downwind leg of one's airfield across to the nearest part of the field. Fig 1 is such a measurement on my home airfield of Lake Station. One can see the distance is some 3100 feet. You can use maths or a simple protractor and a drawn-to-scale triangle to work out how high one must be at this point to achieve 25 deg. The answer is about 1350 feet AGL for 25 deg. 30 degrees it is 1720 feet and at 45 deg a whopping 3100 feet AGL.

Fig 2 shows a plan of a typical training glider circuit. This glider has a glide angle of 30:1 in calm air. It starts at 900 feet AGL and the angle is 16 deg. By the time it gets to the turn onto base it is a little under 10 deg. On the final turn this has increased to 10.8 degrees down to the threshold fence. Given that the aiming point (or reference point as I prefer to call it) is further inside the fence the angle is even less than this.

Another way of looking at it is to consider the glider's glide angle performance. It is thought that the fully opened brakes of a Grob bring it down at about 6:1. This works out at about 10 degrees too. In other words if one started finals at 25 degrees even, one would well overshoot the reference point, even on full brake.

Furthermore one can take measurements of the angle using a clinometer. I bought one some years ago to measure the heights



of forest trees. It is a little hand held instrument that one looks thru and gives an angle. It is ideal for measuring the angle of a glider in the circuit from the ground looking up. Most times that I have done this I have measured less than 10 degrees. One can also take this instrument up in a glider. Well, a passenger in the back seat could. So far I have not had anyone take me up on the offer of measuring 30 degrees for them. Come to think of it, I am not too keen on such an experiment myself.

So every which way one looks at it, Mr Piggott is wrong with his maths. But of course I am not saying he is wrong to emphasise the use of angle judgment by the pilot. Indeed the calculation of these numbers is really just an academic exercise. Perhaps, however, they illustrate how we human earth-bound evolved creatures as we are, may often be fooled when we come to judge and measure things in three dimensions.

A QUESTION OF SAFETY

GEORGE ROGERS NATIONAL OPERATIONS OFFICER, ACTING

ACCIDENTS 2010

Seven accidents or incidents have been reported since January: of these;

Two featured engine start failures, one immediately after winch launch and the second low on a cross country flight. The distraction of the engine problem was probably a factor leading to accidents at outlanding.

Two featured landing short at the home field, impacting the fence or obstacles on approach. It seems that lack of familiarity with the performance of the glider in the approach configuration selected, with high rate of descent and limited penetration, contributed to the accidents.

One featured impacting the approach fence in an outlanding during a cross country flight.

One featured a ground-loop at outlanding in a rough paddock on a contest flight.

One involved failure to rotate appropriately in a winch launch.

It is a concern that six of the seven accidents were at the landing phase and the contributing factors have been identified in previous accidents.

The article by Arthur Gatland in this issue of SoaringNZ is clearly relevant to preventing these sort of accidents.

Safety Information. The GNZ Website now has a section devoted to Safety Articles, a resource which will help pilots and instructors to develop or refresh their understanding of gliding safety issues.

The articles can be found at www.gliding.co.nz/training/safety-information

Welcome. Ross Anderson of the Wanganui-Manawatu Club has been appointed as Regional Operations Officer, Central Region. Ross' contact details are on the GNZ website.

Currency. At the AGM I summarised the reduction in launches over the past four years. Rainer Kunnemeyer (B Cat Instructor, Piako) provided an excellent presentation on safety which included reminding us of the three 'C's – Currency, Competency and Complacency. These areas have been identified as contributing most to poor decision-making and accidents.

The reality is that over the 2006/07 to 2009/10 period, glider launches were down 31%, of which Club Glider launches were down 30% and Private Glider launches down 33%.

As we approach the next soaring season it behoves us all to consider just how current we are and to plan our season objectively, particularly the early soaring, having regard to currency.

It makes sense to rebuild our currency and competency in a planned way, if these may have slipped in the last season or two.

GLIDING ON THIN ICE

by Ian Dunkley

Vintage Kiwi's logo was designed by Risto Pykala who first invited me to Finland to fly in the "Goldie's but Oldies" vintage rally. Finland is mainly flat, at least the bits I have seen are. Lots of trees, lots of lakes and then after a few miles a lot more trees and lakes, plus a great deal of silence with more trees and lakes. In the summer the only thing that change are the temperature, colour and mosquitoes. That leaves the thinly spread people. I don't want to offend my Finnish friends; although why that should bother me I am not quite sure. After all they did set me up by deliberate misdirection into walking into the ladies sauna stark naked carrying beer and a supply of sausages to toss on the hot stones; they deserve all I can give.

Retrieve training without the spikes.

Harbour and camouflaged Launch Point.

Finland Ice Supermarket bags are essential requirements by midday.

As I'm sure you're aware Finland has a lot of night in the winter. This can be very depressing and as life in the spring is often not very bright either, the depression deepens and suicide can result. This is a medical condition known as "Arctic Hystere". It is therefore quite logical for Finnish pilots to congregate on a frozen lake in April to fly in the "Arctic Hystere Rally". You might chance to fall through and drown, alleviating the depression but avoiding the insurance problems suicide may bring.

All this winter dark appears to make many Finns antisocial. Risto explained to me, "That's why a Finnish gum boot manufacturer invented mobile phones. That way we can still talk to people we can't see year round, click off when we've had enough, and not answer the return calls."

The language is of course totally incomprehensible, which may also partly explain texting on mobile phones. Their English is however much better than I have heard elsewhere in the world, and that includes many parts of the UK, so you will not have undue problems on a visit after you have found someone to talk to you. They also drink, more than the Swedes even.

Having got geography, psychology, technology, language and alcohol consumption out of the way, we can move, with great care in my case, onto the ice. Up to that time my experience with ice was restricted to Gin & Tonic. Faced with a very large frozen lake, creaking ominously, I was naturally unsure if this was such a good idea. "No problem," said Risto. "Look you can drive cars and trucks over it." And this was true, for in winter taking shortcuts over the ice saves many kilometres of summer driving. There was even some form of competition to become the first and last vehicle to cross the lake each season. Risto did not tell me what happened to the more adventurous runners-up. Later, and more ominously, I was told of holes being found in the ice with scratch marks around the rim where some hapless individual had fallen through, tried to get a grip with their fingernails to pull themselves out of the hole, and failed. Essential equipment for ski mobile riders, who belt around at Grand Prix speeds in random directions, is a loop of rope around their neck terminating in spikes that stick into the ice on immersion, avoiding broken fingernails, hyperthermia and death. Just in case you think I am exaggerating, a few years after my visit they lost both the winch and its driver through the ice.

Dress is important, and I'm not just referring to the ladies sauna, so my preparations for the visit included a quilted flying suit, designed for an English summer, and a fine pair of fur lined leather that that I had found a few years previously in Germany. Neatly placed at the side of a secluded walking track they were exactly the right size, presumably left by a tramper abducted by aliens. I knew they would come in useful one day. Unfortunately, they were not very useful in Finland. Like you would, I had assumed that a frozen lake was just that, a frozen lake with thick ice. What I had not realised was that in the spring the daytime temperature rises enough to melt the top surface of the lake. This freezes again the following night but leaves a water gap between the surface and the main load-bearing ice below. I first became aware of this phenomenon when the ice creaked and I dropped 6 inches or so onto the main ice. Time slowed down, unlike my heart rate, and I

found out why the aliens had left the boots behind. They had obviously not realized that supermarket bags were a required accessory to ensure dry feet.

The ice/water sandwich also creates problems for glider handling as the wheel breaking through can lead to fuselage damage, not to mention very short landing runs that test load harnesses. Part of the real fun on the ice is towing out gliders with ski mobiles, something I had not done before and this was how I came to learn about the spikes you should carry around your neck. None were provided; which tells you a bit more about the Finn's sense of humour.

Midnight rush to tie down

Flying, apart from keeping supermarket plastic bags from getting tied up with rudder pedals, is quite normal; the thermals were surprisingly strong and 500 km flights and above have been flown off the ice. Launching by winch is quite straightforward although it was a surprise on two days when the winch was operating from the harbour car park and surrounded by visiting cars. Similarly aerotowing presented no difficulties providing the top surface ice had not yet melted.

There were however other difficulties that were not discovered until a late night sauna/sausage/whiskey/sitting-outside-with-just-a-towel session came to an abrupt end when the wind increased, and thoughts turned to securing the tug.

We were soon on the ice and here technology took over from common sense when ways of securing the tug were considered. Disaster struck, for we had in our party one of those people dangerous in gliding, a thinker. He was speaking Finnish which was my excuse for not pointing out it was a daft idea, "Why not drill holes in the ice around the tow plane." This, I understood, was to be done using the auger sad people use for cutting ice holes for fishing in sub zero temperatures.

Six holes were cut in the very thick ice surprisingly quickly, leaving the problem of how to secure ropes in the ice. The thinker was up to the challenge, "Tie a small branch to the end of each rope , shove it in the hole, the branch will float under the ice, pull the rope and all you have to do is wrap it round the aircraft bits, shove more secured branches down the holes and the tow plane will be safe." It worked extremely well, for the next morning the tow plane was still there and the ropes firmly frozen into the lake.

So what was the disaster? In our dark enthusiasm we had cut up the aerotow rope instead of the intended retrieve rope. We launched by winch that day.

And finally I would like to say, never ever wake someone up at 2.00am in sub zero temperatures (after a sauna/whiskey/sitting-outside-in-a towel session) and invite them to walk out onto the ice to see the Aurora Borealis without first checking if that person is colour blind.

TAURANGA AEROBATICS COMPETITION

CHANGE OF DATE

NOW

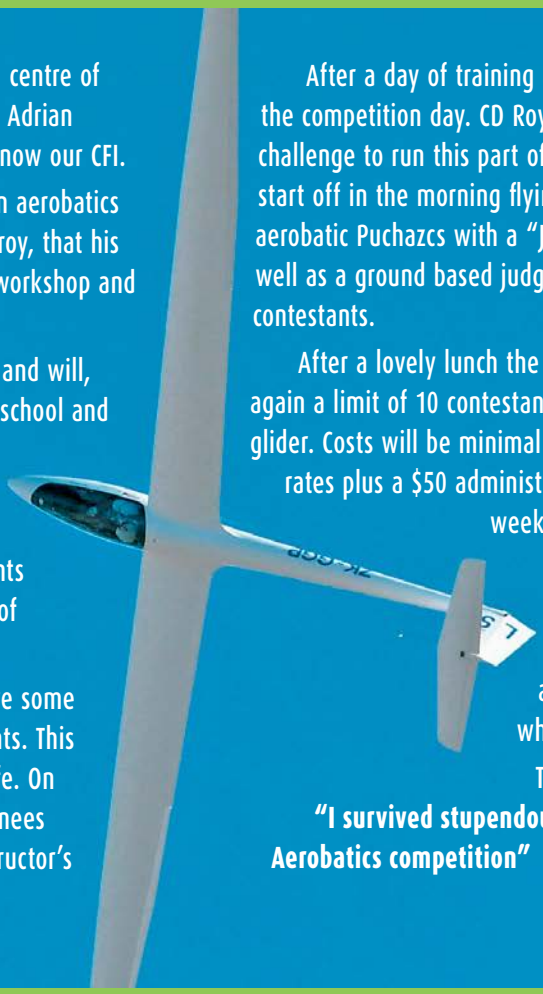
16 OCTOBER 2010

Tauranga gliding club has for many years been a centre of activity with Aerobatic addicts Brian Chesterman and Adrian Cable. Mark Arundel, a power aerobatic champion is now our CFI.

It is of no surprise then that when the idea of an aerobatics competition was mooted by club member, Keith McIlroy, that his germ of an idea has grown into a proposal to run a workshop and competition weekend.

Adrian has taken on the role as chief enthusiast and will, with help from other aerobatic nuts, provide ground school and flight training on some basic manoeuvres as used by the British Gliding Assoc in their comps. Arriving Friday night for an introduction and dinner (did I mention we have bunkrooms) participants will be fully briefed and instructed on the noble art of pfaffing about in the sky.

We have arranged with the local tower to reserve some local airspace close to the airfield for our daring stunts. This will keep the noisy machines away and everyone safe. On the Saturday training flights will be videoed and trainees debriefed with the help of moving pictures (and instructor's in-flight comments).



After a day of training and learning, Sunday will be the competition day. CD Roy Edwards has taken on the challenge to run this part of the weekend. Novices will start off in the morning flying in one of the club's fully aerobatic Puchazcs with a "Judge" in the back seat as well as a ground based judge. This field is limited to 10 contestants.

After a lovely lunch the "Open" Class will be run, again a limit of 10 contestants who may bring their own glider. Costs will be minimal with tows and gliders at club rates plus a $50 administration charge for the weekend.

Mid afternoon will see the crowning of the winners with tea and medals as well as acknowledgement of all who participated.

The certificate will read

"I survived stupendous fun in the Tauranga Aerobatics competition"

For more information contact David Jensen email david@puketiro.co.nz

NEW ZEALAND JUNIOR DEVELOPMENT SQUAD
OMARAMA 12-20 DECEMBER 2010

WAVE AND RACING CAMP

Learn wave flying and glider racing from the masters!
Be prepared for the first New Zealand Juniors contest in 2011!

NZ Junior glider pilots are invited to attend a mountain wave and racing camp directed by Gavin Wills of GlideOmarama.com and assisted by top racing instructors from around the country. To join the squad Junior Pilots should be 25 years or under and hold at least a B certificate.

With about eight high performance two seaters and six single seaters a wide range of experience levels can be catered for. A parallel training programme for interested pre solo and post solo pilots is to be held at the same time.

Organised by junior pilots for junior pilots this awesome event is hoped to be the biggest gathering of young pilots ever seen in New Zealand.

BE THERE! For more information contact abbeydelore@gmail.com

Sponsors include New Zealand Gliding Clubs and GlideOmarama.com.
The GNZ Georgeson Trust will be awarding four scholarships for Junior applicants.

OBITUARY

RICHARD ARDEN

BY STEVE BARHAM

Richard always wore crocs and a big, really big smile.

Richard Arden was the very popular president of the Taranaki Gliding club. He was tragically killed in a farm accident. His friend and fellow club member Steve Barham gives this tribute.

Richard Arden about to give his friend Ian Hill, a glider flight.

Richard always wore crocs, pink crocs and yellow crocs and he matched them with yellow pants and a big smile. He made you laugh and laugh. You couldn't upset him; if you tried to tease him about the clothes and footwear he would only reply with, "Oh but you do love them don't you ducky."

It always put a smile on my face when I arrived at the airfield and saw Richard's truck parked at the end of the strip, we were in for a fun day. It was usually a race between him and me to get to the field first, to get to the PW5 first. Most times I won which really meant Richard won because as we know the thermals are better in the afternoon. He had the last laugh, again.

Richard was beginning his flying when I joined the club and so we both transitioned through the fledgling stages together and on to the club's single seat glider, the PW5.

We always had loads of fun. Fun was what Richard did best, always optimistic, always up for a truck load of ribbing and constantly setting himself up to be the butt of my sarcastic jibes and he loved it, really loved it, giving as good as he got. A day out flying with Richard was a barrel of fun and lunacy.

He was always full of energy, ready to help anyone get in the air, ready with a helpful comment and in my case many not so helpful. Sometimes this meant I was back on the ground in short order, the glider ready for him. It was all warm hearted as he simply loved to see people having fun. For example, take the time Tim and I flew the mountain wave to 12000 feet, Richard's comment was typical Richard, succinct and to the point: "Once again, ARSHOLE, well done."

Richard was the club president. El Presidente. It was something he enjoyed and so as not to disappoint him we kept voting him back into the job (he loved it). He had many schemes, plans and ideas and his enthusiasm was so infectious he had no problem dragging the rest of us along for the journey.

Richard knew how to bring you down to earth and how to build you up as well. His outlook on life was always positive and his praise at your achievements likewise.

Richard was a friend, a true friend and I was really annoyed when I heard of his passing. I was annoyed that I would no longer get to take the Mickey, to share the banter. We still had a lot of mischief to make and still many flights to fly, stories to tell, hangars to build and gliders to buy. He was one of the good sorts. Things will never be the same and I think of him often.

WORLD GLIDING CHAMPIONSHIPS

As we go to press the World Gliding 15m, 18m and Open Class Championship is winding up in Szeged in Hungary. We will have more on the competition in the next issue. The contest seems to have been plagued by bad weather with the first four days cancelled and another day lost between the classes. Dane Dickinson flying a Ventus 2 is around the middle of the bunch in the 15m class while John Coutts flying a JS-1 is in the top quarter of the 18m field. John won day 5 and came in 4th on day 6.

Prior to flying at Szeged, Dane was flying in the Standard Class at the Standard, Club and World Class World Championships in Prievidza in Slovakia. He flew a Discus 2 in the Standard class for a disappointing placing in the bottom half of the field.

The Szeged contest has been marred by a serious accident when an Australian pilot collided with a truck while on finals. The truck driver is reported to be in a serious condition and we understand the pilot Lars Zehnder was not seriously hurt. His glider, an ASW 27 was written off. If appropriate we may have more on this accident in a future issue. Colliding with vehicles while on finals is not something you expect, but is a distinct possibility where finishes are happening over a road. Omarama would be a perfect example of where this might occur in New Zealand.

Australian pilot Graham Parker pulled out midway through the contest, announcing on the team's blog that he had been worried for his safety on every flight in the competition so far. Blogs suggest that the organisation was poor, there were border problems for landouts in Serbia and low visibility, and poor weather conditions have all been issues with the contest. We hope to bring you the views of the Kiwi contingent in the October issue.

NEW WORLD CHAMPIONS

STANDARD CLASS				
1	Kawa Sebastian	POL	Discus 2a	8547
2	Kiessling Mario	GER	Discus 2a	8466
3	Buchthal Michael	GER	Discus 2ax	8417
CLUB CLASS				
1	Hovestadt Arndt	GER	Std. Libelle	9315
2	Sailer Volker	GER	Std. Libelle 203	9264
3	Schupfer Mario	AUT	ASW 15 b	9243
WORLD CLASS				
1	Couture Laurent	FRA	PW5	7747
2	Hrivna Martin	CZE	PW5	7462
3	Guerin Denis	FRA	PW5	7434
15M CLASS – FIELD OF 49				
1	Stefano Ghiorzo	Italy	Diana 2	5959
2	Leigh Wells	United Kingdom	Asg 29	5826
3	Thomas Gostner	Italy	Diana 2	5719
29	Dane Dickinson	New Zealand	Ventus 2	4658
18M – FIELD OF 51				
1	Zbigniew Nieradka	Poland	Asg 29	6279
2	Uys Jonker	South Africa	Js-1	6199
3	Karol Staryszak	Poland	Asg 29	5909
15	John Coutts	New Zealand	JS-1	5534
OPEN CLASS				
1	Michael Sommer	Germany	Eb29	6834
2	Steve Jones	United Kingdom	Nimbus 4	6596
3	Pierre De Broqueville	Belgium	Eb-28 Edition	6535

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 airsailor@xtra.co.nz
Ph (09) 237 8151 (027) 608 4156
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.rbergersen@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 Wisnewski 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/rotoruagc/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 rockelkaym@xtra.co.nz
Base Rockelkaym Ridge, Gibbs Road, Puhi Puhi
Flying Weekends and Public Holidays

GLIDING NEW ZEALAND CLUB NEWS

Deadline for club news for the next issue 10 September 2010.

AVIATION SPORTS CLUB

Summer moved into a quite passable autumn with good weather hanging in, allowing lots of club activity. Our members made good progress, a number getting closer to QGP. Roy Whitby has done particularly well attaining QGP and getting to do the West Coast Raglan run with Steve Wallace, right place at the right time. He has not stopped grinning or showing us the photos. The same run saw Dave Foxcroft flying Astir MP doing most of the run solo after getting separated from Steve Wallace in the Twin Astir, MW, early in the flight. It was Dave's first coast run. Nonetheless he persevered

Aviation Sports Club: Kaipara College Group. Kaipara College students with club members Gary Patten, Ray Burns, Graham Lake and Neville Swan.

MP photographed from MW share a late afternoon thermal near Waimauku.

Don Foreman father of club member Steve Foreman enjoys a fine day's glide.

Canterbury: Oliver Winkler had a great flight in the back seat of Athena (Terry Delore's ASH 25) and caught up with Mats Henrikson flying CC at 17.000 ft. Photo Oliver Winkler

Alex McCaw (back seat) instructor training with Roger Read. Photo Geoff Soper

and made it there and back in just under 5 hours.

We have continued to provide gliding to youth via the local ATC squadrons and Air Scouts. We recently had an approach from Kaipara College, they had a class of special needs kids doing a project on air currents and could they come and look at a glider and hear how they soar. No problem, would you like to fly in the glider too? We did this on a Wed afternoon; the Air Force was very cooperative in allowing gliding on a working day and both we and the kids enjoyed ourselves. In the words of one of the students, "It was like Rainbow's End at Whenuapai". We got a lot of pleasure out of this one.

We made the mistake of commenting how well our 172 tow plane was going. We must have said that out loud as the engine let go at 500 ft on takeoff. Towie Rex Carswell did a brilliant job of getting her back on the airfield without further damage. We are very grateful to the Piako, Auckland and Tauranga clubs who, together with DSN Owner, Noel Williams, have stepped forward in our hour of need and, with some shuffling of towplanes between AGC and PGC, freed up DSN for us to lease.

Graham

CANTERBURY

Severe frosts are the norm at the moment but the odd weekend has produced some soaring. A recent day saw Jerry O'Neill and Nelson visitor Brent Higgins have a tow in our Janus to 6,000 ft for a 90 minute flight; whilst Rob Kerr, a recent first solo pilot, had a six minute tow in one of the Twin Astirs for a flight lasting one hour. A few days earlier Terry Delore and his daughter Abbey flew the Ash 25 to Wanaka and return, so it hasn't been all bad. Increased use of our winch will hopefully get more members following Scott Ostermann's lead and learning to drive it. This will give a couple of the older ones a break.

Craig Walecki has added a Pawnee rating to his other aviation skills and has now joined our towing clan and Alex McCaw has commenced his training as an instructor under the guidance of Roger Read.

Stewart

Gliding South: (below)

GLIDING SOUTH

It has been a brilliant winter but not for gliding. There has been little excitement in the skies of Five Rivers. Visiting Central Otago pilot, Pete McKenzie, had the right idea. He had a busy family circuit day flying his sister, brother-in-law and two nephews in our Twin MO.

The AGM of the Southland Gliding Club, on 9 June 2010 saw last year's officers re-elected, with Reg Menlove elected to the committee.

Murray Hagen was invited to tell us about the plans of the Fiordland Aero Club, Gore Aero Club and Southern Recreational Aircraft Club to affiliate with a view to mutual support. These clubs are considering how this would best be accomplished and are inviting Gliding South to consider joining the group.

NG will be going to Youth Glide Omarama at Christmas and possibly MO.

BM

Gliding South:

GLIDING MANAWATU

The autumn and early winter weather has been kind to us, our field has stayed dry enough and we have flown most weekends. Our 'young' solo pilots have continued to progress smoothly, and the new DG 1000 continues to blast around the Manawatu sky and especially the Wharite ridge. Winter work on the field has meant a major rearrangement of our back yard – trees and fences down, and the glider trailers are now parked in the back lawn. This project is a work in progress. We have several new members, and things are humming.

On a recent weekend we had two solos in one day: Stuart Cawood and Lincoln Jones. Stuart has only taken 26 flights to solo – awesome effort for someone who hasn't flown before and Lincoln took 5 flights. A really good effort as well but he had cheated by having about 6000 power hours before he started gliding. A few days later Stuart and Liam took their first flights in the club's venerable Ka6, AN. Subsequently they have moved onto the DG 202, so solid progress is being made.

Stuart Anderson has raced through his QGP and is now a trainee instructor. As he already flies for the Air Force and is an instructor there, we are looking forward to adding him to our roster. Additionally Stuart and his wife have created an amazing website for the club. Check it out at www.glidingmanawatu.org.nz

In June we enjoyed a day when almost every glider in the club was on the ridge. After the cloud lifted, Stuart Anderson was first to launch in SA to the ridge. Ross Perry rigged KY, Russell R dusted off LO and followed over to Wharite in a 20 kt wind. Stu Cawood and Ron Sanders joined the party in GDG. Ross P and Russell travelled north with Vaughan Ruddick from Paraparamu flying ZI. It was busy over there, the cloud lowered and the odd shower came through. Stuart Cawood had his first experience of what ridge flying is all about and figuring out the final glide. LO, DG, KY, and SA all had a bit of a struggle to gain height in the patchy cloud and left the ridge on final glides from 3200 - 3600 ft, but all made it home with ease.

On 5th June Ross Anderson organised a great day, and "gave the boys a bit of a workout." One by one he took them into Evans strip for a taste of outlanding then aerotowed out and on the way back landed at Palmerston North airport, which was really cool. They aerotowed out from Palmerston and back to Taonui i.e. home. It was a really good experience for Liam and Al Park, as it was their first time flying in controlled airspace. A very innovative way to while away the winter blues!

PIAKO GLIDING CLUB

Thanks to the fine efforts of our new Chief Tow Pilot Alan Belworthy, we are weathering the storm of our damaged tow plane quite well. At present, we have the use of Auckland's tow plane as their runway is waterlogged. Of course it is a pleasure to be able to provide a dry field for their use. Apart from trial flights, training flights and some local flights to keep current, it has been very quiet due to the weather.

Such enthusiasm was generated due to the predicted South-wester on Thursday 8th July that we called in a tow pilot so some members of both clubs could go flying the ridge. The wind shadow to the north of Te Aroha Mountain caught many of us out, resulting in three of us getting some landout practice on the racecourse. At least the happy bunch were all in one place so a combined retrieve worked well.

Our Annual Dinner and Awards evening is to be held on Saturday night. Arrangements have been made for the Rugby to be recorded and played after the dinner for those that want to stay. Should be another great social event.

Now is the time of the year to put plans in place for the coming season. The committee will be giving that some thought.

We have the Cross Country Course on from 22nd to 26th November and the Northern Regionals straight after.

SOUTH CANTERBURY

South Canterbury has been reasonably busy into the winter. We have made away visits to Ashburton and Rangitata Island where we flew several trial flights. Crisp (minus 5 days) and

South Canterbury: Left: Kerry Jackson flying MY on Saturday the 5th at Ashburton. Top Right & Bottom: At Rangitata Island showing Allan Barr and John Eggers getting underway and Allan Barr landing.

Taranaki:

views forever are the plus side for winter down here. Utilisation and how we go forward are the challenges to be faced at this year's AGM in 2 weeks.

FMSG

TARANAKI

We very much regret to advise the death of our President, Richard Arden in a tractor accident in early May. He brought to the role of president a unique blend of humour and drive that made committee meetings times of hilarity and achievement. John Tullett is now President and the club looks to the future and to forward the vision that Richard had for the club.

At moment, we are in the throes of major work on our tow plane fuselage to address areas of rust that stem from a faulty paint job when the aircraft was brought into service in 1996. Several members under the guidance of Paul Muller have worked assiduously at bringing the airframe back to a clean and shiny state and it has since been repainted and recovered. So, with a bit of luck, we will report next time that RWS is back and working. And the Blanik JB too, currently grounded along with all the rest of the world's Blaniks until the A/D requirements have been met.

On a cheerful note, congratulations to Will Hopkirk who adds a QGP to his laurels. And the exciting wave flights in late April are, we hope, a harbinger of things to come.

PJM

TAUPO GLIDING CLUB

Only a short news. At the present time we have 10 students in training. Four are from a local college who are looking at an aviation career so we have given a special deal for 10 flights to assess their ability toward achieving their objectives. Last weekend we took part in the Hobby Expo in the Event Centre Taupo with a PW5 on display inside the Centre. A great deal of interest was shown and gave us some good exposure to the general public.

Tom

TAURANGA

We have an active core of people representing TGC on the SRC and GNZ Executive. Club members are also involved with contest directing, cross-country courses, ATC camps and attending cross country contests – this is good for club morale.

We congratulate two of our members for their GNZ awards – Brian Chesterman presented with the ANGUS ROSE BOWL, in recognition of outstanding services to the sport of gliding in NZ, and Edouard Devenoges (two awards) the "Air NZ

Cross-Country Open Class" and the "Sports Class" trophies (this also includes an FAI world record).

We recently held a landing contest and this was a great way to get many of our members to turn up for the day. It was a strong crosswind day and so was good practice for all of us. Everyone did well. The winner of the over 70 hours category was Mark Tingey – who hardly flies these days – everyone says he is just a natural.

Our club is hosting an Aerobatic Contest weekend in October – see our website if you are interested or contact Dave Jensen david@puketiro.co.nz

We are all eagerly awaiting the wave season at Tauranga – come try it some time!

Our club is fundraising for a new Cobra Trailer – so if you want to advertise your business on our trailer by making a donation to our fund – please contact Sandy Griffin griffinsnz@xtra.co.nz

On 1 July we launched our "Youth Glide Programme", as we have 5 youths (14-16 yrs old – 4 boys and 1 girl) – the next main intake will be November and will be championed by John and Karen Roberts and assisted by Maurice Weaver and Barry Wagstaff.

Sandy

Women show altitude to mark aviation anniversary

Bay of Plenty Times Tuesday, June 8, 2010 3

GLIDING ON: Tauranga Gliding Club president Sandy Griffin at the 50th Anniversary of Women in Aviation at Tauranga Aero Club. PICTURE / JOEL FORD 060610JFGTBOP

by Kirl Gillespie news@bayofplentytimes.co.nz

The 50th anniversary of women in aviation was a popular event for all things aeronautical at the weekend.

Women travelled from overseas to celebrate the jubilee, which was marked with the flight of New Zealand Association of Women in Aviation patroness Rona Fraser, who founded the organisation 50 years ago.

"It's just been brilliant," association president Desiree McCaskill said.

"It's just been brilliant."

Desiree McCaskill, New Zealand Association of Women in Aviation

Veteran pilot Judy Costello, 71, enjoyed the jubilee because she was able to reacquaint herself with old friends who were at the first association meeting 50 years ago.

Ms Costello still owns a plane and flies it regularly.

She said times had changed from when the only job women could get in aviation was instructing.

Taking part in the jubilee was a celebration of that, she said.

Pilots had come from as far as Australia to take part in Saturday's competitions, which Tauranga Gliding Club president Sandy Griffin was competing in.

Ms Griffin competed against Australian pilots in two categories.

It was her first time taking part in the annual meet.

The Weekend Sun 11 Friday 9 July 2010

Gliding made easy

Tauranga students now have the chance to take part in a youth programme to learn how to fly a glider, both inexpensively and responsibly.

Tauranga Gliding Club instructor Maurice Weaver says the Youth Glide Programme is designed for high school and tertiary students aged 14-24.

It costs $30 per hour to use a glider, in comparison, flying a small power plane costs upwards of $140 per hour and more than $600 per hour to use a helicopter.

"We have made it as cheap as possible so that the kids can really enjoy it all and not have it be a year long," says Maurice.

Once up in the air there are only a few things you have to see to fly a glider which makes it easy for young people to learn.

"The only rule you have to look at are how fast you are going and how to go up and down."

Instruction in Tauranga is given by one of 15 volunteer instructors at the club.

To become an adult member it costs $350 per year and pay for the use of the plane $30 per hour.

Gliding is all about the journey, not the destination.

"You will never look at clouds the same way again."

Oliver Roberts, 14, Keira Nesdale, 16 and Nick Weaver, 17.

Post Cards

Tauranga: Top right: Tauranga's National winners Brian Chesterman and Edouard Devengoes.

WHANGAREI GLIDING CLUB

The record seven month drought in the North is well and truly broken with that other Northland winter attribute, that dam mud and rain, to the fore. We've had at least a metre of rain in Puhipuhi in the thirty days from the twentieth of May. The plus side of all that are mostly mild temperatures and occasional glider flying. Club members are busy constructing the usual winter projects such as new hangars, second winch demolition and its eventual rebuild, surplus steel sold along with copper wire power lines after underground cable was installed. All gliders have had mode C transponders installed so that we are more technically visible to larger aircraft descending through VFR air space into Kerikeri and Kaitaia and to that end a meeting has been scheduled for early August to discuss air space etiquette for all users. Our plans for flying from Dargaville over winter have been put on hold until the proposed tug plane finishes as temporary replacement for the Piako Club Pawnee. The aero modellers have been utilising the airfield early morning and evening and is another flying activity to keep the cows entertained as they ruminate. We have a Whangarei Gliding Club Facebook page and we welcome all friends to stay up to date with our fun even if you cannot get up here.

PHR

Whangarei: Top Right: KR finishing a cross country flight at the end of May. Bottom Right: Roll cloud formed when a weak frontal system moved over Northland in early June, taken at dawn, Puhipuhi. This cloud extended for at least one hundred kilometres.

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

Duo Discus T GTT Aug 2004 • As new condition, 650 hours. Finished in Autocryl from new. Cambridge 302, Becker AR4021 com, Micro-air 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@trevterrymarine.co.nz

DG 400 • with 15m/17m tips, fully equipped and ready to fly. Including A8A oxygen regulator with quick connect, Cambridge M Nav with Averager 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

ASH25M GYJ • Immediate delivery, 3 sets winglets, wing covers, tow out gear, rigging gear, motor- total 35 hrs. Fully instrumented, Ilec computer. Cobra Trailer, Oxygen and parachutes. $275,000. D Speight. Phone 03 409 8380. Email david.mairi@xtra.co.nz

Libelle 201B • much pre-loved GID for sale, all Annual paper work complete July 09, ready to fly. Complete with robust trailer, tow out gear, O2, good radio, transponder mode a/c, Borgelt audio and winter varios. $17k. Based in Blenheim, give me a call on 03 577 9002 or 0274 786 332. Ross Menzies.

ZK-GIU Libelle 201 b #579 • Good condition approx 1600 launches and 2300 hours. Basic panel, transponder, B40 vario, O2, Chute. $18K Contact Paul 021 331 838

TesT-10-M • self launching motor glider for sale GVV, better than new condition. Polyurethane finish. 40:1 15mtr, 30 KW engine. Winglets, tinted canopy, digital avionics, radio, transponder mode C; Live your soaring independence dream. email:gerald@resco.co.nz NZ$98,000

ASW 15 • #15069. Recent re-finish inside and out carried out at Sailplane Services. 1600 hours TT. This glider comes with 2 options. First option sports a new Cambridge 302 with 303 nav screen, new Microair transponder and Microair radio! Option 1 $ 22500. Second option comes with Cambridge M nav and no transponder but still with Microair radio $16,000. Trailer tows nicely. Phone Geoff Gaddes. #0274972723 Email, g_gaddes@xtra.co.nz

LS-6b ZK-GVS • comes with LNAV, Cambridge GPS, 1x O2 system, Winter Vario, Becker radio, etc, Komet trailer with modified axle on parabolic leaf spring (higher ground clearance and softer ride) and tow out equipment, based at Drury - NZ$80,000. Due to business opportunity, Vincent: vnv@worldskip.com phone 021 0357 182

Sagitta ZK-GDO • The only one flying on the Southern Hemisphere! Repainted 2007. Panel with standard instruments, plus Borgelt vario. Comes with refurbished trailer (new axle, floor, rigging rails etc). Details at www.sagitta.smits.co.nz Make me an offer!

LS 8, ZK-GXS • complete with trailer. Fully equipped. Refinished in urethane paint. NZ$150,000. Contact: Graham White, e-mail: g-p-white@xtra.co.nz, phone 64 6 877 6073.

ASH25M, ZK-GRJ • Schleicher self launching two seat motor glider, complete with German trailer. Fully equipped, re-finished by Sailplane Services in Autocryl, in very good condition. Contact: Brian Kelly, e-mail: Erinpac@xtra.co.nz, phone 64 6 876 7437.

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. Jaxida covers. Cobra trailer. Many spares. $215,000. Omarama hangar also available. Phone Theo Newfield 0274 326 015

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

ASW 20C - GTC TT~1900 hrs • One of the last of these great machines to come off the production line in 1985. Tinted canopy, excellent and reliable avionics, good oxygen system, plenty of batteries. Additional storage pockets for storing all the gear for those long flights. Ordinary trailer but it works well and is sound. Plenty of ground support gear. $59,500 Finance available. Contact John Ahearn 021 2234 911

Ventus Ct SW for sale • 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. Julian Elder email julian@elder.net.nz.

Nimbus 2b - GKI Priced for a quick sale $38,000 ono. Phone either John 027 499 4375 or Ben 027 555 5485 for all info

Technoflug 'PICCOLO' ZK-GOU • $34,000. 1989. Total time airframe 475hrs with 218hrs on motor. Engine is Solo 2350b. Usual instruments incl. Ilec SC-7 elec.vario, Icom IC-A5 transceiver and (new 08) Microair transponder with mode C encoder. Navman GPS cradle for iPaq PDA fitted. Aircraft was refinished (08) with Sikkens 2-pot paint by Sailplane Services Ltd. Drury and is in pristine condition. Fully fitted alum.clad trailer with rigging aid, (one man rigging sys. available). Contact Neville Swan. Phone 09 416 7125 or nswan@xtra.co.nz

Pipistrel Sinus motor glider ZK-GIM 2004. 80hp Rotax 912 UL3 (non cert) twin magnetos in perfect cond. 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 map296 colour with terrain warning, airframe 550 hrs,engine376 hrs. See photo Soaring nz AUG/SEPT 2009 p44. $145000. Hangar freehold with concrete floor available at Drury $12000. malinsi@vodafone.co.nz

GNZ members are eligible for one free non-commercial classified advertisement per issue.
Deadline for receipt of advertising for our October issue is 22 September 2010.

GLIDERS WANTED

I'm looking for a KA7 • Email ramiro_dantonio@yahoo.com.ar

HANGARS

15 metre hangar space Omarama. South Canterbury Gliding Club is offering a 15 metre hangar space at $1800 per metre plus GST. Be in quick before the GST rise. Contact Paul Marshall 021 331 838

Omarama Hanger for rent • 15m western side. 12$ per day, 300$ per month contact annlaylee@aol.com for longer term rates.

A 20m hangar space in Omarama is looking for a long term tenant. Negotiable price, contact Nigel 0800 438 453

Omarama Hangar • 20m space in Sailplane Hangars Ltd eastern most hangar on the west side (Unit S), comprised of 20,000 shares in Sailplane Hangars Ltd and Licence to Occupy. $40,000 plus GST; Contact: Garry Wakefield, E: garry@walaw.co.nz phone 03 348 9246.

Hangar space Omarama for sale • Top slot in new private lock-up hangar. Secure, convenient, water, power, painted floor. Great neighbors. Regret not available to syndicates nor commercial operators. Contact David Laing: laing.braeview@xtra.co.nz or phone 027 434 0074

Omarama Hangar 15 metres • In newer designed western hangar. Close to campground. Best grass frontage on airfield. East side for morning sun. Great neighbours. Replacement cost per metre is over $2,400. Selling for $2,200 per wingspan metre. Phone Chris Rudge 027 473 3228

Drury airfield hangar position for sale • Concrete floor, water, power. Plan ahead for next season. Why rig each day when you can have a hangar spot for half the cost of a new trailer? Roger Sparks 027 495 6560

Drury 18m Hangar Space • For Sale Quarter Share in the first hanger. Details therms@xtra.co.nz or Bernie Mb 021 244 4405

OTHER

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

Kannad AF-compact ELT with panel remote switch • Batt expires 2014. Aprox 2 years old. $1200 ono. contact Andrew Crane dallascrane@xtra.co.nz

LX 160 • Flight computer and speed-to-fly vario $995.00 ono. Contact: loaders@clear.net.nz

Volkslogger IGC / FAI approved GNSS Flight recoder • $995.00 ono. Contact: loaders@clear.net.nz

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

SPOT GPS TRACKER • Good condition - only used a couple of times. Good for cross country and competition flying. Retails for $425 -asking $250 (requires subscription to service provider) Contact c-jackson@xtra.co.nz

Borgelt B50 Vario • I Need a Digital Data Mudule for it. Would buy a damaged/broken complete B50 as I can't buy the module new. Contact peter.mckenzie@contactenergy.co.nz

Aviation oxygen cylinder, steel with valve measures approx 560mm x 100mm including valve. Offers - contact ggreen@vodafone.net.nz

Yaesu Vertex VXA-150 Airband transceiver for sale • Hardly used unit. Complete with hand held speaker/microphone, headset adaptor, plug-in ear piece and user manual. Still in original packaging. $350. Ph03 443 6135

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

Christmas gift for glider pilots • The perfect gift for any Omarama fanatic - a painting of Omarama scenery / buildings. See www.wildconcepts.co.nz

I have a collection of old-format "Gliding Kiwi" magazines • complete AFAIK – from 2003-2007. Anyone wishing to have them can have them for the price of postage, or if you live in the Wellington/Lower Hutt area you can collect them from me. Tony Ryan tomory@clear.net.nz

WORK WANTED

Canadian commercial pilot/glider instructor looking for any reason to go back to New Zealand. 400TT, 275 single engine, 125 glider, 75 hour towing. Looking to head down around late October 2010 and stay through until March-April. Would really appreciate any opportunities! Thanks! Kyle Tiessen kyletiessen933@msn.com

WANTED I'm a young sailplane pilot from overseas(GER) and looking for a (backpacker) job or board and lodging on airfields in NZ. Please contact me: Leodrummer@web.de Thanks!

VM Discus-2cT 18m

Manufactured 2007

Approx 290hrs TT/7hrs on turbo. NDH.

PU paint, tinted canopy, disk brake and all other usual options.
Included (but optional) avionics include LX8000 computer with remote stick & integrated FLARM, Becker radio & transponder, Tru-Trak T&S.
Cobra trailer with SL package.
Always hangared with Jaxida hangar covers.
Brand new condition.
Will look at trades or financing.

Price $198,000

Contact Brett 021 927 626 or hunter.b@ihug.co.nz

For Sale

Ventus 2c 18m ZK-GYD

2002 Model. Serial Number #76.
Total Airframe approximately 465hrs.
This aircraft is in immaculate condition.
Equipped with normal instrumentation as pictured.

Including:
– Ilec SN10 Vario/Flight Computer with remote.
– Flarm with Swiss Bat external display
– Transponder (to be fitted)
– Dittel FSG 71M Com Disc Brake
– Tinted Canopy
– Carbon/Kevlar cockpit
– Oxygen with MH regulator
– Cobra trailer with carpeted floor and full SL special options
– Tow out gear.

$175,000 including GST

Contact Ross Gaddes, Sailplane Services.
Wk: (+64) 09 294 7324
Mob: (+64) 0274 789 123
E: sailplaneservices@xtra.co.nz

Sailplane Services (2005) Ltd