

NEW ZEALAND'S PREMIER SOARING MAGAZINE

# Soaring<sub>NZ</sub>

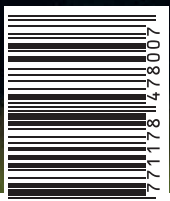


## **SOUTH ISLAND REGIONALS**

ARE BLANIKS GONE OR CAN THEY BE SAVED?

**MATAMATA CROSS COUNTRY**

**STEWART ISLAND • CLUB NEWS**



issue 19 december 2010/january 2011

# BSport Breakfast

6-10am



Kaitiaia ..... <b>95.2FM</b>	Rotorua ..... <b>1548AM</b>	Wairarapa ..... <b>91.1FM</b>	Cromwell ..... <b>107.1FM</b>
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Central Northland ..... <b>92.4FM</b>	Taranaki ..... <b>97.2FM</b>	Westport ..... <b>93.3FM</b>	Oamaru ..... <b>89.6FM</b>
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Ian Smith

Dean Lonergan

Nathan Rarere

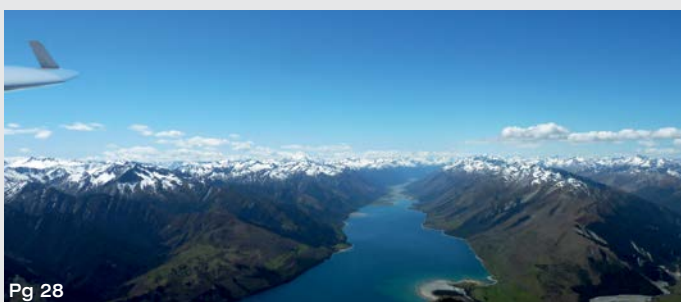
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# SOARINGNZ IS THREE!



You are holding in your hands issue nineteen of SoaringNZ, the self professed premier soaring magazine of New Zealand. Rosalie Brown, our designer made that line up out of thin air when we were looking for something to add to our masthead back in November of 2007. I think you can say that we have grown into the title and it sits there at the top of our cover very nicely now. According to the Collins dictionary I keep here on my desk, premier means: first in importance, rank, etc. Arguably as the only official soaring magazine in New Zealand that is a redundant claim. It is true however. It looks good on the cover and it never hurts to blow your own trumpet now and again.

This is our Christmas edition, the one that you'll be taking on holiday to read and relax with. It is packed with interesting stories on recent contests and cross country courses along with stories on great flights and great places to fly. It is short of technical articles and instructional pieces. You can also take a break from safety advice, but we hope you remember everything you've read in the last few issues. Perhaps you should pack issues 16, 17 and 18 to take away and read through again while you've got some downtime. Arthur Gatland's Threat and Error Management series was extremely well received along with the other safety articles we've run this year. This is the reason SoaringNZ exists, to get this type of information out to GNZ members. I think we do a good job and from the feedback we've been getting you obviously agree.

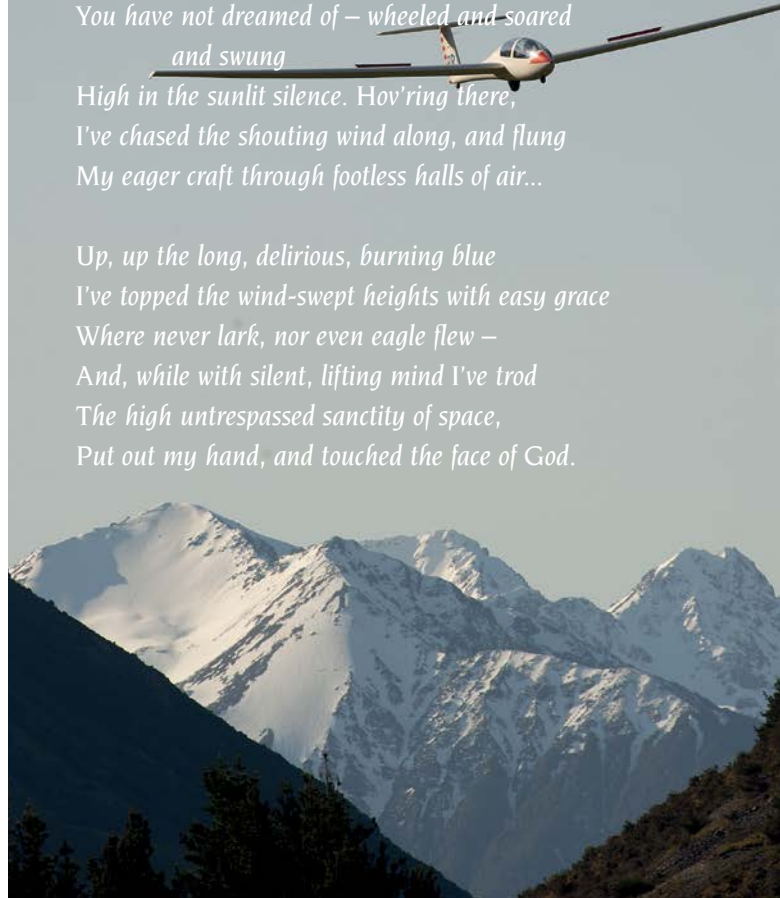
Next year I will be instigating a new column on an old concept: I learnt about gliding from that. This is a well polished format in other flying publications. People who have had an incident or accident explain what happened and what they learned from the experience. Start thinking of any stories you are willing to share. To start us off, in this issue we have the personal account of Alex Marshall, the young man who crashed during the South Island Regionals sparking a SAR call out and a helicopter rescue. He is very fortunate to have escaped with minor injuries.

During the recent South Island contest I was kidnapped off

## High Flight John Gillespie Magee

*Oh! I have slipped the surly bonds of Earth  
And danced the skies on laughter-silvered wings;  
Sunward I've climbed, and joined the tumbling mirth  
Of sun-split clouds, – and done a hundred things  
You have not dreamed of – wheeled and soared  
and swung  
High in the sunlit silence. Hov'ring there,  
I've chased the shouting wind along, and flung  
My eager craft through footless halls of air...*

*Up, up the long, delirious, burning blue  
I've topped the wind-swept heights with easy grace  
Where never lark, nor even eagle flew –  
And, while with silent, lifting mind I've trod  
The high untrespassed sanctity of space,  
Put out my hand, and touched the face of God.*



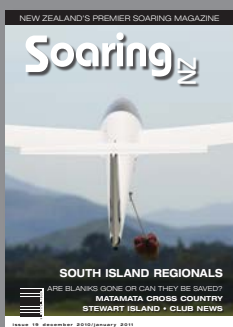
the grid by Terry Delore who wanted company for: "A brief half hour flight ... have you back before the launch." Yeah. Right. We had one of the best flights of my life, climbing into wave and heading south. We turned back over Mossburn with the south coast and Lake Te Anau in view. It was an absolutely glorious day out and made me realise something about gliding. Gliding is fun! Gliding is joyous! We fly because it gives us pleasure. The poem *High Flight* by John Gillespie Magee was running through my mind as we swooped along the side of lenticulars. Magee was a power pilot but he sure got it right. I'm going to reprint it again because I love it. I love gliding. I love producing SoaringNZ.

Have a wonderful soaring summer. Happy Christmas.  
Jill McCaw

## next issue

We report on the inaugural Youth Glide Soaring Development Camp, Alex McCaw's 1000 km flight, The Northern Regionals and The Club Class Nationals

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



Winch launching at Springfield –  
Canterbury Gliding Club's new airfield

Photo John McCaw

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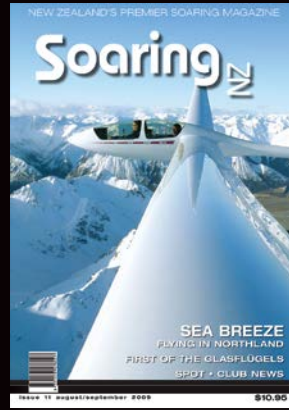
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It is nice to know that we are appreciated here and around the world. It is interesting too to learn where people are reading the magazine. This issue we have a letter from Slovenia and we have readers in many European countries. Arguably our most exotic subscription award goes to Ivan Evan's son Steven in Brunei. Please keep giving your opinions of the magazine and issues raised in it.

Just writing to tell you what a great job you are doing. As your magazine is in English, I get more soaring news from it than any other source. The American SOARING is not even interested in international events, or accidents.

And I agree with Gavin, the Americans need FLARMS!

A few issues ago, SOARING (USA) did a long article about solar power, and they did not even mention the possibility of powering a sailplane by solar power! Not to mention climbing higher and higher, over the clouds, while all the other gliders are limited to flying under the cloud base.

Also, I am glad to see that Icare is flying again. The more activity in solar power the better, in my opinion. Klaus's World Record applications are with the FAI, which now has a category for solar powered aircraft. I made longer flights before the FAI sanctioned solar power. In my opinion, a World Record for a glider with a motor should be more distance than a similar glider without a motor, so I do not try for such things. Otherwise the question will arise, why does adding a motor decrease the performance, so much?

Keep up the good work!

**Eric Raymond Slovenia**

Max Stevens is probably unaware of CAA's shift to top hole, gold plated headquarters in downtown Wellington, which caused much (impotent) ministerial displeasure. Most people are unaware that CAA can enter your home without a search warrant, a power denied the police, and of course CAA controls Avsec, which is basically its own militia.

Airways Corporation is a similar quango, also beholden to CAA, and is permitting private trials of RPV's and reducing airspace available for gliding. This combined with inevitable bureaucratic empire building, paints a disturbing picture, eventually we will be squeezed out.

**Neville Cameron Hauraki Aero Club**

I understand that Grant Wisniewski has sent you a letter concerning the grounding of all (virtually) Blanik L13s. I would like to endorse all that Grant has stated and add my concern at the possible repercussions of the grounding becoming permanent. In my opinion, as an instructor of many years, the Blanik, despite its age, remains the perfect training machine and, in other than outright performance, is superior to most 'more modern' two-seaters in that role.

I also have to agree that the emphasis these days definitely leans towards the high performance/competitive (expensive) end of the gliding spectrum to the detriment of the grass roots 'department', without which there would be no future glider pilots.

Accepting that there is probably not a lot that we can do to resolve the current Blanik problem we should, at least, let our feelings be known to the higher authorities.

**Neville Swan Aviation Sports Club RNZAF Base Auckland.**

Please see the article on page 18 regarding this issue. Ed.



This "geriatric-glider-pilot" continues to enjoy your great magazine. I am responding to your mention to get in touch re photograph on P. 48 of Oct-Nov. issue. – Also a correction and comment as follows:-

This was one of three I sent you which were all taken within a few minutes of each other and in slightly different directions. Although a good picture was published, it was not the main one. The one to which I was really referring, was aimed at south-west to expound this shattered wave-wind shear effect caused by approaching southerly. I thought it was quite impressive and a bit unique. See above.

**Doug Honor.** Gliding Hawkes Bay and Waipukurau

Thanks Doug, I'm delighted to show your other lovely photo and sort out who sent it. Ed.



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## SOME REMINDERS FROM THE SAILPLANE RACING COMMITTEE

### 1. Competition Documents:

The GNZ Competition Rules, Handicap Register, and Marking System have been updated and are available by way of the GNZ website. Please note that there were several important rule changes this season.

### 2. Competition calendar

NZ competition and cross country events are listed on the GNZ website: <http://www.glding.co.nz/events>

The Club Class Nationals are being held separate from the Multi-class nationals this season and pilots are strongly encouraged to enter this newly formatted competition. The event also provides an excellent opportunity for newer competition pilots to develop their skills and I hope that experienced pilots will take the time to help provide a constructive competition environment.

### 3. First Competition Award

Free entry into a Regional competition for new Silver Distance pilots. Without a strong source of fresh competition pilots our sport will inevitably decline. Details of the award can be found on the GNZ website under the racing calendar

### 4. NZ representatives to International Events

There are several upcoming Class 1 FAI events that may interest capable competition pilots. Details of all events can be found on the gliding section of the FAI website. All pilots interested in representing NZ at FAI Class 1 events should review the details of the selection process in the GNZ MOAP 1-8-2. Expressions of interest for events occurring in 2012 (and 2011) should be forwarded to the SRC not later than 1 January 2011.

## TASMAN TROPHY CONTENDER ANNOUNCED

The SRC would like to announce the selection of Tony Passmore as Tasman Trophy for Omarama 2011 Nationals. Tony is a Wellington pilot who has a lot of Omarama experience. Tony has been trekking south every year for some time now, camping at Omarama and honing his skills.

## THE FAI IS NOW ON FACEBOOK AND TWITTER

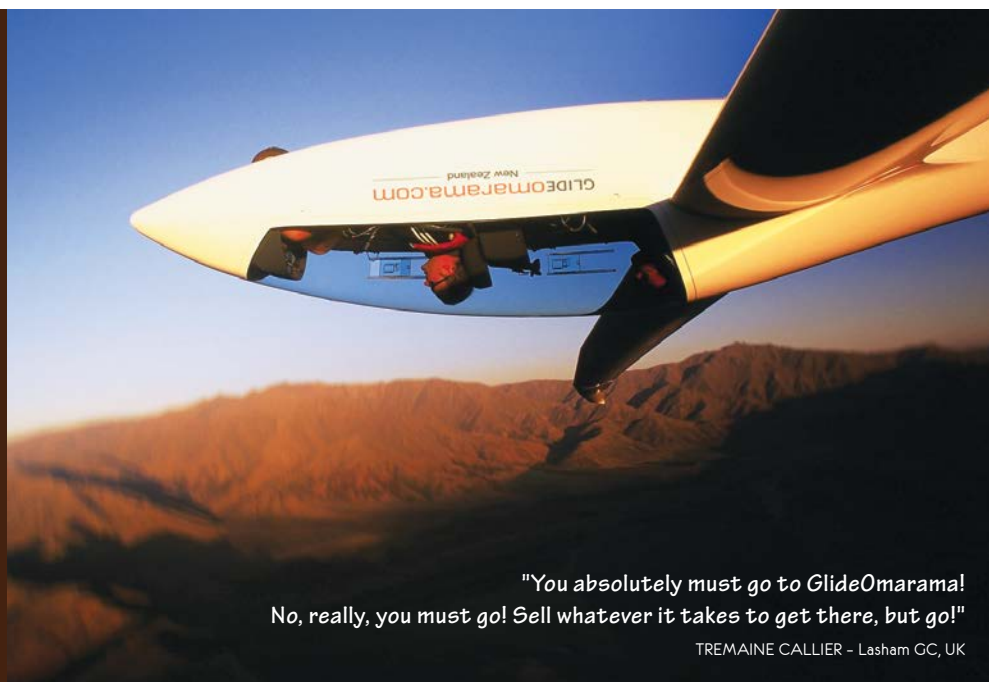
You can become a Fan. By connecting with the FAI and air sports fans community on Facebook, you will have the opportunity not only to get updates on all FAI activities, browse videos and pictures, but also share your pictures, open discussions, comment on feeds. Or head over to their Twitter page and follow their tweets.

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## STEVE FOSSETT IN THE AVIATION HALL OF FAME

Steve Fossett was inducted at the San Diego Air and Space Museum Hall of Fame Gala Celebration on October 23rd. He was among other luminaries in Aviation, billed as 'innovators, the scientists, the aviators, the engineers, the explorers who positively influenced the technologies we now take for granted. They made a difference in the lives of others and are the examples for our future generations to emulate.' Fossett's citation reads: 'Steve Fossett was an American businessman, aviator, sailor and adventurer; the first person to fly solo nonstop around the world in a balloon. He was best known for many world records, including five nonstop circumnavigations of the Earth: as a long-distance solo balloonist, as a sailor and as a solo fixed-wing aircraft pilot.' It doesn't mention gliding.



## PRESIDENT ANNOUNCED

The new President of FAI is John Grubbström a Swedish medical doctor born in 1948. Before his election, he held several high positions in aviation related non-profit organisations and the FAI, which included President of the Swedish Air Sport Federation and FAI Vice President.



### FAI has ratified the following Class D (Gliders) World record:

Claim number : 16050  
Sub-class : DW (World Class Gliders)  
Category : Feminine  
Type of record : Distance using up to 3 turn points  
Course/location : Villacastin (Spain)  
Performance : 450.2 km  
Pilot : Ghislaine FACON (France)  
Glider : PW-5 / World Class  
Date : 19.07.2010  
Previous record : 432.8 km (08.08.2009 - Valeria PAGET, USA)



## PHOTOS FROM BERNARD ECKEY

Australian Soaring coach and author of *Advanced Soaring Made Easy* Bernard Eckey spent a short time in Omarama recently and got it some great flights. He provides us with these photos taken while flying Theo Newfield's ASH 25 around Mt. Cook.





## WHAT TO DO AT OMARAMA WHEN YOU CAN'T GO FLYING?

John Robinson and a crowd of other pilots decided mountain biking was the go.

When day one of the Regionals was scrubbed two truck-loads of bikers and mountain bikes drove up to Little Omarama Saddle just west of "Hugo's Elevator", the scree slide that produces quick climbs above the Ewe Range. This area is also the northern boundary of the new Oteake Conservation Park which encompasses much of our local soaring terrain a few km south of Omarama.

After the obligatory photo and final pump of tyres we whizzed down from the 4500' saddle into the East Branch of the Manuherikia River, between the Hawkdun and St Bathans Ranges. An airstrip was duly noted along the way. Many river crossings later the West Branch confluence was reached, then begun the long uphill grind towards the true Omarama Saddle at its head. By now the 4WD sag-wagons were picking up stragglers suffering from sore butts and cold wet feet. A soarable westerly headwind started but drizzle soon followed.

The last few zig-zags to the saddle were loose and steep, then it was a fast and competitive final glide back down to the MacKenzie Basin again. This completed a very scenic 40km 4WD loop though the most accessible part of the wonderful new park. A big thanks are due to the drivers (Carl Jackson and Jules Tapper) and the owners of the 4WDs (Chis Richards and Gavin Wills).



## DG-FLUGZEUGBAU GMBH HAS BRANCHED OUT

They now have a sister company DG-Kunststofftechnik GmbH, using techniques honed in manufacturing gliders for other applications. Among the interesting things they have made so far are: double shell construction fibreglass fuel tanks, carbon fibre engine mounts, fibre glass shafts with a thread of carbon fibre to avoid the static charge of paper in a printing machine, wind turbines, a custom made interior for ambulance jets and mountings for jets carrying meteorological equipment.

## Automatic Dependent Surveillance–Broadcast (ADS-B). IS IT IS A THREAT TO NEW ZEALAND AVIATION?

Apparently it is in America and in Australia – see AustralianFlying.com.au 22 November blog. ADS-B is a little box connected to a GPS that broadcasts your position and aircraft details as you fly along. The brief synopsis of the Australian Flying blog is that it would be very expensive for all operators of aircraft who will be expected to have the boxes and will provide no benefit to safety. Our American correspondent Jim Herd is up in arms about ADS-B in the States where he says it will be mandatory for most airspace by 2020. The worrying thing: the cost for each aircraft will be somewhere between \$2K and \$20K.

He explains. If you are not familiar, ADS-B is basically replacing ground ATC with avionics in the cockpit – so separation and navigation and such will be centered inside each cockpit. The main benefit is that it greatly reduces the need for ground ATC. For pilots, especially glider pilots, there may be little if any perceived benefit. Personally Jim thinks the demise of lead in avgas is likely to be far more traumatic to piston G.A. (including tow planes). As for gliders, the ADS-B issue, if it becomes a real threat in NZ, will be a much bigger deal for glider pilots.

Is this likely to happen in New Zealand? There is certainly no sign of it at the moment. However the idea of moving cost and responsibility from ATC to the pilot is attractive to any government agency. If it is mandatory in the USA and may also be so in Oz, then perhaps it will be inevitable here. We thank Jim for the heads up. It pays to be prepared for these things.

## SCHLEICHERS HAVE A NEW COMPANY BROCHURE

There is an online version available on their website. Bernard Eckey, the Australasian Schleicher agent told SoaringNZ that Schleicher's have realised that they need to update their advertising profile and ways of putting their product in front of potential customers.

Seen at an airfield somewhere in New Zealand...



## STOP PRESS!

Eighteen year old Alex McCaw completed his 1000km flight in Canterbury Gliding Club's LS4 on Saturday 11 December. Camp director Roger Read says, "It was a gutsy, determined, well planned and extremely well flown 11 hour epic task in challenging blue wave conditions. In classic Alex style, he had the whole camp out watching and waiting for word that he was going to make it as he raced against the clock to get to his finish point at Glentanner. He made it with time and height to allow a glide out to land at Pukaki airfield. He arrived back to camp soaked in champagne from the retrieve crew who met him in the style befitting the outstanding achievement." WELL DONE ALEX

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



# SOUTH ISLAND GLIDING CHAMPIONSHIPS

## OMARAMA, 13-20 NOVEMBER 2010

By Chris Streat

In spite of being present at the South Island Regionals your editor had plenty of other work to do. She asked for scribes to volunteer and Omarama Gliding Club member Chris Streat leapt forward (or didn't step back fast enough). He gives us his view of the important aspects of the contest: the people, the weather, the tasks, and the up and coming pilots to watch. Chris flew his club's LS6 c WC in the Open/18m class, coming in sixth, a very credible effort. Also stepping up in more ways than one was Geoff Soper. Geoff won our photo contest in June and has become very enthused with photography since. As well as directing the contest Geoff took the fabulous photos you see in this article.

### The People

This was yet another successful event hosted by the Canterbury Gliding Club. The club turned up at Omarama with three twin seater gliders, an LS4, a tow plane, and an air force of very experienced helpers. Club President Kevin Bethwaite organised the contest, acted as treasurer, airspace liaison and organised the final dinner but he

didn't get to fly. Competition Director Geoff Soper amused us all at morning briefings and also didn't fly. Geoff set an example for the good friendly sportsmanship that prevailed.

Jerry O'Neill did fly. He provided sublime task setting given unusual conditions, but managed to not fly one of his own tricky day tasks while many others did! Lex McPhail was very dedicated to the scoring as always, and didn't get to fly. Barry Cummings on radio took OPs normal calls to keep us all safe. Yvonne Loader ran the airport bar. She got some local flying in plus she towed and helped pilots on the grid. One day Jenny Wilkinson visited and helped at the bar, making two current women world record holders serving drinks after flying.

The bar was important with the pilots racing back to the terminal building after flying to get their scores on the big screen and have a beer.

It was a thoroughly South Island affair. Grid Marshall Hugh Turner (OGC) was assisted by new pilots, Richard Roberts (NL) and Scott Ostermann (CGC). Ivan Evans (NL) was safety officer. Canterbury, South Canterbury and Glide Omarama provided tow planes. Tug Master was John Goddard (CGC). Thanks to a fantastic team of towies.

Canterbury Gliding Club was assisting Youth Glide's new competition pilots Abbey Delore and Nicholas Oakley flying the club's twin Astirs. (Their fathers were arguably the two hottest pilots on the field.) Adrian Cable and Mike Strathern flew with them



# PIONSHIPS

Photos Geoff Soper

Main photo: The traditional competitors photo. Top: Derek Kraak races for the finish. L: Jerry O'Neill, a happy task setter. R top: Abbey Delore's co-pilot Mike Strathern has complete faith in her abilities. R bottom: Santa (aka Robert Wallace from Nelson) took time out of his schedule to fly.



as safety pilots, showing up many high performance gliders along the way. Mike confirmed Abbey was the boss and said she made some good calls.

Thanks to Glide Omarama staff for their assistance throughout providing maps, oxygen, tows, retrievals, and advice. Lemmy Tanner and Phil Plane gave us detailed weather at morning briefings. Engineers Kerry Jackson, Roger Harris, and Ross Gaddes were working on gliders during the week. It was nice to see these guys around.

The daily 10am briefings were most illuminating. After Geoff's jokes and photos we watched the traces of the winning pilots from the day before played on the big screen while the winning pilots recounted their feats. Pilots learn as much watching these as their previous days flying. Mike Oakley was the best at getting across what he did at briefing. Mike seems to fly at 10,000 ft around the tasks without turning more than a few times at 80-90 kts. Mike commented that every circle costs 1-3 kph, he just looks at the clouds and cloud shadows to pick the good wave or 'energy' lines, and of course from experience he knows where the waves roughly lie. Max Stevens is also a master at taking a good direct route without turning, with George Wills now not far behind.

Socially the competition was a huge success, with pilots out having dinner together every night in large groups. Thanks to Dagmar and her lovely team of ladies at the Kahu Café. The food is the best. Poker was played in the campground kitchen most nights.

There was a pilot dinner at Dagmar's on Thursday night and a final prize giving dinner in the terminal building on Saturday.

There were numerous interesting foreign pilots present to meet in the evenings. By way of example, Stein turned up for a few days flying from Norway after captaining a 53 ft yacht down through the Pacific to Auckland. Some of the Australian Mt Beauty pilots were still in residence after Jerry's excellent cross country course.

Airways provided sponsorship and special airspace. Awesome, thanks Airways!

### The weather

Prior to the contest there had been two weeks of high pressure and superb thermal days for Jerry O'Neill's cross country course. During the competition a blocking High Pressure to the north that had been around for weeks joined a frontal graveyard of occluded fronts down south. Warm fronts to the west provided light NW winds and high cloud blocked heating.

Amazing tasks were set given no wind, 7/8 cloud cover at 3pm some days, then we flew 300 km tasks in convergence, ridge, and wave. There wasn't a single classic thermal day.

### The Tasks

All tasks, task speeds, and pilot traces are available online at GNZ webpage under Events calendar at <http://glidingcomps.42.net.nz/sireg2010/>

We only got 4 out of 7 competition days, and a cracker of a practice day.



## PRACTICE DAY

**Saturday** Good 35 kt nor west wave day with lenticular and lower roll cloud markers. It was slow going down the Dunstan wave at 10-13,000 ft then a ripper of a flight north after that for all. Terry Delore and John McCaw flew to Half Moon Bay, Stewart Island, in Terry's ASH 25. This was the best day of the competition.

**Sunday** Day cancelled. Gusty 15 kt southerly crosswind with dust devils by the time we were ready to launch early afternoon. Geoff commented that on days like this you can end up with the whole field getting dumped on to one strip. No one complained.

**Monday** Day cancelled. No wind and high cloud meant no soaring.

## COMPETITION DAY ONE

### OPEN / 18M:

Buscot Start, Goodger, Thomsons Track, Grampian, Otematata, Clearburn, Omarama. 277.2 km

**1st Theo Newfield, 116 kph**

### 15M / STANDARD:

Horrible Start, Goodger, Grampian, Otematata, Clearburn, Omarama. 224.8 km

**1st George Wills, 110 kph**

### CLUB:

Horrible Start, Goodger, Maitland, Ruataniwha, Omarama. 150.6 km

**1st Wilson Ellery 70 kph**

**Tuesday** Thermal, ridge, wave day. 6/8 cloud. NW. It was difficult getting back though the Lindis Pass due to low 7,000 ft cloud base and 15-20 kts headwind. The Chain Hills was the way to get back into the Mackenzie with less headwind in the lee of the Lindis Pass and some rotor climbs. Max Stevens and many others did it hard. Low and slow on ridges, more fortunate souls got in wave. Theo won the only day he flew.

## DAY TWO

### OPEN / 18M:

Buscot Start, Cotters, Stewarts, Omarama Saddle, Omarama. 205.4 km

**1st Mike Oakley / Karen Morgan, 125 kph**

### 15M / STANDARD:

Horrible Start, Cotters, Stewarts, Omarama Saddle, Omarama. 204.6 km

**1st Max Stevens, 114 kph**

### CLUB:

Horrible Start, Ahuriri, Glen Lyon, Ruataniwha, Omarama. 117.4 km

**1st Wilson Ellery, 107 kph**

**Wednesday** Thermal ridge 15 kt NW down low, 35 kt WNW up high, turbulent in the hills, light easterly at Omarama.

This was Crash day. An overseas pilot made a forced landing at the top of Timaru creek. He followed an experienced NZ pilot who kept his energy up traversing through the head of Timaru Creek before entering the Dingle Burn while on route from the Lindis Pass area. The unfortunate pilot stopped to work bad lift, lost energy, and landed out rough in the creek bed with football sized rocks. He broke off the tail and the nose of the glider, gone from the panel forwards. He suffered two broken ankles and the glider was retrieved in its trailer by helicopter.

On these days one minute you can be on the mountain tops, and then three minutes later in 1-2000 fpm sink at 100 kts. You need a landing about 10:1 visible glide away once you're off the tops to allow a circuit in these sink conditions. This was not a particularly windy day either - 25 to 30 kts on the tops.

See Chris Streat's online trace this day for his very unpleasant drilling up the Hopkins River.

## DAY THREE

### OPEN / 18M:

Buscot, Dingle 10 km radius, Graf Spee radius 20 km, Omarama.

**Task length:** 210.2 km/414.2 km (312.5 km)

**Minimum task duration:** 1.00 hours. 296 km

**1st Mike Oakley / Karen Morgan, 154 kph**

### 15M / STANDARD:

Horrible, Dingle, Two Thumb, Omarama.

**Task length:** 160.4 km/361.9 km (262.0 km)

**Minimum task duration:** 1.00 hours 194 km

**1st Max Stevens, 167 kph**

### CLUB CLASS:

Horrible, Ahuriri, Stewarts, Omarama Saddle, Omarama.

**Task length:** 137.3 km/250.7 km (193.2 km)



Top I) The Westcoast seen while heading for the head of Lake Tekapo. Bottom L) Father and Son winners, Nicholas and Michael Oakley. Centre bottom, George Wills, an up and coming pilot. Right: Cone One and Cone Two. Ground crew with too much time on their hands.

**Minimum task duration:** 1.00 hours. 264 km

**1st Wilson Ellery, 123 kph**

**Thursday** Thermal NW day. Good wave to 17,000 ft and ridge lift, 4/8 cloud to east but blue up the main divide west of the NW arch.

Given the 9000 ft start cylinder and one hour minimum duration, the clever pilots clipped the AAT circles and did a minimum task. Because half the task could be flown from the 9000 ft start there was no point flying further.

### DAY THREE

#### OPEN / 18M:

Buscot, Cromwell, Glen Lyon, Two Thumb, Omarama.

**Task length:** 244.3 km/501.7 km (372.4 km)

**Minimum task duration:** 2.50 hours. 415 km

**1st Mike Oakley / Karen Morgan, 164 kph!**

#### 15M / STANDARD:

Horrible, Thomsons Track, Glen Lyon, Two Thumb, Omarama.

**Task length:** 186.0 km/436.5km (314.2 km)

**Minimum task duration:** 2.50 hours. 366 km

**Winner:** Peter Chadwick 146 kph

#### CLUB:

Horrible, Thomsons Track, Birch Creek, Grampian, Omarama.

**Task length** 134.1 km/333.8 km (234.4 km)

**Minimum task duration:** 2.50 hours. 304 km

**1st Wilson Ellery, 122 kph.** Wilson won every day.

**Friday** Winds 15 kts at 8,000 ft at start. Some pilots flew south in thermals and ridge early before and during high overcast moving in from the west. The smart pilots waited for the wave to build later and flew 160 kph tasks entirely in wave. There was weak wave. Ben Ohau's upper wave was dumping on the lower wave. There was wave at different angles, 300 deg wind 25kt, a lot of moister air to west. A weak moist front transited up the west coast at our latitude.

Below: Abby Delore and Nicholas Oakley, poem by Wendy Delore.

Just like in the Top Gun movie  
Us young aviators are so groovy  
This flying lark is so surreal  
And in these suits we sure do appeal



### FINAL RESULTS

OPEN/18M	REGO	GLIDER TYPE	H CAP	POINTS
Mike Oakely/Karen Morgan	TF	ASH 25	114	3580
David Speight	YJ	ASH 25m	114	2975
Chris Richards	XL	Ventus CM	106	2855
15M/STANDARD				
Max Stevens	XN	Discus B	98	3209
George Wills	XG	Discus 2C	100	2975
Peter Chadwick	OO	ASW 20cl	100	2728
CLUB CLASS				
Wilson Ellery	CC	LS4	96	3338
Schwenk / Penny / Tanner / Bachmaier				
	NE	Twin Astir	85	2454
Nick Oakley / Adrian Cable	OR	Twin Astir	85	2205

#### Pilots to watch

**Open Class** - Same people doing well as always and no surprises.

**Standard 15m Class** - George Wills flying 150 kph task speeds in his Discus 2 GXG has in one year gone from the middle of the field to almost toppling veteran racer Max Stevens in Standard Class. George flew overseas competitions during our winter.

**Club Class** - Wilson Ellery flew 120 kph tasks in Club Class, also a huge improvement on last year and certainly his last year in Club Class. Wilson, in his early 20's, flies the Glenorchy jump plane.

Abbey Delore and Nicholas Oakley put in a good show also, assisted by safety pilots.

It's significant how much faster the younger pilots improve year on year than older pilots at the same experience level.

Local Wanaka mountaineering guide Phil Penny with 120 hours was quietly chipping away at the tasks in his first competition with a Glide Omarama safety pilot in GNE. Phil as a hang glider pilot pioneered and named nearby Magic Mountain.

# GATEWAY TO GLIDING

By Jill McCaw



The Gateway Programme and the Aviation, Tourism and Travel Training Organisation (ATTTO) come to Gliding.

There is something very exciting happening that has the potential to bring the greatest flood of keen young people into our sport that we have ever seen. Jill McCaw investigates the Gateway Programme available through schools and looks specifically at the Aviation, Tourism and Travel Training Organisation (ATTTO) and finds out what they can do for gliding.

Most New Zealand schools have access to the Gateway Programme as part of their careers advice and vocational training for students. The programme allows senior high school students to go out and do work experience in trades and industries. The range of industries is vast, including panel-beating, chef and kitchen workers, horticulture, childcare and so much more. As well as learning about chosen vocations, practical and theoretical components of the courses equate to six unit standards for the student's National Certificate of Educational Achievement (NCEA). The Gateway Programme is now offering ATTTO courses in aviation. A trial course in gliding (paralleling the aviation course for power flying) is being prepared and it is hoped to run this in the New Year at the Canterbury Gliding Club. The trial programme will be adjusted as necessary and will then be available nationwide later in the year.

This means that school students who are interested in gliding can take a course with their local gliding club, gaining experience in gliding and the local aviation industry. Hopefully they will also join their local Youth Glide organisation and/or club, stay on and learn to fly. In doing the course they also help themselves earn credits and pass their NCEA. This is a win-win situation for clubs and young people, with the potential to bring the greatest flood of keen excited pilots to our clubs ever. This could revitalise our sport.

But there is a lot of work to be done yet and it has to be done properly.

We have to thank Vern Grant, head of Social Sciences at Kuranui College and CFI of Gliding Wairarapa for initially approaching NZQA and ATTTO about setting up an aviation course for schools. Kuranui College has been running a scheme for gliding for four years. It is now time to extend it to all interested schools.

The gliding aviation programme will be based on the power flying programme. The Aviation Gateway programme for power flying has been trialled at the Canterbury Aero Club. Ten keen young people attended one two hour session a week for a ten week period. The time out of school is not a problem as most schools have a timetabled day when students play sport or attend vocational training. Gateway participants in all disciplines receive work books and other material which they have to study and will be tested on before passing the course. The school pays for this. The aviation students receive quite a stack of books which include careers in aviation and technical materials like principles of flight, history of aviation and an overview of the CAA. There are also work books which must be filled in when visiting local industries and workplaces. These make up the unit standards: five at level 2 and one at level 1.

As well as these unit standards, a Private Pilot's Licence (PPL) and now a Glider Pilot's Licence (GPL) are worth level 3 credits. Any young person who has a GPL can have it cross credited into NCEA level 3 credits. Tom Shields of Youth Glide Omarama has undertaken the training to gain certification as an assessor for the programme. Young people wanting to gain credits for their gliding training should email Tom on [tom.shields@century21.co.nz](mailto:tom.shields@century21.co.nz).

In their ten weeks with the aero club the students received a pack including free membership for the year, the first three flights of their PPL and a log book. These costs are not included in the school's programme but were offered at reduced rates by the aero club.



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## Introduction

Welcome

Welcome to the ATTO's Aviation programme.

Unit Standard	Title	Level	Credit
20677	Conceptual knowledge of the principles of aircraft flight	2	3

**How to use this material**

This manual covers how an aircraft flies and the general arrangement of most aircraft in the large aviation sector.

This manual is a self-study book. You will find information that covers the unit standard listed above. You will need to complete the activities as you progress through the book.

**After you have completed this module**

After you have completed this module complete the assessment tasks. This will give you the credit for the unit standard.

More information in the aviation industry can be contacted the ATTO for further advice [www.atto.org.nz](http://www.atto.org.nz)

## The atmosphere

**Overview**

To enable us to understand how an aircraft flies we need to know something about the physics of the air. The fact that an aircraft works in the atmosphere is not just a fact but a reality. The atmosphere is a medium.

**The atmosphere includes:**

- Clouds
- Wind
- Air and noise
- Humidity
- Radiation from the sun
- Radiation from our own system

Temperature decreases with height. The rate of decrease is not constant. The rate of decrease is affected by the amount of water vapour in the air. There are many variables which affect the rate of decrease.

**1. Temperature**  
Temperature is the heat energy that is contained in a substance.

**2. Humidity**  
Humidity is the amount of water vapour in the air.

## Pitch, roll and yaw

The flight controls are used to provide stability and movement around three axes of the aircraft. The three axes are:

- **Lateral** - (laterals) which allows the aircraft to pitch (up or down) around the centre of gravity.
- **Longitudinal** - (longitudinal) which allows the aircraft to roll (left or right) around the longitudinal axis.
- **Vertical** (vertical) or yaw - (yaw) which allows the aircraft to yaw (left or right) around the vertical axis.

Yaw around the vertical axis.

## Symmetrical aerofoil

Symmetrical aerofoil are mounted evenly on both the upper and lower surfaces. They are used for control surfaces and in places where there is no requirement for a lift capability.

**Example**

Aircraft using for aerobics such as the Pitts Special. Some symmetrical aerofoil can be used. The wings are angled in such a way that it will provide lift in all attitudes and stages of flight, including inverted flight.

A modified form of symmetrical aerofoil is also used in some of the most modern fighter aircraft. Like the aerofoil except they provide controlled lift at all attitudes.

Another important use for the symmetrical aerofoil is in the helicopter rotor. When the rotor is rotating and moving up, it is tilted up or down. The rotor hub is tilted in such a way that it is tilting in the direction of the rotor hub on each and every revolution of the rotor and provides lift in the same direction as a wing in the forward direction.

The ten week programme is a structured programme of events including an introduction to the club and meeting with the instructors. As well as their three flights, airfield 'etiquette', how to wash aircraft and why, preflights, refuelling and visits with the mechanics at the aero club were included on the days spent at the club. Other days involved visits to the control tower, radar centre, Air New Zealand Maintenance and the Crash Fire unit. They talked to helicopter pilots and discussed helicopter training and were visited by an RNZAF recruiter and an Air New Zealand commercial pilot.

This programme can easily be adapted for the gliding course.

I am a parent of a fifteen year old keen glider pilot. I have already seen the enormous benefit of learning to fly gliders for my eighteen year old son and his friends in Youth Glide Canterbury. Several of the youngsters in that group have learning disabilities and all of them have found that their enthusiasm for flying has spilled over into benefits in their school work. Gliding is a very good thing for young people to do. To be able to do what they love AND gain credits for NCEA is a dream come true. For this reason alone I would be excited about this programme.

As a gliding enthusiast I'm also excited about what the programme can do for our sport. I am sure that over 50% of future participants in this course will want more than the three flights offered in the programme. Keen kids tend to have keen interested parents. We would be hooking exactly the sort of people clubs need to move into the future ... but ... there is a lot of work to do before we can roll the programme out.

The Gateway programme is available through all secondary schools and we need to be providing them with a programme that is robust, easy to implement and standardised throughout our gliding clubs. I am calling for help to make that happen. At the moment I am working with Vern Grant (Youth Glide Wairarapa), Roger Read (Youth Glide Canterbury), Tom Shields (Youth Glide Omarama) and various instructors and others from Canterbury Gliding Club to put

together a trial programme for gliding. It will look very much like the aero club version with the same visits but adapted to gliding for the air experience and ground work days. Hopefully we can trial this programme on some school students with the Canterbury gliding club in the New Year.

Then we will tweak it. Before this programme can be rolled out nationally I think we need to standardise Youth Glide, because the Youth Glide platform is the ideal one to graft this programme on to. Youth Glide itself needs to be something clubs can easily pick up and work with. So far we have three Youth Glide groups in the country and they have all more or less invented themselves. In future clubs should be able to contact GNZ and receive the Youth Glide 'pack' based on the successful methods worked out by the pioneers of the concept.

We hope to have a package available with all your club needs to know to offer the ten week Gateway programme. Gliding clubs will not have to have a Youth Glide group to participate in the Gateway programme but I think they should. It seems to me that once you get a few keen young people then their own Youth Glide 'club' within the gliding club is a good way of keeping them keen. Whether Youth Glide or a Gateway programme comes first doesn't really matter.

The Gateway Programme with the ATTO is an exciting development for young people and gliding clubs. Let us work together to develop this to get the best for our clubs and set our sport up for the future. People interested in helping put together a gliding programme can email me on [soaringnz@mccawmedia.co.nz](mailto:soaringnz@mccawmedia.co.nz)

We are not ready to offer the gliding programme yet but for information on the Aviation Gateway programme (for power) talk to your school's Gateway Coordinator or contact North Island - Willie Toeleau email: [willie.toeleau@atto.org.nz](mailto:willie.toeleau@atto.org.nz) or South Island - Allan Moulai email: [allan.moulai@atto.org.nz](mailto:allan.moulai@atto.org.nz)

**Assessment Record**

Unit Standard	Title	Level	Credit	Date Assessment Due	Date Assessment Submitted (if available)	Result (CRNYC)
20676	Demonstrate knowledge of aviation career and training options					
20677	Demonstrate knowledge of the principles of flight					
19585	Describe the development of aviation from World War I through to current times					
19586	Identify aviation support structures, air bases and operations within New Zealand					
19587	Demonstrate knowledge of internal safety in the civil aviation industry in New Zealand					
16818	Demonstrate knowledge of aviation law, systems and procedures					
6401	Provide First Aid					
6402	Provide Resuscitation					
21911	Demonstrate knowledge of safety engineering workplaces					

**Workplace Feedback**  
This page is to be completed by your Gateway coordinator to record how you are doing in your workplace

**Workplace Information**  
Enter here details of the workplaces that you attend during your Gateway programme

**Workplace Experience Record**

Date	Details of Experience	Role	Workplace Signature
4/11/08	Washed a Cessna 152, registration ZK-ABC (put in details such as the registration and type of aircraft)		

**Workplace Information**

Workplace 1  
Address: \_\_\_\_\_

Contact Name: \_\_\_\_\_ Position: \_\_\_\_\_  
Email: \_\_\_\_\_ Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_

Workplace 2  
Address: \_\_\_\_\_

Contact Name: \_\_\_\_\_ Position: \_\_\_\_\_  
Email: \_\_\_\_\_ Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_

Workplace 3  
Address: \_\_\_\_\_

Contact Name: \_\_\_\_\_ Position: \_\_\_\_\_  
Email: \_\_\_\_\_ Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_



# GLIDING WAIRARAPA AND AVIATION, TOURISM AND TRAVEL TRAINING ORGANISATION (ATTTO)

Four years ago the Gliding Wairarapa committee like many other clubs was very conscious of a declining membership. At one point a combined operation with a neighbouring club was explored. Gradually the idea of involving students from the local college developed. The club already had Ben Wilson, a Rathkeale College student from Masterton, as a trainee who was close to solo. It was hoped the club could encourage a few more college students to take up flying. Vern Grant, the club's CFI who was also Head of Social Sciences at Kuranui began a series of lectures about gliding during the college lunch breaks.

Initially nine senior students signed up for the course but other commitments saw this number dwindle to three senior boys who went on to solo and complete the course. College prize giving was fast approaching and the club needed a trophy for the occasion. It so happened that the club had the two engraved pewter tankards that had been awarded to two local pilots who had competed at the first National Gliding Champs in Masterton in 1962. These were mounted on a wooden shield. The trophy was named in memory of Wairarapa's pioneer glider pilots, the late John Maunsell and Murray Sykes.

Thunderous applause from the crowd at prize giving greeted the announcement that all three students were jointly awarded the trophy, which is now awarded annually.

An unexpected spin off from the youth training scheme has been the parent's interest and involvement in club activities. All parents helped on the field, one acted as the club secretary for a time and another learnt to drive the winch and was actually driving when his son soloed.

After numerous discussions with NZQA and Dave Evans of ATTTO and with the absolute backing from the College Principle and Board, it was decided late in 2008 to offer an aviation course at Kuranui College for senior students. This is the National Certificate in Aviation level 2. The practical components are based on the GNZ pilot training syllabus.

Vern kept meticulous records of the actual flying training because although the aviation/gliding standards were not at that time ready for assessing against, he was able to do what is called "holding over". He knew what was in the standards for glider flights but had to hold the results over until the standards were fully commissioned by NZQA. The college had the power to do this.

They are still waiting to be authorised. This is expected to be finalised by Christmas.

The training initiatives offered by Gliding Wairarapa to students at Kuranui have obviously been ramped up somewhat. More students are on board and the concept is spreading to other colleges.

The club has rebranded the scheme to Youth Glide Wairarapa in keeping with Youth Glide Omarama and Youth Glide Canterbury. In all these schemes, teenagers are being switched on to aviation via gliding. The enjoyment, the participation and the learning outcomes are immense.



# BLANIKS

## ARE THEY GONE OR CAN THEY BE SAVED?



## DOES GLIDING NZ REALLY CARE?

Grant Wisnewski, CFI, Norfolk Aviation Sports Club. You can contact Grant at [grantw@xnet.co.nz](mailto:grantw@xnet.co.nz)

On the 12th of June 2010, a middle-aged student and his 39 year old instructor were killed in Ferlach, Austria, when their Blanik sailplane's wing detached during aerobatics training. A Mandatory Bulletin was released by the Blanik Manufacturer LET six days later prohibiting aerobatics in Blaniks and asking for the inner wing spar to be checked for cracks on all Blaniks worldwide.

Within eleven days the European Aviation Safety Agency had released the first of four Emergency AD's (which contradicted each other) until the fourth AD grounded all Blaniks in Europe until further notice. Subsequently all Blaniks worldwide have been grounded. (Except in Russia where the Russian equivalent of CAA has decided to let Blaniks continue to fly. This is resulting in many clubs in Europe applying for Russian registration of their machines).

At the moment the Gliding Federation of Australia and CASA (Australia's version of CAA) are actively working together to try and bring about a resolution to the grounding of Blaniks in Australia.

With this debacle still in full swing and, with the total lack of action from our own CAA and GNZ, it really does make me wonder whether GNZ cares about the predicament that a large number of their smaller clubs (and a few larger clubs) face at present.

With gliding club membership continuing to decline, I am astounded that neither GNZ nor SoaringNZ has supported clubs that own Blanik sailplanes and pushed for a solution to be found with CAA.

The only comments on this problem I have found in any New Zealand Gliding publications to date are written in the independent "Gliding International" magazine. Why have we seen little or no action from GNZ to help try and convince CAA that Blaniks should be flying again? Do we once again need to wait to see what our cousins across the Tasman do before we react?

Do we also need to remind GNZ that there have been over 4000 Blaniks built worldwide with an extremely low accident history? It is recognized that these machines have been and remain one of the best value training gliders available, enabling clubs to attract new members. Yes it is going to be a hard task to convince CAA but at least some action is better than none.

When I hear comments from GNZ engineers that clubs should "Just pull the wings off these machines and store them in the back of our hangars as they will never fly again," it makes me wonder about the leadership of this organization.

Comments from these same engineers about problems in the Blanik fuselage are also totally false. The only reason why these

machines are grounded is due to the main spar failure on the wing of one machine worldwide. Do these engineers actually read any of the technical bulletins that get released by CAA? Exactly what do we pay our GNZ fee's for again? Undoubtedly I will get a response giving me several examples of where our hard earned money goes, but if small clubs are unable to survive due to their Blaniks being grounded, then GNZ will have to consider their own future.

Yes we would all like to own \$100,000+ glass machines but the reality in this country is that most small clubs (and some larger clubs) cannot afford to own and run a high investment glider.

At Norfolk we are in the fortunate position to have a backup to our four Blaniks enabling us to accommodate passenger flights; however we are also lucky that we do not have any students at the moment as our two-seater is not a training machine. If we did have students, what should we do? Turn them away? There are several clubs out there with no back up and what option do they have?

So, my question is: when are we going to get value for our money that we pay to GNZ each year? When are they going to represent the clubs that fund them and when are they going to take CAA to task on an issue that is likely to further reduce the number of people gliding in this country? I constantly read in SoaringNZ and other magazines about declining membership in NZ and around the world. However when an issue arises that is likely to provide a sharp increase in the amount of people leaving our sport, they do nothing about it.

I look forward to GNZ's response and if they are not prepared to do anything about this issue, maybe as a gliding fraternity we need to band together to try and force a resolution to this problem.





## IT ALL COMES DOWN TO SAFETY AND COMMON SENSE.

The GNZ executive and Max Stevens (ex CAA Airworthiness Engineer and Deputy Director, and current GNZ executive officer) discuss the issue with SoaringNZ. The Executive have expressed concern that no clubs have actually approached them directly for help or to discuss the problem. While a public forum such as this magazine is the place to debate issues, it is not the best place to raise issues with the executive. President Nigel Davy would like to remind people that they are easily contactable with an 0800 number that goes directly to his phone, and all members of GNZ's emails and contact details are available on the website. "I am sure that if Grant had wanted to contact GNZ then we could have helped and we could have more thoroughly explained the situation from a GNZ perspective." The following are their thoughts on Blaniks and the problems facing clubs who have them.

Karen Morgan reminds us of the central issue, something all New Zealand gliding pilots should be familiar with – SAFETY. "The manufacturer and European authorities are worried over a fatal accident and they are trying to find a test to prove that the gliders are safe. Most Blaniks are over the original 3,000 hour age – but the one that broke was comparatively young at something like 2,400 hours.

"My club has a Blanik 'MV', about 2,300 hours, and I am not prepared to get in it and fly it (nor let others do so) if it is not confirmed to be safe. The manufacturer thinks they can get a test in place early/mid next year – but if it is like the test we had done on ours a decade or so ago, it is not easy to get done, and not cheap."

Roger Harris, GNZ's National Airworthiness director cautions clubs to hold on and wait for the proposed test to be developed before writing off the aircraft. See the abridged copy of his official letter to Blanik owners (on page 19).

While very sympathetic to the plight of the affected clubs, Max Stevens has a different view. He believes that Blaniks are now beyond their usable life. He says, "Unfortunately, the reality is that Blaniks have been on a death sentence for many years. The Blanik's fatigue life has been in question ever since the first examples exceeded the originally intended 3,000 hour safe-life (in Australia I seem to recall). I had a very close look at all this when I was a CAA Airworthiness Engineer in the 1970s.

"The basic problem is that the Blanik designers never imagined that 3,000 hours would be exceeded and they only proved the design

to that level originally – this was the minimum safe life specified in the airworthiness design standards used at the time. Over the years, there have been concerted attempts to extract more life by limiting the higher stress flying created by winch launching, aerobatics and two-person ops. An extensive (and expensive) mod was developed in Australia about 20-25 years ago that greatly extended the life (the Llewellyn mod). Now, this recent wing failure in Europe has brought it all up again. Sadly, I think that nearly all Blaniks are now scrap-metal – unfortunately. I understand from one of my GFA contacts that the Australian mod is being looked at again as a possible solution, but I am concerned that it will be far too expensive relative to the age/value of the aircraft. It is possible that the manufacturer will not be able to provide a viable solution to convince EASA either. The CAA will not go against what the manufacturer or EASA says, so it is pointless to ask CAA to let them fly again at the moment.

"What lay people fail to understand about metal fatigue is that a safe-life cannot be calculated with any great certainty, mainly because of the huge variation in actual loads applied. This leads to quite large 'scatter factors' (of the order of 4 to 6) having to be applied to the structural fatigue tests used to establish the safe-life. Grant says that they "have a very low accident history" – but this is of course to be expected because that's what a safe-life is all about. If you keep on flying just because the wings haven't been falling off in great numbers, you will nevertheless be steadily increasing the probability of failure as you eat into the buffer provided by the 'scatter factors'. Personally, I would never fly a Blanik that had more than 4,000 hours on it or had been winched or aerobatted significantly.

"Therefore, reluctantly my advice to Blanik owners is to accept that the aircraft may be effectively written-off, and they should consider a future without them. It is a pity, because they are a great trainer."

If clubs do have to move on, plastic gliders are not automatically over \$100K Karen reminds us, and you don't have to buy new. There is also a lot of funding available through pub charities and the like. It will be interesting to see, she says, what Blanik replacements may be. It is possible that bigger clubs upgrading to newer gliders will make Grob 103s/Twin Astirs and the older fibreglass two seaters available at reasonable prices.

President of GNZ Nigel Davy reminds people, "We do not want to short circuit anything that involves safety. Gliding is in the spotlight now with CAA in regards to accident stats." Blaniks are old and Blaniks are great. There are very few New Zealand pilots who haven't had at least one flight in one. They have trained multitudes of pilots here and around the world. It will be very sad if they are summarily scrapped, however if they are deemed to be unsafe we have no choice.

# ABRIDGED VERSION OF OFFICIAL LETTER TO BLANIK OWNERS

by Roger Harris, GNZ National Airworthiness Officer

## Aircraft involved.

### All L-13 & L-13a Blanik gliders, all serial numbers.

(We are of course only interested in L-13 Blaniks in New Zealand, and we have no L-13a's in NZ.)

The Blanik has been the subject of a number of manufacturer's Mandatory Service Bulletins and Airworthiness Directives issued by EASA. Most of these gliders are now well beyond their original safe life of three thousand hours total flight time, and have progressively had their life extended through ongoing inspection procedures.

Operators are well aware of the problems presented by metal fatigue and many other problems.

Engineers have been fighting the insidious advances of metal fatigue for many years.

The Blanik that suffered the failed wing in Austria, had logged only 2400 hours time since new. This is lower hours than most NZ Blaniks.

EASA have concluded that the inspection method described in Aircraft Industries a.s. Mandatory Bulletin No. L13/109a is not sufficient to detect potential fatigue cracks, and the usage ratios have not proved sufficient to ensure safe operation. EASA also considers that the difference in loading between solo and dual flight is significant.

This EASA A/D is considered an interim action to immediately address the unsafe condition until a modification and/or a proper inspection programme has been developed.

There has been some discussion in regard to a Blanik modification program referred to as "the Llewellyn Mod." This is an extensive modification to the L-13 Blanik, carried out in Australia. There were eight done, not all of which are now airworthy. On completion of this modification the aircraft were issued with Supplemental Type Certificates (L-13 A1) and the fatigue life increased to 12,000 hours.

These modifications are significant, and were quite expensive, costing some A\$20,000 back in the '80s. No Blaniks in NZ have been through this modification, although some may have had a small portion of the mod carried out.

The Gliding Federation of Australia (GFA) had hoped that so modified Blaniks might be able to continue operating, however EASA has discounted this.

The holder of the current Blanik Type Certificate (Aircraft Industries a.s., in Kunovice, Czech Republic) has provided the following statement:

In connection with the crash of the L 13 glider, S/N 175117, ... where the first findings of investigators in part resulted in suspicion of occurrence of fatigue cracks in transition of cap of the left in the joint with the wing attachment, and in part have identified considerable overloading of the glider caused by a high frequency of acrobatic flights in the value of approximately 8% of the last 400 hours of operation, (at the same time as regards the preceding nearly 2000 hours of operation, no records were found at all). The attention of glider operators and certification agencies ... focused to the problem of fatigue life of the glider and conditions of its proof.

Investigation of this crash has not been yet officially concluded.

Aircraft Industries a.s., as manufacturer, stress that the service life of L 13 gliders and other related types is based on the concept of safe fatigue life, which was determined on basis of fatigue tests of the glider's structure and fatigue tests of samples, on which the cyclic loading derived from average operation published in operational documentation of gliders was applied. In the event that actual operating conditions of the glider deviate from the specified operation conditions towards a greater loading of the glider, (e.g. by not keeping the percentage of acrobatics, etc.) then the safe life of the glider expressively decreases under the specified value of service life.

Following the issue of Mandatory Bulletin L13/109a, and EASA A/D 2010-0119-E, it became evident that a number of operators of the L 13 glider do not keep any records or perform only incomplete records as regard to the real operational conditions of gliders. This status does not render any possibility to evaluate what portion of the fatigue life was consumed by the actual operation, and what portion remains available, which is in contradiction with the concept of the safe fatigue life.

Visual inspection of the critical place required by Bulletin L13/109a is not able to ensure reliable identification of possible cracks. The certification agencies together with Aircraft Industries a.s. share the standpoint that an advisable way towards renewal of airworthiness of gliders L 13 and L-13A is development, certification and introduction into production of the NDT method. This method will reliably identify any possible incipient cracks in critical areas of the gliders structure, together with determining the periodicity of inspections on basis of tests and analysis of the speed of crack spreading in critical locations to determine residual structural strength in critical areas.

The company Aircraft Industries a.s. in cooperation with the Research and Testing Institute in Prague, is preparing a system of checks. Due to the fact that the critical place is hidden under two layers of metal sheet and under countersunk heads of rivets, elaboration of a proof method is time demanding.

Aircraft Industries a.s. presumes that for renewal of airworthiness of gliders whose operational records are properly kept, execution of the NDT method with satisfactory results will be sufficient. We also expect that the method will be verified and approved at the beginning of the year 2011.

For gliders with non-existent or incomplete records on operation, it seems to be necessary to introduce repeated inspections with specified periodicity. We presume that this method will be approved at the end of the first quarter of 2011.

The proposed way to restore the airworthiness of gliders is subject to approval by EASA.

### So, ...were does this leave the NZ Blaniks?

Do not turn your aircraft into a kids' playground just yet; however, you may have to wait a little while for a resolution, as I suspect that the proposed test will take some time to arrive at a satisfactory state where a consistent result can be guaranteed.



# THE STORY BEHIND ADVANCED SOARING MADE EASY

By Bernard Eckey



Bernard Eckey's book has been very well received by the Australasian and world-wide gliding fraternity and is in its second edition. As this issue of SoaringNZ goes to press Bernard is working on the German language edition. This

comprehensive soaring text book has been years in the making. Bernard shares the experience of writing and publishing his popular text.

Professional writers can probably write a novel in a few weeks, but mere mortals can take more than ten years to finish a book on gliding. Here is the story of *Advanced Soaring Made Easy* and my long list of excuses for taking such a long time to complete it.

It all began about 14 years ago with a week long coaching course. Coaching in gliding was still in its infancy at the time but at the end of the week all six participants were given their Level 1 coaching rating. Then the course director shook our hands and wished us good luck in our new roles.

There I was – a brand new coach, eager to help others, but with few ideas of how to go about it. As the only coach in my club, I decided that the best way to assist my fellow glider pilots was to help them brush up on theoretical knowledge. Lectures are not universally popular but articles for a club magazine are always welcome. So I put pen to paper and sent regular articles to the editor of our club magazine.

After two or three years I got a pleasant surprise. A well known

competition pilot rang me and suggested making these articles available to the Australian national gliding magazine. I did, and much to my surprise my unpolished work was gladly accepted. More positive feedback followed from all corners of the country and proved very encouraging indeed. I was obviously on the right track. Further articles appeared in quick succession but what happened next almost rendered me speechless. On an interstate gliding camp, two executives of the Gliding Federation tapped me on the shoulder and suggested collating the articles in a booklet for distribution to all clubs in Australia.

At the time I felt honoured but was still far too busy running the Australasian operation of my German employer. Therefore I never gave the idea any serious consideration but when I decided to quit my job the situation changed somewhat. I had indeed written enough material for a booklet and with the help of modern word processor technology it shouldn't be very hard to collate it all. I soon made a start but what I thought would be finished in a few months took the best part of a year and was more than just a booklet. However, eventually I was ready to show my work to a well known author of several books on aviation. He did his best not to offend me but his feedback was shattering nevertheless. "Unless you add a few chapters and make it an all encompassing book on advanced gliding you will have little chance of getting it published."

That is not what I wanted to hear, but after a few weeks of doubts I decided to go back to the drawing board. Three more chapters were added and the text was substantially rearranged. In the process further topics came to mind and simultaneous research resulted in major additions to the original manuscript. Another year of full time work went by but eventually it was time to let this man have another look. This time he was happy and even agreed to proofread it for me.



Ingo Renner examined the text from a technical perspective and kindly submitted a foreword. Some other friends also offered help with the checking and fine tuning of the text and when I made contact with the first publisher of aviation literature in Germany he spontaneously agreed to turn my work into a book and suggested we call it "Advanced Soaring Made Easy".

Great, I thought – that's it. At long last I can now sit back and relax. But little did I know how wrong I was. For another year I was asked to add to the manuscript, prepare an index, provide a back cover text, a foreword, and a summary of the content. Then there were photo credits, preface, obtain copyright waivers for photos, and add drawings, graphs and tables. But one day, the first draft of the print lay-out arrived together with a publishing contract. Of course, changes and corrections had to be made to almost every page but at least there was now some light at the end of the tunnel. The correction process went on for months but then everything went quiet as quickly as it all began.

Two weeks prior to my next scheduled trip to Germany, the publisher rang. I hardly trusted my ears when he said that I could come and pick up my free author's copy. Needless to say, I made arrangements to see him within a day of my arrival in Germany. I was thrilled and just as excited as a four year old on Christmas day. On arrival, not one, but ten free copies were given to me. We all looked at the finished work with some degree of satisfaction and congratulated each other on the outcome over lunch. With perfect teamwork we had put together my first book and I was particularly thrilled that it was in a language other than my mother tongue.

After only a few months back in Australia, the publisher rang again. The book was selling far better than expected and because it

was almost sold out he requested approval for another print run. But not only that, he also suggested a second edition and – being a glider pilot himself – he even volunteered to translate the book into German. What a pleasant surprise. Only a year ago my publisher was concerned about breaking even and now he had already sold the book in surprisingly large quantities. Of course, I gave the green light for another print run and at the same time I got busy working on the second edition. Then came another pleasant surprise. A Japanese glider pilot asked for permission to translate the book into Japanese. Of course, it was gladly granted.

The unexpected success provided a real impetus to expand on various subjects and positive feedback from the worldwide readership provided welcome encouragement. In depth discussions with well known gliding identities also provided food for thought and the many lessons learned during various coaching events also served as inspiration for further content. Additional graphics were inserted and glider pilots from around the globe submitted truly spectacular photos. A new chapter on technical issues was added and methods of glider performance enhancements were also incorporated.

During an aviation trade fair in Germany, I met Carsten Lindemann, of the 'Free University of Berlin'. He has made a name for himself as meteorological adviser to the German national team at various European championships and world comps. He already knew *Advanced Soaring Made Easy* very well and instantly agreed to contribute a section on the assessment of weather patterns for gliding purposes. He even suggested adding a few extra pages on the optimum position of pressure systems for gliding purposes in various parts of Europe.

Not incorporating all this exciting information would have been almost criminal. With the financial crisis well and truly biting, my publisher was becoming a little unsure whether it was possible to break even again. But I was more convinced than ever that the gliding world was crying out for a book specifically tailored to gliding enthusiasts who are struggling to further their skills and become competent cross-country pilots. A decision was made to put 'my money where my mouth is' and go it alone. Professional publishing software was obtained and another four months of hard work on the print lay-out resulted in a brand new book with twice the number of pages. With the exception of the title, it had little in common with the first edition.

Transforming a few hundred megabytes of electronic files into a book of 336 pages was the next challenge. In order to do justice to the many spectacular photos, this edition had to be printed in full colour without compromising on either paper or print quality. On the other hand, it was crucial to ensure that the book remained affordable to glider pilots on an average income. It proved to be a difficult juggling act, but I eventually placed an order with the same printing company that had already produced the first edition. However, financing a very large quantity of books was rather painful and finding a worldwide network of distributors proved equally challenging. Fortunately a number of my fellow Schleicher agents stepped in and some mail order companies agreed to act as distributors in various countries.

Special thanks must go to McCaw media and the Matamata Soaring Centre for including the book in their range of merchandise. As this article goes to press well over 1000 books of the second edition are already in circulation worldwide.

Where do we stand now and – more importantly – was it all worth it? Yes, there were quite a few struggles along the way but from my perspective I can honestly say that it was well and truly worth the effort. What looked like a never ending project is now finished and can finally be enjoyed by the English speaking gliding community. As such it will hopefully help thousands of pilots to get more pleasure from our marvellous sport and hence aid our member retention efforts. If you think one can make big money on gliding literature – think again. What makes it all worthwhile is the satisfaction of having produced something that fellow glider pilots will not only enjoy but can also benefit from for decades to come.

# NOT PLANNING ON AN ACCIDENT?

By Alex Marshall

On day two of the South Island Regionals visiting pilot Alex Marshall caused everyone's hearts to stand still when he crash landed at the head of Timaru Creek. No further radio calls were made and although his personal emergency beacon was activated things looked grim. Alex was injured but is now recovering. He tells us about what happened and what he learnt from the experience.

Photo: Chris Street

The rough country in the area the accident occurred.



Alex was born in Mexico and raised in Europe, and currently lives in New York City. He began gliding at age 14 in the UK through the RAF Air Training Corp, went solo at 16, and at age 17 became a basic instructor under G Dale at Booker Gliding Club. To date he has 300 total hours in gliding and 100 hours powered flying under a US PPL (ASEL).

I've repeatedly defended the safety of gliding to my non-pilot friends, and I also believed that I was a safe and conservative pilot. I fit none of the characteristics of a stereotypical risk-taker. Highly analytical, trained as an engineer, I'm a strong believer in planning and procedure as ways to reduce risk. I regularly read two different aviation safety publications, and most flying friends would describe me as thoughtful, careful, and certainly mindful of minimizing risk.

There's nothing extraordinary about these characteristics. With very few exceptions most people I've met in the sport fit this description, and there's no doubt that we all highly value our own life. Yet, if all of the above is true, how did I end up crash landing a Discus in an unforgiving valley? Is our sport ultimately more dangerous than we publicly state – and perhaps more sinisterly – actually believe it to be?

With two broken feet, I won't regain my prior walking fitness for at least another six months and will be on crutches for half of that time. I can expect early-onset arthritis in my right ankle by the time I reach my mid-40s. While I am very fortunate that my injuries were not more severe and that I didn't pay the price of this lesson with my life, the entire episode was preventable and a direct result of my own decision-making.

I've analyzed the accident in my mind countless times, and I believe there were three primary factors that influenced the ultimate outcome.

- 1 I was in a competition. I'm nothing if not highly competitive, and this was the first competition I'd flown in, but I don't believe this was the primary factor in the accident. However, I was flying with a smaller altitude margin of safety than I would on a non-competitive cross-country flight. In this

situation it is even more critical to know precisely what your actions will be if you don't find lift where you expect it. With less altitude in reserve, there is much less time to react and safely get to a reliable landing area.

- 2 I wasn't 100% confident of my precise location. This, in combination with the next factor, was decisive. With approximately 80 hours of flying out of Omarama, I was familiar with the region, but I'd never been in the Ahuriri valley at ridge top height. Cotters Hut was the next turnpoint, and I was happy to cross a few hundred feet over a ridge because I believed I would be entering the Dingle Burn valley – with its known landing strips – and not, as it turned out, Timaru Creek. Had I known that I would be flying into a valley with no landable areas, I would either have increased my altitude margin of safety or chosen to cross at a different point.
- 3 I was following another competitor, effectively outsourcing my decision-making to a non-consensual third party. This was a fundamental mistake. I wasn't communicating with him, but seeing another glider crossing the ridge within 50 ft of my own altitude gave me a false sense of security, particularly since the other pilot has far greater mountain flying experience than I do. There's a single word that describes this situation: complacency. Although following and learning by example is a very natural behaviour, trusting your own safety in the assumption that someone else isn't risking their own is a dangerous mistake. The stakes are high when flying an aircraft, and you must take extra precautions against this behaviour as the risks involved are often deceptive. My situation is summed up neatly by Prof. Martin Hellman's description of a 99.9% safe manoeuvre (see "Complacency: What Me Worry?", June/July 2010, SoaringNZ). In subsequent discussions with the other pilot I have learnt that he was extremely concerned about crossing the head of Timaru Creek valley. As a result, he was mentally prepared to manage and plan for the 0.1% or 1% risk involved and intended to make the crossing as quickly as possible. I, on the other hand, was ignorant of the risk the other pilot was taking – however small – and as a result was completely unprepared for the heavy sink I found on the other side.

# GEL CELL BATTERIES – RECOVERING LOST CAPACITY

By Rod Ruddick

I still believe that gliding can be a very safe sport, but I've learned the hard way that the mountains can be a dangerous, unforgiving place. For the glider pilot, this means adopting decision-making that is mountain-specific and takes these specialised risks into account. If the majority of your experience has been in a very different environment, such as the flatlands of the UK in my case, you need to be particularly careful. You may be a perfectly safe and competent pilot, but are you mountain-safe?

In crisp contrast to the rigidly procedural conduct of scheduled commercial flights that make them the safest possible form of transportation, glider pilots are under a much greater burden to be continually evaluating changing conditions and making safe decisions. An accurate perception of risk is critical. I have a few recommendations to make, and I encourage you to discuss this subject further within your own club.

## Always get a briefing

If you plan on flying into a new area, need a reminder, or will be entering the area in an unfamiliar weather pattern, it's up to you to take five minutes to get a briefing from someone with greater experience. An excellent rule of thumb is that if the cost of not doing something greatly outweighs the cost of doing that thing, you should always do it. This is one of those cases.

## Clubs should specifically highlight unlandable areas on charts.

It would be helpful for new, visiting or foreign pilots to see all unlandable areas visually represented on local charts. A red border or light cross-hatch would serve as a keen reminder, particularly in the mountains where it is easy to quickly become trapped, even at relatively high altitude. Seen altogether, it might initially be quite surprising how many of these areas exist that we regularly fly over.

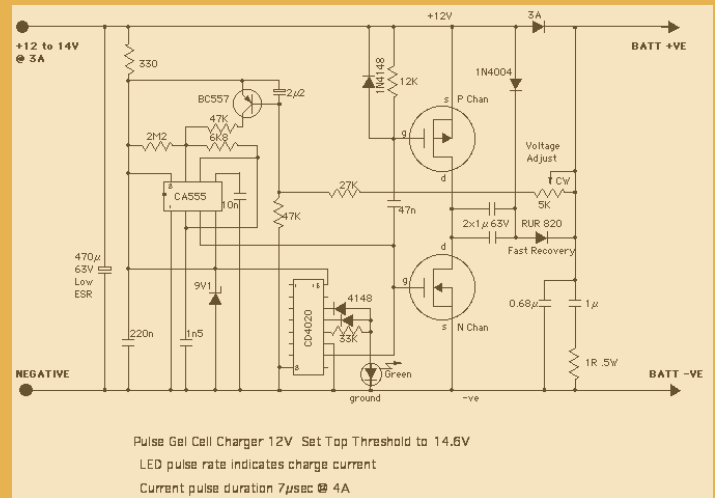
## There is no substitute for training.

I've read seemingly countless accident reports, but not once has one of these accident reports come to mind while flying. In an emergency situation there is no time to think, and in my case, all of my decisions came back down to basic training and actions I had practiced countless times in the air. I would encourage clubs to incorporate mountain-specific drills into their training programs. For example, setting up a glider in a 1,000 ft/min descent and asking the student to land the aircraft would emphasize how little time there is to react if caught in heavy sink. I can imagine various exercises that could be set up in a motor glider on a calm day in the mountains to illustrate marginal or unsafe situations on a soaring day. Compared to passively reading an accident report and nodding in complacent agreement, these types of drills drive home the message to the student and become an active part of their decision-making process.

## Update your glider's safety kit.

One unexpected factor in my landing is that no one knew whether I was alive. My radio wasn't able to transmit and because of my injuries I was limited in my signalling options. Other glider pilots weren't able to descend low enough to see me sitting on the wing of the glider without ending up in the valley themselves. A set of flares (red, green, white) would have been extremely useful. A signalling mirror would be another useful addition. Leave these items in your glider's first aid kit next time you go flying.

You can read a first person account of the accident on my blog at <http://omarama.wordpress.com/2010/12/2/>



Wellington pilot Rod Ruddick provides instruction for minimising a common problem with the standard batteries used in gliding.

Most glider pilots are aware that, over time, our standard gel cell lead acid batteries lose some of their capacity even using proprietary gel cell chargers. Often the answer is to have a rule such as: replace batteries every two years regardless. This is an expensive option and when your batteries are in special packs in the wings say, it is also very inconvenient.

The mechanism causing this slow degradation is sulphation – the formation of lead sulphate during discharge and any delay before recharging which allows the sulphate crystals to harden. Also consider that, after charging, the battery has a small self discharge amounting to a few milliamps which, if you don't fly for say, three weeks amounts to a small amount of sulphate that becomes permanent. The process is cumulative.

One solution to the problem is to have a permanent float charging system in your trailer or hangar.

The alternative solution uses a pulse charging technique to break up the sulphate crystals and restore most if not all of the battery capacity. It is used after completing a normal battery charge process and may take several days to complete its work. It cannot recover batteries with a dead cell (10 volts after charging) or batteries which have been overcharged resulting in loss of electrolyte (gassing).

The figure shows the pulse charger circuit which I use. The power FET's are 12 to 30 A devices with a 50V rating and will require heatsinking. A common heatsink for the FETs will suffice as the two drains are connected anyway. Heatsinking is also needed for the RUR820 Diode. The charge pump capacitors are 63V film types as are the snubber caps. Keep battery lead length short to minimise inductance and maintain a short high current pulse. The LED flasher circuit was added to give a charge current indication. LED flash rate is a fraction of the charge pulse rate. Regulation uses a smoothed fraction of the output to control the pulse rate.



# OMARAMA TO STEWART ISLAND—RETURN

By John McCaw

Photos John McCaw

Heading out over the South Coast

The family and I travelled down to Omarama for show weekend. We had no real of expectation of flying as all the club gliders were busy with Jerry's cross country course and then the Regionals. On Saturday Terry Delore asked if I would like a flight with him in the ASH 25 Mi. It was too good an opportunity to turn down.

It was the practice day for the Regionals so we lined up behind the grid and when ready used the engine to take off to Black Peak where we climbed in a good thermal. The wave was dumping on Mt Horrible so we opted to head into wind to Aubreys Ridge. We met up with Max Stevens in XN and at 5000 feet climbed into wave. The wave looked good but was reasonably weak.

We travelled south on track and managed to catch some good wave from approximately 6000 feet, right in the lee of Thompson's Track and climbed to 13,000 feet. This wave improved and we travelled south through the Nevis valley and passed east of Five Rivers where we climbed to 18,000 feet.

The wave looked fantastic further to the south so we tiptoed

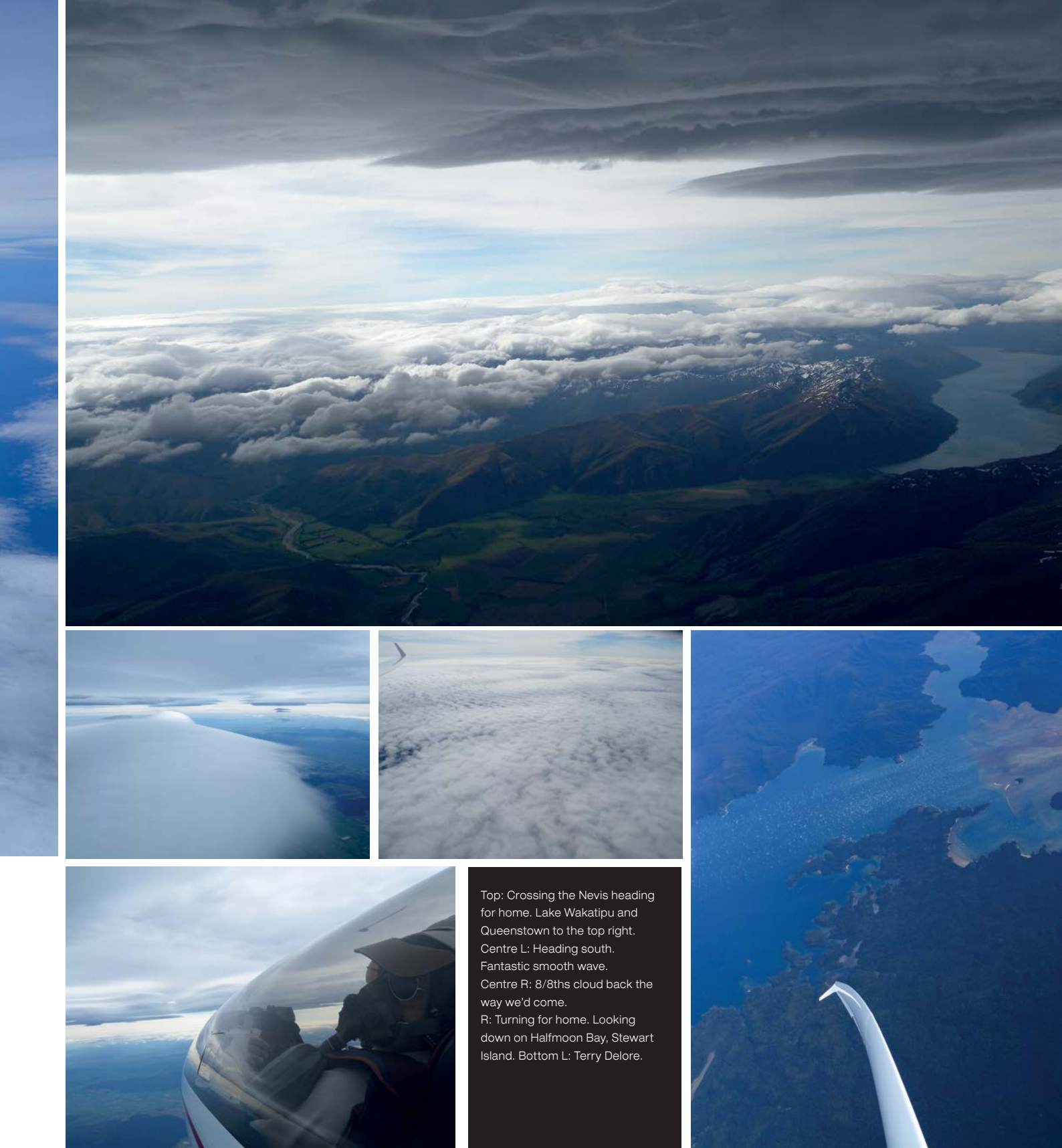
forward of a huge smooth lenticular over Winton. I managed to twist myself around to get out the oxygen mask from behind my head so we could climb in this wave which carried us up to 22,000 feet. We could see Stewart Island and Terry said maybe we could cross Foveaux Strait and soar the Stewart Island wave. He wanted to see if we could get exactly 300 km from where we started.

We could see a wave in the lee of Stewart Island so headed across the strait with Invercargill and Bluff on our left. The wind was strong, at least 80 kts once we got out over the sea and into the next wave.

We reached Stewart Island about 17,000 feet and turned over Patterson Inlet cheering. We were 300 km from Omarama. It was hard to hold our position because of the wind strength. Turning north we found the wave had jumped so we had to push forward. This was quite difficult. Over Otautau we were losing lots of height trying to penetrate with the wave moving forward in front of us. The front was near. Looking south Foveaux strait was almost 8/8ths cloud. We had got out of there just in time.

We managed to get forward of the wave at approximately 11,000 feet and started to climb again. We could see our way north to Five Rivers. There was amazing wave to the west of Wakatipu which looked to go to the stratosphere. We continued up through





Top: Crossing the Nevis heading for home. Lake Wakatipu and Queenstown to the top right.  
 Centre L: Heading south. Fantastic smooth wave.  
 Centre R: 8/8ths cloud back the way we'd come.  
 R: Turning for home. Looking down on Halfmoon Bay, Stewart Island. Bottom L: Terry Delore.

the Nevis in wave that was strong and smooth and up to 16 kts climbs in places.

Terry called ATC and they asked us to fly downwind to Alexandra from where we had an easy ride back to Omarama at 12-15,000 feet in the Dunstan wave.

Mike Oakley and Karen Morgan in TF did most of the trip but turned back half way over the strait. They travelled home with us. They then went and flew the northern portion of the task set for the day. Jamie Halstead also flew a large part of the trip.

**Lessons I learnt from the flight.**

Keep upwind of the wave edge. Many pilots fly too close to the cloud.

Weather can change very quickly especially when a front arrives.

Wave windows can close very quickly and waves can jump and change velocity.

Always have an escape route.

Many thanks to Terry for sharing his expertise and his fantastic glider. It was a great flight, one of the best.



# Soaring

Terry Delore's ASH25 catches the evening sun, Omarama, New Zealand.



Photo: John McCaw



# A FINE WEEK OF SOAR

By Oliver Winkler

Every year the week preceding the South Island Regionals marks another important date for aspiring and experienced cross country pilots alike. Pilots from all South Island clubs and even some pilots from the small neighbour to the North-West make their way to Omarama to join an 'Advanced Cross Country and Mountain flying course' – often just referred to as 'Jerry's Course'. Well known Canterbury and Nelson Lakes member Jerry O'Neill has for quite a few years driven the Cross Country flying training in the Canterbury Club and by organising 'Jerry's course' opened his training to all New Zealand pilots. The course is not a beginners course, some previous cross country experience (i.e. Silver C) is desired. The course aims to train pilots up to complete a 300km flight. As well as trainees a lot of experienced pilots come back year after year just to enjoy the social flying, the interesting and challenging tasks or to get current again for the South Island Regionals.

After the general weather briefing at the Omarama terminal we would meet in the camp kitchen for a lecture. Jerry involved other experienced pilots in his lectures to get across more than just one opinion on certain matters. The lectures' topics would range from general cross country flying, mountain flying safety rules, Omarama specific weather patterns, ridge flying and of course wave flying. After the lectures we would usually prepare the gliders and then discuss the task that Jerry would set for the day. What would be the most likely way to get to this turnpoint, which land out option will we have on this leg etc. On most days we did not fly in a typical lead and follow style, which would have been hard to do with more than 15 gliders participating. Everybody tried to get around the task, communicating with each other which places worked well or what areas to avoid. Sometimes we would meet up with some fellow course gliders and tag along for a while and then separate and go slightly different ways again.

We are not sure what sort of deal Jerry has with the weather gods but year after year his course is blessed with great soaring weather and not just that, they also provide a variety of weather patterns so that we could experience everything that Omarama has to offer. In just one week, we had excellent thermal days with high cloud bases, convergence days, a blue wave day and a proper Omarama wave day! Out of the six course days we had six soar-able days!



# ING...

Photos Oliver Winkler

Top: The Neck, Lake Hawea

Bottom: Approaching the Wall, last barrier on the way to Mt Cook (from the Newman/Dobson Wave)

Left: Following PY in the blue Ben Ohau Wave

Since half the course was still enroute to Omarama on the first day it was decided to make good use of a great thermal day without a set task. Two of us eventually caught up with Jerry on the Hunter ridge and then followed him around to cross over to Makarora before gliding back towards the Barrier and then the Ben Ohau range. Dingle - Makarora - Head of Dobson, not a bad flight for what was the first Omarama flight of the season for most of us.

The next day we tried to get down to Thomson's Track - Dingle - Stewards Stream but the weather was a bit more tricky and the convergences proved a bit harder to use for some of us. The task was not completed by most of us.

Tuesday's forecast showed a rather dry air mass but with enough wind and stability to possibly create blue wave. A trip to Mount Cook, the highlight for anybody who has ever flown in Omarama, was planned. We all knew the theory of wave flying and how to (usually) get into it but without any nicely marked lenticulars, rotor cu, or even just a few wisps of clouds it took us all a while to get properly established in the wave system. Most of us eventually followed Jerry's advice to enter the wave from Omarama Saddle which seemed to work best on that day. From there we slowly made our way in the lee of Magic Mountain and the Ohau Skifield, crossing over into the Neumann wave right above the Dobson river. From here many of us managed to climb high enough to cross over 'the Wall' at the end of the Dobson River and then climb in front of

Mount Cook. After a bit of sightseeing and picture taking on a pristine day with a completely cloud free Mount Cook and only very few clouds at the West Coast we started heading back. Some went along the Neumann wave again while one of us decided to follow Jerry along the still completely blue Ben Ohau wave. Needless to say it was highly impressive to see how Jerry weaved his way on this invisible wave, all the way from Mt Cook village back to the end of the Ben Ohau range, losing less than 2000ft despite flying 80-90kts all the time!

Wednesday was another good thermal day and a 300km task from Omarama to Cromwell and then up to the Head of the Dobson was set. Despite some over development in the basin we headed off South onto the Dunstan range. Showers and decisions on some people's parts to push on to the turnpoint meant we had land outs at Alexandra, Lauder and Falls Dam. Only a few people completed the task on this day and all who had landed out were aero or road retrieved before midnight.

Thursday's weather looked pretty bleak with lots of cloud cover again but a rather unstable air mass led Jerry to set a task for the day. Some didn't share Jerry's optimism and decided to have a rest or sightseeing day instead... and were surely a bit envious when we came back in the evening. Stewards Stream - Tin Hut - Two Thumbs was the task for the day. It was honestly quite interesting climbing up high on the Ben More range and heading north with



T: On the Makarora Ridge, McKerrow Range Lake Wanaka to the right. C: Paul in CC, not landing on the Maitland strip but back in Omarama  
B: Rainbow with Big Ben in the background

dark showers approaching Omarama from the South, hoping they would be gone by the time we get back. As some were struggling a bit at the other turnpoints some elected to skip them and go straight to Two Thumbs which was an area that some of us have never ventured to before. Some good convergences with high cloud base (up to 10,000 ft on the Two Thumbs range) provided a good and fast ride up to the Two Thumbs turn point, overlooking Lake Tekapo, Lilybank and as far as the East Coast on the other side of the Two Thumbs. The clearly marked convergence lines were still working very well and allowed us to have a fast 90km glide back to Omarama with hardly any top ups required along the way.

Another 300km task was set for the last official day of the course to give us an opportunity to complete our gold badges. A wave day was forecast but it turned out to be a rather unstructured wave system which had most of us less experienced pilots struggling and eventually giving up frustrated. Even some more experienced pilots didn't like the looks of it to the south and went north instead.

Luckily some of us had the gliders for another day which

was also the practice day of the South Island Regionals. Again a wave day but more structured this time around. Two of us decided to give the 300km task from the previous day another try. Taking off around 3pm after the competition grid had launched we managed to get established and track South towards Clyde. About halfway we dropped out of the wave for a while but managed to get back into it to complete the turn and track towards Glentanner. Once we crossed back into the McKenzie basin the wave system seemed to work better and better, especially the Ben Ohau wave. At this stage we were certain we would manage to finally complete our first declared 300km flight, climbing through 18000 ft just a few miles from the last turnpoint. We enjoyed the rest of the flight, took some time to take some pictures and amongst the first people to congratulate us to our personal best was, of course Jerry. Thank you very much for spending your time to prepare and run this excellent course and sharing all your knowledge with us Jerry, we are looking forward to Jerry's course 2011 edition!

R: Lake Alexandrina



LS4 in the wave returning home. Around 12000ft returning to Omarama and a dusky sky.





# MATAMATA CROSS COUNTRY

22-26 NOVEMBER 2010 By Gerard Robertson

**Even my butterflies wanted to give it a go.**

I used to think that there were two sorts of pilots in the gliding club: me (and the other 'normal' members) and the private owners – daring sorts prone to leaving the field to return at day's end, announcing their arrival with high speed, low level downwind passes followed by stories of derring-do in the bar afterwards.

But now I've started down the track of becoming one of these buccaneers of the sky (even if I don't have Trev Terry's suave charm), courtesy of the week's cross-country course at Matamata. These courses, whether there or at Omarama, demonstrate the inherently cooperative nature of gliding, where the best practitioners volunteer their time and skills (and sometimes aircraft) to help neophytes along the way to achieving distance. Can you imagine Dennis Connor giving sailing lessons?

Although I started gliding as a 17 year old (a long time ago for those of you who know me), I had never mustered the confidence nor, frankly, been given the encouragement in either of the two clubs to which I have belonged, to consider going further afield. Contrast this with Tuesday morning's debrief of Monday's flying, where the first student who said that he'd landed out was given a round of applause for the successful implementation of his training.

Whether your club is encouraging of cross-country flying or not, doing the course is a very worthwhile investment in improving your skills and safety. You owe it to yourself, as a pilot, to learn the explorer's art and to your family, to learn to do so safely.

The Matamata course I attended is well-organised, with lectures in the morning till about 11, followed by the weather and task briefing (just like competitions). At this point, whether due to enhanced anticipation or the bug which I had all week (or a combination thereof), my stomach would start to turn flops at the thought of being pushed out of the metaphorical nest and sent off to points north (e.g. Tirohia bridge) and south (Arapuni – that's the dam after Karapiro, Warwick), plainly out of gliding distance.

I was thus relieved on the afternoon of the first day to be sent off with company in the form of Paul Knight, who gave me some

useful tips on accurate thermalling, which later came in useful. Days with instructors alternated with days in single seaters, as many had brought their club aircraft with them (sometimes sharing). Putting these into trailers to bring to the courses was a useful initiation for many, as landouts were not uncommon.

With Waharoa sitting in the middle of the Waikato plains, the influence of sea breezes from north, west and east became realities to be taken into consideration as the sky turned blue and the thermals died away.

By Thursday, when the task for the afternoon was announced and my name not listed with those who would be flying with the instructors/presenters in the two seaters, I felt nervous, yes, but also keen to get out and put into practice what had been talked about. Of the first two to launch, the single seater was promptly down near the Kaimais (well done, Will), while the two seater soon returned. The omens didn't look promising, but with aircraft on the grid ahead of you and behind, it's a little difficult to back out and besides, though there were butterflies, even they wanted to give it a go.

Off aerotow at 2,000 ft, I quickly located the nearest sink and spent the first five minutes trying to escape it as it pursued me around the sky. Climbing back to release height I boldly set off towards the Kaimai Ranges, thinking I'd be better served by ridge-assisted thermals. Getting there wasn't without complications, as I followed another glider already thermalling but couldn't get the same centre and found myself at one stage head to head with inadequate (in my view) vertical separation. While my wife has reminded me of my paternal responsibilities by requiring me to wear a parachute, I saw no reason to test this security and so left for another cloud downwind. Virtue may be its own reward, but mine was a thumping good thermal, which quickly took me higher than the companion I'd just left (nah, nah).

From here it was across to the Kaimais and along, with widely-spaced clouds providing steady lift. I was reminded of the limitations of aileron authority in thermals off ridges (refer Formosa's book,



below), so made sure to carry some extra speed. Pride comes before a landout and this was nearly my fate as I ventured out from the hills, south of Te Aroha, getting myself on track to the first turn-point to the northwest of the swamp. Quickly down to 2,000 ft and with the words "Don't land on the hill side of the river" ringing in my ears, I rescued myself, after spending some time anxiously looking at fields and trying to work out the wind direction.

I'm lucky that, having learnt a few new skills over my lifetime, I can now recognize that many things seem difficult at first but can be mastered with practice and thought. Gliding seems to fall into the same category. For me, some of the thought has come from reading books (not only the latest like Eckey, Brigliadori and – best of all in my view – Flavio Formosa's *Beyond Gliding Distance*<sup>1</sup>, but also Fred Weinholtz's *Theory of Modern Cross-country Gliding*). There is also plenty available on the web, particularly the Soaring Symposium held in the years 1969 to 1972, easily found on the web. Basic flying skills also need practice and the course finally put meaning to that mantra of all my instructors "Get your thermalling right and get your landings right." After all, we fly and then we land, whether at our starting field or another.

Renewed height giving renewed energy, I set off towards a dairy factory – don't ask which one (the one with the green roof, I think), as I was finding map reading in the confines of a cockpit quite a challenge, best done while on a steady heading. I plan to photocopy the charts (which had changed the Friday before the course) to cover typical task sections, as the areas around the folds seem to be those most commonly required.

There was discussion and demonstration on the course of the various GPS devices as alternatives to paper, with map software loaded and SeeYou software for later review of your flight. As I've just bought a power meter for my bicycle, I didn't see much chance of being allowed one of these by the domestic goddess and also because there will always be a day when they fail and more basic skills will be required.

Heading north past Elstow my slow ground speed was nearly my downfall, as that early sink and the friends it had met along the way caught up with me. Even experienced pilots will admit that 1,400 ft is getting low enough to cause heightened interest or, in my case, concern. One of the most useful things to maintain alertness in a cockpit is a camelback bladder with the drinking tube wrapped

over the microphone boom. Steady sipping seems to minimize the need to pee (also discussed at length, as it were, during Trev Terry's presentation) and certainly helps keep you focussed.

I found four long, parallel and freshly mown fields so, after making my radio call ("Ops, not so normal.") I concentrated on setting myself up for a standard circuit while seeing if there was anything going up in the sky around me other than my prayers for lift. There was, in the form of a thermal obviously triggered by the fields I had been planning to land in, so I sweatily applied those thermalling skills and ever so slowly climbed away, getting high enough to drift back onto the hills north of Te Aroha and followed Trev Terry (honestly, that man's everywhere) into a thermal.

During one of these turns I nearly came face to face with a Cessna about 200 ft lower than me, causing me to fall out of the thermal as I manoeuvred away. While gliders generally swan into view at a leisurely pace, power planes seem to be the windsurfers of the sky, going fast and paying little heed to others. The importance of keeping a good lookout was certainly reinforced, as I'd had a similar experience in the Waharoa circuit with Paul Knight on the Monday, where another Cessna used the reverse vector and climbed into us as we proceeded downwind (having made two radio calls declaring our position and intention).

As I scratched my way back to a safe altitude I could hear the plaintive call of Warwick, who'd progressed further than me to the far side of the swamp and was heading into a field. His call decided me: one retrieve was enough and he didn't really need company, so I headed back to Waharoa. From Mt Te Aroha I set course due south across the blue hole (despite the letter "N" appearing in the compass in front of me), enroute striking a whopping blue thermal that gave me 6 kts and saw me arrive at Waharoa with height to spare.

I sank thankfully back on the ground, my self-esteem heightened by hearing some of the instructors complain to each other about the paucity of lift. The final day was also challenging, ending with my going on a retrieve for one of the Auckland club instructors. Russell made the most of this opportunity to spread the gliding gospel, making sure his student took the name of the farmer for an invitation to a later BBQ at Waharoa and encouraging the children to sit in the glider cockpit.

L: Bill Mace lectures the group. R: Warwick Walbran's successful landout



Photo: Warwick Walbran

### So what will I do now that I've completed this course?

Firstly, plan to do cross-countries during the summer ahead.

To this end, I will:

- > Use Trev's checklist of equipment
- > Make sure my car is hooked up to the trailer (making sure that the tow-ball is the same size and that the trailer is empty, also that I've left my keys at the club and found a volunteer to rescue me).

Secondly, push within my club to encourage people to do cross-country and support others to do the course.

Lastly, fly safely and far, making sure I maintain and develop the skills I gained.

Bill Mace, instructors, tow pilots and wing runners, thanks for your efforts and sharing your knowledge. Jan, thanks for the catering, the enthusiasm plus the Panadol and hug when I was feeling lousy. June, thanks for being the voice on the end of the radio. Auckland, thanks for NO.

<sup>1</sup>Copyright to this out of print book is owned by John Roake, who has graciously agreed that a scanned copy I've made may be shared with the proviso that it may not be sold.

Formosa's book can also be obtained from John at [GlidingInternational.com](http://GlidingInternational.com).



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# GNZ AWARDS & CERTIFICATES

## OCTOBER – NOVEMBER 2010

**GNZ Awards Officer**  
**Edouard Devenoges**

gnzawards@xtra.co.nz  
 40 Eversham Road, Mt Maunganui 3116.



QGP No	Pilot's Name	Club	Date	Glider
3093	Alain Marcuse	Wellington GC	7.10.2010	
3094	Norman H. Sawyer	Marlborough GC	14.10.2010	
3095	Benjamin Bachmaier	Gliding Omarama	14.11.2010	
3096	Joachim Schwenk	Gliding Omarama	14.11.2010	
3097	Matthew Findlay	Auckland GC	14.11.2010	
3098	Andrew Austin	Taupo GC	16.11.2010	
3099	Peter M. Connell	Taupo GC	16.11.2010	

### SILVER HEIGHT

Doug H. Henry      Auckland GC      7.11.2010      PW5

### SILVER DURATION

Brian J. Savage      Central Otago FC      ASW 19

### SILVER BADGE

1146	Doug H. Henry	Auckland GC	11.11.2010
1147	Brian J. Savage	Central Otago FC	18.11.2010

### GOLD DURATION

Brian J. Savage      Central Otago FC      18.11.2010      ASW 19

### GOLD HEIGHT

Alexander W. Marshall      Glide Omarama      11.4.2010      Discus CS

### GOLD DISTANCE

	Paul F. Jackson	Canterbury GC	13.11.2010	LS4-b
	Oliver Winkler	Canterbury GC	13.11.2010	Discus CS

### GOLD BADGE

314	Alexander W. Marshall	Glide Omarama	12.11.2010
315	Paul F. Jackson	Canterbury GC	18.11.2010
316	Oliver Winkler	Canterbury GC	18.11.2010

### DIAMOND HEIGHT

407      Alexander W. Marshall      Glide Omarama      11.4.2010      Discus CS

### DIAMOND GOAL

327	Oliver Winkler	Canterbury GC	13.11.2010	Discus CS
328	Paul F. Jackson	Canterbury GC	13.11.2010	LS4-b

### NZ RECORD

100 km, O&R, Speed      Alan Belworthy      Ventus 2ct      10.10.2010      172.46 km/h

### AIR NZ CROSS COUNTRY CHAMPIONSHIPS

		Glider	Distance	Points
Northern Division	Clinton G. Steele	ASW 15	135.59km	150.41
Southern Division	Paul F. Jackson	LS4	379.65km	390.43
Southern Division	Mats Henrikson	LS4	335.49km	347.35
Southern Division	Oliver Winkler	Discus CS	339.78km	343.28

### SENIOR OFFICIAL OBSERVERS

09/054      Peter J. Halstead      Marlborough GC      25.9.2010

### OFFICIAL OBSERVERS

09/053	Colin C. Davies	Marlborough GC	25.9.2010
09/055	Philip W. Sparrow	Marlborough GC	25.9.2010
09/056	Neil E. Stanford	Marlborough GC	25.9.2010
09/064	David H. Davidson	Gliding HB & Waipukurau	1.10.2010
09/065	James A. Foreman	Gliding HB & Waipukurau	1.10.2010
09/066	Brian A. Kelly	Gliding HB & Waipukurau	1.10.2010
09/067	Graham M. White	Gliding HB & Waipukurau	1.10.2010



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# CENTRAL PLATEAU REGIONAL GLIDING COMPETITION, TAUPO

30 OCTOBER TO 7 NOVEMBER

Put together from information from Peter Battersby and Rod Lyon's contest blog.



Strong Easterlies caused a slow start to the week but the later part of the contest turned out to be excellent. The best day on Tuesday was even better than predicted. The task set for that day was a boomer!

Trevor Terry was the competition manager and task setter, Tom Anderson the contest director, Rob Lyons the task setter and scorer, and Roland Van der Wal the weather predictor who was usually bang on.

The following is from Rod Lyons' notes on the "Soaring Spot" web site.

## **Sunday 30 October**

A free practice day with only a few of the boys going up. A 20-25 kt easterly, with largely blue skies. A bit of fun.

## **Monday 1 November**

A late start on a grey day. 200 km/300 km AAT with minimum 3hrs time.

## **Tuesday 2 November**

After yesterday's struggle, finally, it all seemed to be coming together. A good forecast and a good sky. The persistent easterly died down to 5 kts or so tending NE on the airfield. The thicker overcast to the east that had been bothering us for the last two

days disappeared. AAT tasks which most pilots rocked around in the 3 hour time window.

## **Wednesday 3 November**

A boomer day yesterday, probably one of the best we've had at Taupo for this time of year. Predicted overdevelopment. Launch started at 12.30 for more AAT tasks. This worked well to get everyone home in time for the barbeque.

## **Thursday 4 November**

After yesterday's task, several folks came back and packed up "because it's going to rain tomorrow". Several folks then re-rigged frantically Thursday morning. A repeat of Wednesday's weather (unstable, good lift, likely over-development) forecast but with the added excitement of a looming front racing across the Tasman. The biggest problem for task setters today was high overcast, which was absent at 10:00 am but appeared over the eastern part of the task area later. Another early launch.

High overcast moved through parts of the task area from time to time. While the north looked great early on, this area died out in the middle of the afternoon and Roland turned back from an attempt to reach Harris. Overall, final distances and hence speeds were lower than the day before and the final result was a close match between Delio and Lindsey, with the 2.5 minutes under time penalty for Delio reducing his speed just enough for Lindsey to clinch the day.

## **Friday 5 November**

Rain. The Day cancelled! My wife and I went shopping (I needed the brownie points). When we went into the Warehouse at 2:30 it was raining, when we came out 30 minutes later it was a bright blue sky, hot sun and a brisk fresh southerly. Seems like the front steamed through pretty quickly after all.

## **Saturday 6 November FINALE!**

The wind was a fresh 10 to 15 kts southerly and the forecast for good cloud bases but broken thermals. Local experience said





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we should probably task to the east of the area so that was the plan. The sky looked great, the wind dropped down to around 5 to 7 kts.

## RESULTS

### FAST CLASS (THE ONLY CLASS)

1	Lindsey Stephens	Auckland	3608
2	Roland Van der Wal	Taupo	3444
3	Tim Bromhead	Piako	2998

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JILL MCCAWE, YOUR ESTEEMED EDITOR, SAID  
“Your article is too long, cut it down.”

BENJAMIN FRANKLIN SAID,  
“If you would not be forgotten as  
soon as you are dead and rotten,  
either write things worth reading,  
or do things worth the writing”.

# FLYING ON NO 8

(REVISED)

By Ian Dunkley

**A PROBLEM:** Do I rewrite the article, or take Franklin’s advice, and go flying?  
(67 words that have increased my problem).

Problems lead to solutions, and that is the idea behind this article – nothing changes unless there is a need, and it is by this need that progress is made. One of the first things you hear on arrival in New Zealand is of a strange substance called No 8 wire; the idol of the Kiwi Ingenuity Sect. This appeared to me, and still does, as tripping over a problem; rather than solving it the best way, you cobble something together. A bit like a Dutchman investigating why his feet are getting wet, who finds a little boy with his finger stuck in a dyke, and decides “That will do” and walks away.

Vintage Kiwi is now flying on No 8 wire, and so I think is mainstream gliding. This poses a problem to us, for like all parasites we need a healthy host and if gliding declines we would be left, at best, with an increasing share of a falling market. We want more members, we need more workers, and that means sharing yours, a bit like Bonny & Clyde with a liquidity problem eyeing a bank and saying “That’s where the money is”. So clubs, would you please get your act in order.

Advances and change are not restricted to technology; they take place socially as well, often hand in hand, like war. I am now going to take you on a journey through time, looking at change and ideas from those who made contributions with advances and ideas

that contributed to our sport and may still help us in the future.

Gliding was an invention that started because man wanted to fly way before anyone had invented an engine. Had the engine come first no one would have bothered with feathers or jumping off convenient high points of suicide interest. All this changed after World War 1, for the Germans had all their aircraft engines taken away. Overcoming this problem by circumvention with an ulterior motive, led to what was to become the modern glider with World War 2 as a by-product. (Sixty or so years later, a pfennig dropped, they now had engines back and could put them into gliders to meet a changing demand.)

The guy who wanted to build Stonehenge had a problem: how to move socking great stones. His solution, instead of sledges: roll them on logs. This simple idea led to caterpillar tracks, conveyors and of course wheels, for those who did not already have them. He also had a lot of workers to control, so he invented the company, an entity that did not change for many years until lawyers developed limited liability as a means of providing them with work, and an easy way out for those whose ideas turned pear shaped. The main disadvantage of a company was that you had to pay the workers and, as ever, this problem led to a solution, without which we may never have had Christianity: the club.

A gliding club has all the problems of a commercial organisation made worse by the fact that they are generally run by a bunch of amateurs who have other things on their mind. Their members, doing their best to avoid being press ganged (another invention to



“High points of suicide interest that have been used for glider launching, two successfully ... and one not so; although he did confirm one of Newton’s laws by denting Paris”

# WIRE



"One man with two buckets is better than twenty carving out a tree trunk, the other 18 are the 80% and are of course not working"



solve a need) onto the committee, are quick to grumble if the club does not meet their changing needs or does something they don't like.

Vintage Kiwi is of course a club predominately recruiting from GNZ clubs so it makes sense to pass on to you the ideas of some very well known people who combined their talents to produce the laws of gliding and gliding clubs that are still not well understood by many.

**Pareto** If you are extremely lucky 80% of the work will be done by 20% of the members, but don't get too excited as 80% of the 20% will not pull their weight and so you will probably end up on your own. This led to:-

**Malthus** At the rate the 80% type breed, not having much else to do, there is going to be a hell of a lot more of them than the 20%, so things can only get worse, unless...

**Mendel** Get hold of the 20% and some fertiliser. Set them breeding, else nothing will get done.

**Darwin** Leave the 80% to fight amongst themselves, club politics being what they are, then pick out the breed from the survivors. Alternatively have a word with my cousin Galton who has the objectionable idea you should eliminate the 80% directly they are identified.

**Galton** (In a recent statement via a Ouija board). My ideas have been taken totally out of context and I am no longer prepared to discuss either the 20% or the 80%. I suggest you have a word with Newton.

**Newton** You will have a hell of a job getting the 80% moving, the more force the better, but even then you must expect a reaction if you try to change anything. (To make up for this unhelpful advice he did contribute to the actual flying bit explaining, amongst other things, why a heavy landing/crash dents both the ground and the aircraft.)



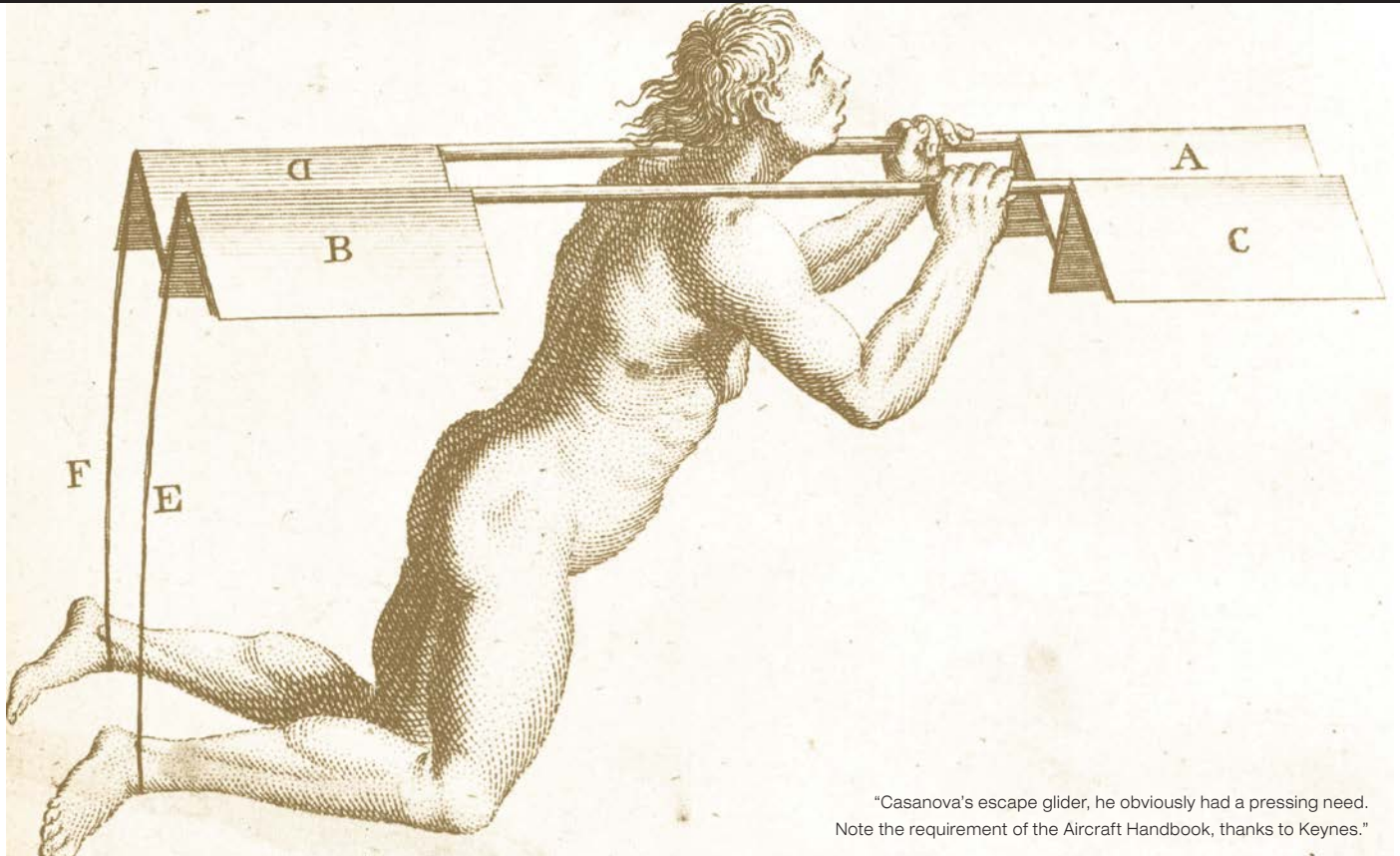
A 20% sample selected by Galton as breeding stock...



...the 80% left to their own devices according to Darwin.



Newton in a rare moment of relaxation instead of thinking about apples



"Casanova's escape glider, he obviously had a pressing need. Note the requirement of the Aircraft Handbook, thanks to Keynes."

**Einstein**  $e=mc^2$ . (This puzzled scholars for some time until Dunkley explained it as the Law of Human Endeavour, "Everything takes much longer than you expect it should" for

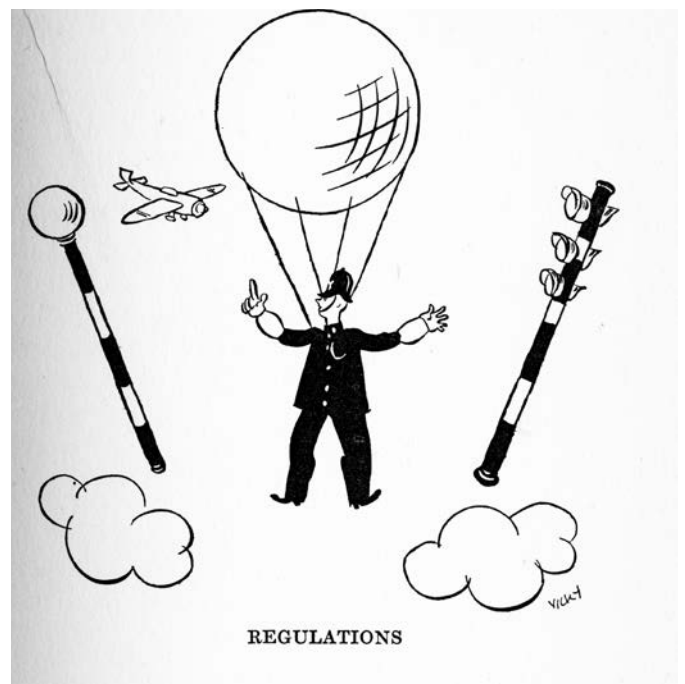
$e$  = elapsed time of the work,  $m$  = maybe it will take "m" months and  $c$  = a constant dependent on past disappointing experiences, the absolute minimum value being 1.4142, even assuming none of the 80% are involved.)

**Economists chipped in:-**

**Adam Smith** One man with a bucket of chemicals and a brush could make more gliders in a day than twenty men with tree and a chisel.

**Keynes** Governments know best, hence the CAA, ATC, and a lot of Governments belatedly trying to impress and doing their best to make gliding difficult, especially in Europe.

Other contributors to our sport that should be mentioned are: Archimedes, the use of spirals in gaining height, and "Flarm". His final words being "Fellow; do not disturb my circles." Franklin, who with his kite and No 8 wire found electricity in the air. Thus enabling Arouet a philosopher, to propose, although neither of them existed at the time, that an electric motor could power a glider, hence his nickname Voltaire, and Tesla saying he could recharge solar powered gliders if the sun went in. Not to be forgotten of course is the significant contribution of Marx: "The ownership of the means of production should be with the workers etc," thus effectively re-inventing clubs and establishing the Josef Stalin School of Management to train Club Chairmen in dealing with the 80%.



Keynes suggestion of government action was not universally appreciated.

In conclusion I will quote Voltaire's encouragement to authors of gliding articles in dispute with their editors.

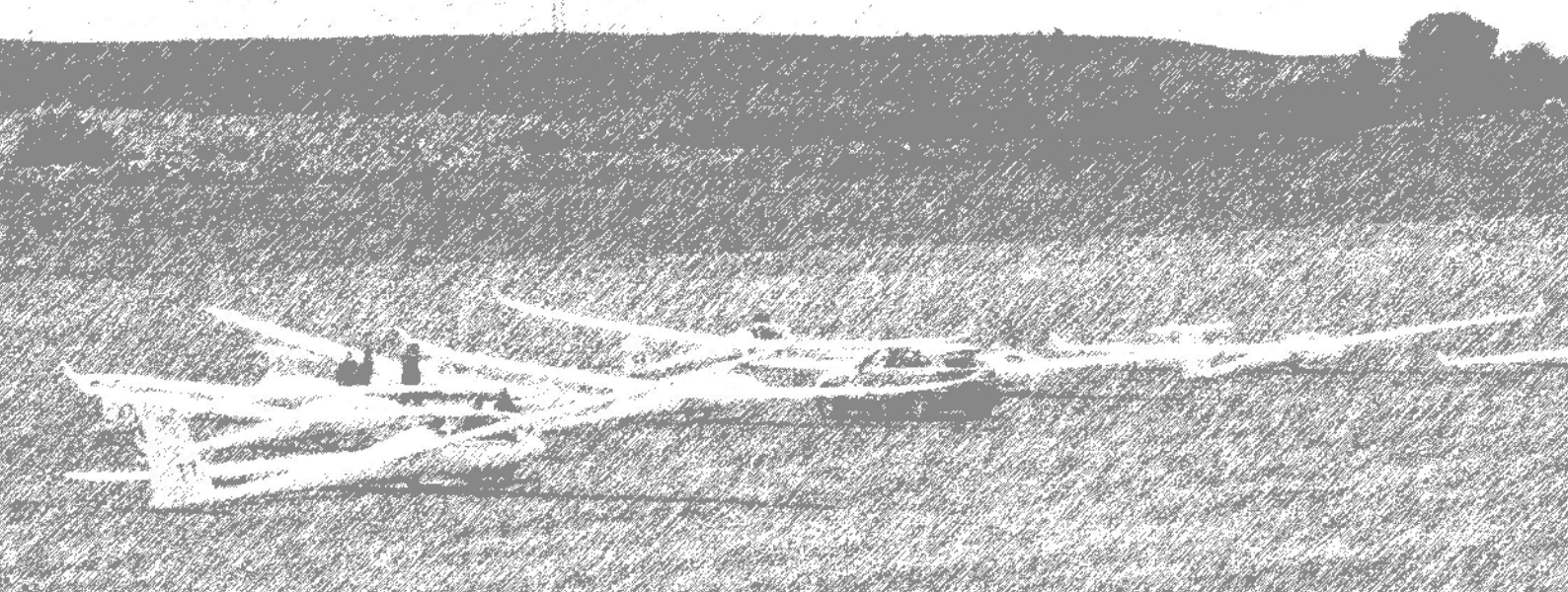
**"I may disapprove of what you say, but I will defend to the death your right to say it, irrespective of the word count."**



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# FLOCK HILL

By Jill McCaw

The Canterbury Gliding Club has been having an away camp on Labour Weekend for forever. And for long enough now that no one can remember quite how long it has been, the camps have been at Flock Hill. Flock Hill is a high country station between Porters Pass and Arthurs Pass. Famous world-wide in recent years as the setting for filming of *The Lion*, *The Witch* and *The Wardrobe*, it has been a favoured gliding site for much longer.

Our family loves the place. It's conveniently placed right beside State Highway 73 so it's easy to get to and it's got easy access for glider trailers. The Station boasts a backpackers lodge, motel units and a restaurant. Large, nearly flat paddocks running down towards Lake Pearson have provided variable temporary airstrips

over the years. The paddock the gliding club now uses is at the base of Purple Hill and, while it has undulations, it has a smooth surface and reasonable approaches for a mountain strip.

Launching straight into the mountains has pros and cons. It can be pretty scary at times. In the pre-trip briefings it is emphasised that this is an extremely hostile environment with wind shear and turbulence affecting the strip and the surrounding hills. It can also be brilliant for gliding. Launching straight into ridge lift it is often very easy to transition into wave. Over the years some fantastic flights have been done from Flock Hill and even just local flights onto the nearby ridges are scenic and spectacular.

There are other activities available at Flock Hill which makes it an ideal camp for families. Lake Pearson is just down the road for paddling and rare bird watching. The native grebe nests on this lake, literally. It builds floating nests in the reeds. Hence the power boat prohibition on the lake. The Craigieburn Forest Park and Arthurs Pass are close with walks of various grades. It has



Photo Jill McCaw



Photo Oliver Winkler

Life is good. It says so on the trailer.



BA over the Waimakariri

Above Right One of the waterfalls within an easy walk.

become traditional for family members and even some glider pilots to undertake a reasonably challenging day tramp during the camp. On the farm itself there are waterfalls and streams, plus mountains with scree slopes that enterprising young people seem to delight in climbing. A short drive and a walk across a stream can take you into the famous stone "flock", a fantastic landscape of limestone sculptures where the movie was filmed. Somehow I've never actually managed to do this although I've intended to make a day of it for years.

Flock Hill camp has come to mean a great weekend away. The Saturday night has traditionally been a communal meal, either pot luck or a barbeque. For a lot of years a raucous quiz was semi-organised

for the evening's entertainment. Sadly, or not, this seems to have fallen by the wayside in recent years. The Sunday evening meal is held in the restaurant, giving the ever-patient wives and girlfriends a break and no doubt being part of the reason the lodge is so keen on us coming back every year. Over the years various rugby games have necessitated trips to the Sky TV service at the Bealey Pub, but otherwise Flock Hill's isolation and lack of cell phone coverage are generally much appreciated. This year we had visitors from Nelson Lakes and Alexandra, but generally we like to keep it quiet. However, if you did happen to be passing next Labour weekend you'd find a very hospitable bunch of people and some excellent soaring.





Photo Oliver Winkler



Photo Jimmy McGraw



Photo Jill McCaw

## Auckland Aviation Sports Club

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

## Canterbury Gliding Club

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

## Central Otago Flying Club (Inc)

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

## Glide Omarama.com

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

## Gliding Hutt Valley (Upper Valley Gliding Club)

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

## Gliding Manawatu

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

## Gliding South

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

## Hawkes Bay and Waipukurau Gliding Club

Club Website [www.skyhigh-photography.com/Main/Aviation\\_and\\_Spaceflight/HB\\_Gliding\\_Club.php](http://www.skyhigh-photography.com/Main/Aviation_and_Spaceflight/HB_Gliding_Club.php)  
 Club Contact David Davidson [Dhcd@clear.net.nz](mailto:Dhcd@clear.net.nz)  
 Ph (06) 876-9355  
 Base Bridge Pa Airfield, Hastings 0272887522  
 Flying Sundays. Other days by arrangement

## Kaikohe Gliding Club

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

## Marlborough Gliding Club

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

## Nelson Lakes Gliding Club

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

## Norfolk Aviation Sports Club

Club Website <http://www.geocities.com/norfolkgliding/>  
 Club Contact Kevin Wisnewski [wizzbang@xtra.co.nz](mailto:wizzbang@xtra.co.nz)  
 Ph (06) 756-8289  
 Base Norfolk Rd  
 Flying Weekends and by appointment

## Omarama Gliding Club

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

## Otago/Youth Glide Omarama

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

## Piako Gliding Club

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

## Rotorua Gliding Club

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

## South Canterbury Gliding Club

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

## Southern Soaring

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

## Taupo Gliding Club

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

## Tauranga Gliding Club

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

## Wellington Gliding Club

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

## Whangarei District Gliding Club

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

## Deadline for club news for the next issue 10 January 2011.

### AUCKLAND GLIDING

The unusually early wet winter season is always a challenge to our club due to the structure of our field, which can get quite sodden and wet. We decided this year to shut operations at Drury and shift to Matamata which is about 1 ½ to 2 hrs for most members. This decision was mainly due to the damage that heavy wheel marks cause to the surface. This problem occurs annually and results in some voluntary working bees just prior to the sunny season. As Piako's Pawnee was u/s at the same period it worked out beneficial to both clubs and those that made the journey from Auckland had some pleasant days of flying nearer the Kaimai range.

Now we are enjoying a smoother field and it is getting unusually dry for this time of year. Of course this makes for some good soaring and the club is back at home and enjoying the warm weather.

All our equipment is running well and the winch and Pawnee are fairly busy most Wednesdays and Weekends. We will be running our Drury Competition starting January 9th 2011 and finishing on 16th. All are welcome, this is a very laid back competition that focuses on adventure and fun – please feel free to contact Graham Player about this traditional and successful event.

As I write this a few club members are busy preparing for a Warbirds exhibition at Ardmore where we have been invited to exhibit and even demonstrate glider aerobatics to the crowd this Sunday 5th Dec. The double tow will release an ASG29 and a Ventus A over Ardmore for a live display. Hopefully all will go well and there will be many enquiries during the day in the Warbirds hangar where the Duo X sits proudly showing our modern fleet's lead aircraft.

Entering the season the club is in good health and several new members are now enjoying our facility in Auckland that we are so fortunate to enjoy. That is, our clubhouse/bar facility and of course the wonderful fleet and airfield. All of this is the result of a lot of work by members; some long departed, but greatly appreciated. Our bar has been re-decorated and there are plans afoot for many more improvements in the future. All visitors welcome.

### AUCKLAND AVIATION SPORTS CLUB

Labour weekend saw our by now customary pilgrimage to the Piako Club. Well over half our club, and all our fleet, including almost all of our private owners, attended at various times. A very good turnout of pilots that came to enjoy the nuances of a different piece of the country. Our dismay at the news Jan Mace was ill and there would be no traditional roast dinner soon turned to joy when Evie Belworthy stepped up. Some of us were looking in horror at our less than adequate food stocks. Well done Evie.

We took the opportunity to trial an LSA towplane. It did pretty well and gave a good impression, except with the Puchaz on the back. Strange that, as the Puchaz is 10 kg lighter than our Twin Astir. We did note the Pawnee took much longer to get off than usual so did not feel so bad. We are still considering our future towplane but the performance of the LSA has shown much promise.

On a lighter note, Lionel Page was following Peter Coveney fairly closely when Peter decided he no longer needed water on board. Apparently Lionel's Mosquito took a while to dry off. Hearing the complaint on the radio another club member was heard to comment, "If it came from me it's not water."

Our retired doctor, Jonathan Pote achieved a notable mark when he recently soloed. A wide grin and obvious satisfaction at the well earned achievement is evident. We continue to provide ATC cadets with the gliding experience and a few are showing enough interest to join our club providing a much needed young aspect and new students.

Aviation Sports Club:  
Dimona and Neville swan on  
glide approach.  
Jonathan Pote and trophy.



time will last until the 23rd January.

It is time once again to wish the Editor of this fine publication and all gliding members a very Merry Christmas and Happy soaring in the New Year.

Stewart

### GLIDING WAIRARAPA

Whereas Canterbury has had its ground shaking earthquakes and Auckland its gale force winds, the Wairarapa has had more rain and flooding than for many years previously. Winter flying had all but stopped. On one occasion recently we had had enough of cabin fever and decided that we needed to go fly. Several zones on the airfield were under water and so a tractor was used to retrieve the winch cable. The inevitable happened; cable break at 400 feet and one had to pick a landing spot not covered by water or swamp. That's not as easy as it looks! We are now in the middle of the curse of the equinox winds and at our site they are invariably westerly winds and consequential 'washing machine' air movements which are not for the faint hearted.

One of our instructors managed to hook into some strong wave recently. The student on board thought it was pretty cool until the instructor decided to illustrate the power of the wave by pulling the brakes out and pointing the glider at 45 degrees down. The glider continued to climb at an astounding rate. That proved to be a very effective lesson on the power of laminar type air flows. Sometimes our 'newbee' students are too trusting of conditions they don't understand. This student is now very wary indeed.

At the end of September we hosted 18 keen trial fliers from the NZ Fruit growers Federation. It was one of those days when everything worked perfectly; no breakages or stoppages for any reason. Thank you to Jim on the winch, Richard on retrieve and Diana on ground control and PR. Two of the trial fliers held fixed wing ratings and relished taking control when in mid air. They both commented on how agile the K13 was and how quiet as well.

Our three student pilots from the local college are now within striking distance of their solo flights. They have made incredible progress and are very keen to learn. Our membership continues to grow. Jim, our president, is busy making

Our AGM saw Jonathan awarded the Student Pilot Cup, Dave Foxcroft collected the Vic Foster cup for his PW5 flight on our West Coast, and Steve Wallace collected the Achievement Cup for his 500km effort. Predictably the Landout Trophy went to Rex Carswell in our towplane.

Neville Swan has his new Dimona in the air and is now ignoring the blandishments of our towpilots. A good start to the soaring season.

GL

### CANTERBURY

Our Labour Weekend camp at Flock Hill Station by Lake Pearson was very successful. Lots of soaring flights enjoyed by many members although one rough old nor'west day robbed a few pilots of a pleasant flight.

Prior to that weekend we had our first full use of our Springfield site. Again everyone enjoyed the soaring and best of all the closeness and ease that they were able to get up and into the

lift. Everyone gave the site a big thumbs up and few want to keep flying from Hororata. I think that the New Year will see us flying from there nearly all the time. The new cross strips are getting a good sole of grass and will be greatly appreciated by the members. It will be much smoother than the area we are using at this time. The strips are just under 1 km in length and wide enough to give plenty of room for the longer wings of the present sailplanes, something that has been a little cramped at Hororata.

The next couple of months will be busy for the club, with Jerry O'Neill's advanced cross country course to be held during the week starting 8th November, then the following week we are running – with willing help from keen members of other clubs – the South Island Regionals also at Omarama. Then we have two weeks back at base before moving the entire fleet to Omarama again for the week-long youth development camp followed by our usual Christmas camp, which this

Canterbury: Below. The new Springfield airfield, Photo by Stew Cain taken from Terry Delore's ASH 25.

Right. Jenny Wilkinson and Abbey Delore took the LS4 to Glentunnel School. Lower right. Toby Read does aerobatics.



## CLUB NEWS



Nelson Lakes: Lake Constance in the Mahunga Range was taken in October. Not so much snow around now.

runway extensions to runway 03 (the new grass is already up), which is our prevailing wind runway. When complete, the runway will be 2.2 km's long! Eat your heart out Rongotai (Wellington) International Airport! There is a further extension to this in the pipeline as well. Selwyn is working on our second winch and this may be operational by Christmas time. On site caretaker Richard is doing a grand job in general maintenance areas ... doing the very things that others will do when they "get round to it". Simon and others are hankering to get the K6 out and away and that should take place before Christmas as well. Selwyn is now a brand new "C" Cat Instructor, and Bill and Kevin are now winch rated instructors.

GVG

### NELSON LAKES GLIDING CLUB

After a long period of difficult flying the weather has become more cooperative. We've had good spring thermals and a spate of westerly winds hitting our local mountain ranges at that magic angle, generating reliable lift and providing spectacular extended ridge runs. I have been flying four years now and still had to pinch myself yesterday as I ventured further south than ever before, nothing in sight except mountains and more mountains in every direction. It was very reassuring to have my more experienced buddy Kerry Eggers flying along keeping me out of trouble, although at times I suspected he was doing the opposite. If I have difficulty believing that this is possible, how can I expect my friends to comprehend? Those of us that have experienced mountain soaring are the privileged few and the other 6.8 billion have no idea what they are missing.

Ken Montgomery

### TARANAKI GLIDING CLUB

The weather has come right and we have enjoyed some good and rewarding flying. As well, we have made good use of a few Tuesdays that would otherwise have gone begging. It certainly makes up for the winter/early spring, duff weather.



Taranaki Gliding club: The first photo shows 1000 fpm lift at 14000 ft. The next is Mt Taranaki from the east. Nth Egmont Visitors Centre lower right. And third one the mountain, rotor cloud and a lenticular. Photos by Tim Hardwick Smith. John Tullett and Tim Hardwick-Smith the pilots.



One or two changes at the AGM with Will Hopkirk our new Club Captain, Steve Barham now the vice-President. The Normona Cup was awarded post-humously to Richard Arden. The most improved pilot award went to Steve Barham and the Ranges Cup to Tim Hardwick-Smith and Iain Finer for their 15,000 ft in wave last April. Our flying hours were up and the balance sheet was more encouraging too. Welcome to John McFadgen who has joined the tow pilot ranks and he just loves flying the Pawnee.

Congratulations to Glyn Jackson for his first solo and thermalling the Twin Astir for an hour and gaining 4000 ft in the process. Way to go, Glyn! Also to Will Hopkirk for converting to the Twin.

No tow pilot the other day, so the winch was dusted off and people made themselves current again on that. A good thing that, for the same thing happened last weekend where we winched until late, scoring good soaring flights, got Glyn schooled up on winch driving and Peter Williams cleared for winch launch instruction plus Andre van der Elst found out that not all flights last more than two minutes.

We have found our way back into the wave with another flight to 15,000 ft by Tim Hardwick-Smith and John Tullett. Two members are off to the cross-country course at Matamata this month.

PJM

**TAUPO GLIDING CLUB**

We are well into spring and are having noticeably improved gliding weather. We are ready to glide seven days a week! In the strong easterlies we have even had some wave flying experiences. We have just had two glider pilots achieve their QGP, Andrew Austin (TGC) and Murray Connell (from Auckland and Piako Club), our congratulations to them. Well done!

We are again having a visiting Californian glider pilot for the second summer, Reid De Fever. Reid has previously had power flying experience and is feverishly clocking up the solo hours to achieve 100 hrs solo this summer and his QGP along the way no doubt. He will also get a tail dragger rating to join the ranks of our great tow Pilot team.

This summer we will be proud host to the Rotorua ATC with some 26 cadets ready to experience glider pilot training with our team of instructors over the 20-21st November. We are looking at giving them a tow to about 3000 ft, and then a 30 minute flight each.

Peter Battersby



Whangarei Gliding Club.

**WHANGAREI GLIDING CLUB**

After a damp winter the Whangarei District GC have had an excellent start to the gliding season. We have had visits from CAA and GNZ engineer Roger Harris. They came to check the North out and enjoy the opportunity of re-acquainting themselves with some wonderful old gliders. We did pass an earlier audit of facilities and procedures etc. The transponders in gliders have checked OK. We decided that it was easier to turn on transponders than to get Air Nelson to call on the correct frequency when approaching Kerikeri. Not that Puhipuhi is anywhere near Kerikeri, but apparently they only listen to MoreFM!!

Labour weekend weather was fantastic in the north as we welcomed ATC Cadets from Kaitaia who used our comfortable club rooms and gliders over the long weekend. A big thank you to the Whananaki pilots who allowed a few of the cadets a fly in their ultralights.

Talking of ultralights, we had an unscheduled fly-in of five aircraft early November, some who came from as far away as Taupo after lunching at Dargaville. These guys have got real guts. Unlike Taupo, our strip is 2 metres wide (sic)\* and our students quickly learn to precision land. A metre either side and the Gray Taniwha will get you (Gray Taniwha: definition, a hard round thing that Paul Rockell forgot to dig up.) Hitting one is not recommended.

Cross country flying has been a challenge for the challenged but the sea breezes have already

produced some marvellous flying. Bernie Massey landed out early in November, but on the following weekend he clocked up 357 km in three hours. Over 80% of it was flying in straight lines along convergence lines. Fantastic soaring up here.

Well folks we're getting bored with tall tales of his weekly flights throughout the north and invite you to come cheer us up with some new ones. We have several new members enjoying the facilities and doing some flying as well. Like all clubs, we will be very active over the Christmas and New Year and you're most welcome to stay or just visit and chat. You can read about us, view our fantastic videos/photos and check out all our club activities on Face-book.com WHANGAREI GLIDING CLUB which is proving to be an exceptional tool for our club (profile) with two hundred hits per week. Well worth making that trip up here to enjoy all things Northland.

PR

\*SoaringNZ and our proof readers found this claim a little hard to take. We have since discovered that the Whangarei strip is actually 1400 metres long and about 100 metres wide but because it is a working dairy farm the sides are not maintained to as high a standard as the centerline. Paul will only harrow the cow muck in the centre so those with lesser accuracy spend time washing their gliders and keeping an eye on the fences.

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

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**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, 02, 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, 02, 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 \$22,500. Second option comes with Cambridge M nav and no transponder but still with Microair radio \$16,000. Trailer tows nicely. Phone Geoff Gaddes 027 497 2723 Email, g\_gaddes@xtra.co.nz**

**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 06 877 6073.**

**LS6c • fully equipped, Cobra trailer \$130,000 Ph Ivan Evans 03 539 6232 email:ivan@ts.co.nz**

**2 Gliders for Sale • RONLERCHE K4, SKYLARK 2. Both hangared at Norfolk aviation sports club. Phone John Schicker 06 758 2953 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**

**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 0274 994 375 or Ben 027 555 5485 for all info**

**LS3-A ZK-GLL • Refinished by Sailplane Services, Cambridge L Nav and GPS Nav, EDS Oxygen, Mode C Transponder, Flarm, Complete with trailer, \$46,000 Call Paul on 021 162 2396**

**DG800B Motorglider ZK-GZT • 18m with winglets. Only 273 hours TTIS, 23 engine hours. Full panel, Borgelt B500 & B2000, Microair Radio and Transponder, full set Jaxdia covers. All AD's and services up to date. Contact Mike Strathern for more info and photos. Phone 027 370 8747 strathern280@gmail.com**

**Glider Nimbus II GKV • 20m sailplane, Large oxygen system, Cambridge computer, Transponder, Two man rigging, Trailer braked, Tow out gear, Priced for a quick sale \$30,000 ONO. The best LD for dollar on the Market. Finance and terms available. Phone Michael on 03 318 0860 or 027 436 8308**

## GLIDERS WANTED

**I'm looking for a KA7 • Email ramiro\_dantonio@yahoo.com.ar**

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

The club de Planeadores Junin, from Buenos Aires, Argentina, is looking for an ASK 13 glider to buy and import to Argentina. If there is some for sale, please send details to robertms3@yahoo.com Thanks you very much Roberto Segobia

## HANGARS

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

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

**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 - ph 03 348 9246.

**Omarama Hangar space 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

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

## OTHER:

**PDA moving map components** • Brodit PDA cradle. Comes complete with inbuilt power converter, power and data input cables. 2x Ipaq 3970 PDA's, 1 loaded with Winpilot advance, the other with GlideNavII. PDA's come with a sync cradle, and software to connect to PC, extra charger and 512MB SD card. \$360. email hewstan@slingshot.co.nz or phone 021 703 839

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

**LX 160** • Flight computer and speed-to-fly vario \$995 ono. Contact: loaders@clear.net.nz

**Volslogger** • IGC / FAI approved GNSS Flight recoder \$995 ono. Contact: loaders@clear.net.nz

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

**Borgelt B50 Vario** • I Need a Digital Data Module 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. Phone 03 443 6135

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

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

**Terra 250 Transponder & Alticoder** • US \$500 for both. Altimeter - 3 needles to 35,000'. Offers Contact Roger 021 689 592 rog.peters@xtra.co.nz

**Solid well built metal plate construction glider trailer** • was used for LS3 and then LS8, so should fit similar gliders. Current rego and wof. \$2k ono. Hadleigh - hadleigh@gliderpilot.co.nz

**WINCH FOR SALE** • Nelson Lakes Gliding Club is selling its well proven yellow winch. Launches Grob twins 1400ft to 1700ft AGL for less than \$10. Brilliant design. Simple to maintain and operate. Ford Cleveland 5.7 litre V8 with automatic transmission. Only \$NZ15000 plus GST for this wonderfully successful machine. Further details at www.glidingnelson.co.nz or contact Ken Montgomery AH 03 5472317, Mobile 0276314040, email kenandshirlzintransit@yahoo.co.nz

## 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 & lodging on airfields in NZ. Please contact me: Leodrummer@web.de Thanks!

**BGA** • Full Rated Instructor seeking to avoid British winter! Email Alan Jolly- alanjolly@tiscali.co.uk

**Looking for a gliding opportunity!** • I'm a 21-year old glider pilot from Germany who is going to travel New Zealand during the end of February to the middle of March. Therefore I'd like to take the chance and go gliding for a few days. Is there a club which would be so kind in helping me getting a few (solo)-launches? I'm an active xc- and competition-pilot with around 250hrs on LS 4, LS 6, LS 8, DuoDiscusX, DG-1000, ASK21, ASk23, ASK-13 and Ka-8 regards, Robert - zulu\_golf@web.de

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