

NEW ZEALAND'S PREMIER SOARING MAGAZINE

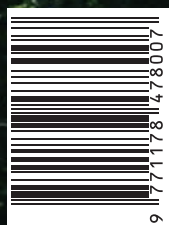
Soaring **NZ**



GRAND PRIX FINALS

**YOUTH GLIDE
NORTH ISLAND REGIONALS
VINTAGE GLIDER ACTION**

**CLUB NEWS
AIRSPACE
DISCUS 2C**



issue 2 february/march 2008

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An event of historical importance to gliding

This is unashamedly a Grand Prix issue. The World Grand Prix final occurred in Omarama in December and was THE major world gliding event of the year. Of course we covered it. Pierre Portmann, President of the Federation Aéronautique Internationale travelled from France especially to observe the running and success of the contest. He described it as an event of historical importance to gliding. In his address at the Grand Prix closing ceremony he said he hoped (via the real time telemetry and webcasting) that a new global audience had been found for all gliding.

As well as the top rated pilots flying in the competition the organisation read as a who's who in our sport. It was a fantastic event to be involved with and I and my family enjoyed every minute of it. We were delighted to discover that everyone there was there because they loved gliding, and when it came down to it, they were the same as all of us! The after match talk was just the same as in the club house after any day's flying – okay maybe it wasn't quite, but the feeling was the same. There was the thrill of the flight, the comparison of which tactic had worked better, the commiseration and congratulations. The friendship and camaraderie was fantastic, the languages and accents interesting. I attempted to interview

different pilots every day and by the end of the event had many new friends.

I am afraid that we were not able to get the same sort of fantastic photos of high speed finishes this year as we had of the 2006 event. For safety reasons finishes had to occur above 100 feet, only those landing straight in could cross the finish line any lower. Many pilots felt that this actually made finishes more difficult and dangerous. I do know that for an event that is designed to make gliding more interesting for spectators, it removes the one really exciting part of the race that the public can see.

Unfortunately, on day three there was a tragedy. Search and rescue procedures were managed efficiently and professionally and with credit to the Grand Prix organisation, police and all those involved. Herbert Weiss' death was deeply shocking and the management and competitors pulled together to look after each other. The film crew compiled a beautiful tribute to be sent as a DVD to Herbert's family. When this was showed on the final night it brought many to tears, even those of us who had barely known him.

In spite of our focus on the Grand Prix this issue we haven't forgotten the rest of the country. We have a report of the North Island Regionals by first time contest pilot David Hirst. We have more on Auckland's Pawnee, our instructor this issue is Mark Wilson from Wellington with a cautionary tale and the feature club is Youth Glide Omarama. Youth members' achievements are a major feature of club news this issue.

Due to last issue's exertions the Geek is having a cup of tea and a lie down, but he will return next issue, as will the Met file. We introduce Ian Dunkley and the Vintage Kiwi and have an update on awards. Ross Gaddes flew the new Discus 2c in the Central Plateau contest in Taupo and tells us what he thought of it.

I must give thanks to a lady who works tirelessly to make this magazine look good. She is Rosalie Brown of RGB design and the fantastic layout and the "look" of the magazine is all down to her. I'm going to name drop now, Pierre Portmann was hugely impressed with SoaringNZ and took two copies home with him,



The editor meets with Pierre Portmann, President of the FAI.



Mario Kiessling from Germany racing across the finish line to win day three at the Grand Prix.

Photo John McCaw

next issue

The main action shifts to the North Island with the Nationals and the Central Districts competitions. The Geek will return and we hope to welcome a special guest meteorologist. Max Stephens will tell us how to fit six gliders into one shipping container and get them out again. We will report on the Airgames, a huge event

at Wanaka in December that involved twelve different airports including gliding. We will have reports on cross country courses, a landout at Molesworth and talk about buying a glider from the United States

Deadline for Club News, articles and pictures is 15 April and 22 April for advertising.

one to give to his secretary who is apparently gliding mad. He told me that magazines like this will help to bring people into gliding. I was delighted. This is one of my aims for the magazine and the President of the FAI affirmed it!

My main aim of course is to keep GNZ members informed, entertained and happy to receive their official journal. From the messages I have received I seem to be doing okay so far.

Get out there, enjoy the rest of the summer and keep SoaringNZ in mind when you have a great flight. We really want to share your stories.

Happy reading – Jill McCaw



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VACANCY GLIDING NEW ZEALAND AWARDS OFFICER

This is a very important GNZ position, appointed by the Executive and responsible to the President for processing and maintaining records of successful claims relating to soaring achievements (badges and record performances), and issuing Official Observer Ratings. The appointee will hold a formal delegation from the Director of Civil Aviation to issue Qualified Glider Pilot (QGP) certificates under GNZ's Part 149 approval.

This position will suit you if you have a strong interest in gliding and a sound knowledge of the relevant rules. You will find satisfying technical challenges in examining the merits of a variety of claims and processing them independently and without favour.

You must enjoy giving attention to detail and have the integrity to never approve a claim unless satisfied it is correct and complete.

GNZ annually budgets a sum to cover expenses incurred in carrying out the duties of the position.

Send your application, with your CV, to the GNZ Executive Officer gnzsecretary@scorch.co.nz by 31 March 2008.



VACANCY GLIDING NEW ZEALAND REGIONAL OPERATIONS OFFICER CENTRAL REGION



This is an important GNZ position, responsible to the National Operations Officer for ensuring that all gliding operations within the Central region conform to the relevant standards and procedures.

Information on the appointment of Regional Operations Officers and their Terms of Reference is contained in the GNZ Advisory Circular AC 2-1 "Operations Officers".

To be eligible, you must hold at least a GNZ B Category Instructor Rating and have experience in training instructors. Extensive cross-country gliding experience and a Towing Rating is desirable although not essential.

GNZ annually budgets a sum to cover expenses incurred in carrying out the duties of the position such as telephone, stationery, vehicle running, accommodation, meals, etc.

The appointee will be required to enter into a contract with the GNZ.

Send your application, with your CV, to the GNZ Executive Officer gnzsecretary@scorch.co.nz by 31 March 2008.

Many thanks to the people who took the time to send me an email. Most people commented while dealing with other issues and I've taken the liberty of reproducing the relevant parts of your letters below. I am hoping that people will start hitting their keyboards and commenting on other aspects of the magazine, the airspace issue, Youth Glide and whether or not we have placed too much emphasis on the Grand Prix. I am sure you can find plenty to talk about.

Congratulations

First off congratulations on getting the magazine out. It looks really great and I am sure you will get lots of positive comments from all who receive it. A few initial comments from the airfield on the weekend. 1. Club directory? I passed on the word that this would be incorporated in subsequent issues. 2. To sell lots in the supermarket magazine rack the issue should have a big close up picture of Richie in the cockpit of a glider! Cheers

Peter Coveney, Auckland Aviation Sports

Yes, the club directory is now included - I hadn't time to get it updated for issue one. And as for Richie ... - Ed

Congratulations on the first issue of SoaringNZ. I think it is outstanding and a breath of fresh air for the movement in NZ. It has a great breadth of articles from ab initio to world records, good editing of copy and layout. Firm focus on the sport in NZ, excellent club section, top class print and photos. Good work, well done.

Jerry O'Neill, Canterbury

I'm Yuji Higuchi, Japanese glider pilot, and frequent flyer at Omarama. I wish I had contacted you two weeks ago, because we were so close with each other at Omarama! When you flew with Gavin to take some pictures on Jan 8, I was flying in NS. I'm now back in Japan. I have been so impressed with your magazine, and would like to read and introduce NZ gliding to my club members here in Hokkaido, Japan. I hope to see you next year at Omarama. I will take part in NZ Nationals again.

Yuji Higuchi CFI of SATA, Hokkaido Japan
<http://www.takikawaskypark.jp/>

All our members are impressed with the soaring magazine, keep up the good work. We will definitely submit photos and articles for future publications covering us here in Rotovagas.

Mike Foley, Secretary, RGC.

Congrats on the new magazine. Great presentation. All the best for it in the future.

Bill Mace

Overwhelming consensus from our club members over the weekend is that you have done an excellent job with the first edition. Well done.

Graham Lake, Auckland Aviation Sports Club

I just got your premier issue. It's a super first effort, and I particularly like the page design and photography. Well done! In attempting to redo my magazine ad for Gliding NZ, I have a couple of questions. First, I couldn't find any e-mail in your masthead - that's going to make it difficult for people to send you anything :-). Second, could international subscribers pay in US\$ as well as Kiwi dollars and by what means? - I assume the \$122 is \$NZ.

Tony Burton

Editor "Free Flight" the journal of the Soaring Association of Canada

For Tony and all potential international subscribers, yes it will soon be possible to pay in \$US or Euros by Visa. And my email will be on the

masthead. Thanks for bringing that to my attention - Ed

Fantastic first issue. Looks great. Hope the GP goes well and it should look nifty in the new mag.

Paul Buchanan

Congratulations on a fine inaugural magazine. Members have all commented most favourably. We would like to get two extra magazines per issue, for handing on to prospective members to help enthuse them. We would be very keen to get a few spare magazines of the inaugural issue if they are going begging. We would use half a dozen for our trial fliers that look keen, but would also be keen to drop any spares into doctors and accountant waiting rooms etc. Once again, congratulations, and sorry we did not have any club news. Will rectify that next time.

Michael O'Donnell, Treasurer Gliding Manawatu

I was delighted to send Manawatu the extra issues. It is a great idea to have a few extra copies for just the reasons Michael states. If any other clubs want to follow suit be in touch. - Ed

I was able to pass our spare magazine copy on to a tradesman working at our home today and who lives under our flight path at Paraparaumu. He said he had always been meaning to look into gliding. Hopefully your magnificent pictures will persuade him to take the plunge.

Tom Davies, Wellington

Congratulations on the first edition of SoaringNZ - it's great!

I came into gliding two years ago after many years of paragliding and one of the things which immediately struck me about gliding is the high average age of pilots. In this respect, SoaringNZ presents a much more youthful face and is a lot more attractive - I believe it is issues like this that can help to retain/attract more young members into the sport.

On that note, I thought you might be interested to have a look at the enclosed magazine. This is a UK publication *Cross Country* but has become the global English speaking magazine for paragliding/hang gliding pilots. Lots of stories about daring exploits etc. - quite different from the average gliding magazine!

I would like to see more technical articles about instrumentation, glider design/construction, planning and claiming badge flights etc. All the stuff the old sages know but newcomers struggle to find out about.

Keep up the good work!

Peter Robinson

Thank you Peter for your comments and for the magazine which the members of this household pored over. We agree it is a great publication. I am hearing similar comments about what people want from the magazine and will do my best to source that sort of material. If there are people out there who can write about any of these subject please contact us at soaringnz@mccawmedia.co.nz - Ed

EVENTS CALENDAR

EVENT	LOCATION	CONTEST DAYS
National Gliding Championships: All Classes	Matamata	4-15 Feb2008
Central Districts Championships	Masterton	2-8 Mar 2008
30th FAI World Championships <i>Disciplines: World Class, Standard Class, Club Class</i>	Reiti (Italy)	6 - 20 July 2008
30th FAI World Championships <i>Disciplines: Open Class, 15 meter Class, 18 meter Class</i>	Lüsse-Berlin (Germany)	2 - 16 Aug 2008
2009 World Air Games	Torino (Italy)	7 - 13 June 2009

An important message from Ross Macintyre and the Sporting Code Committee. *This message has also been posted on the IGC website*

World Records using multi-seat gliders

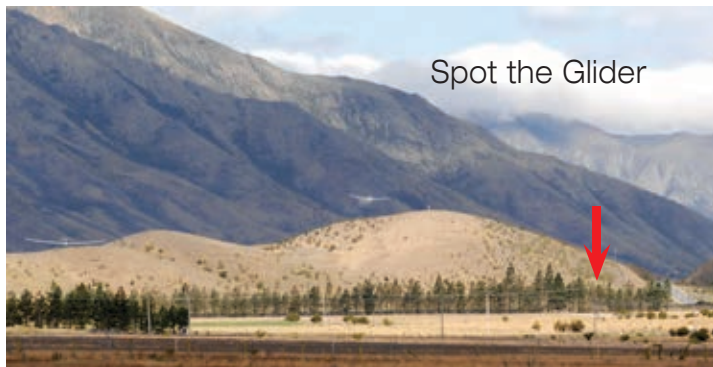
The Sporting Code rule 4.2.1 regarding declaration content requires the names of both pilot and crew. Some flight recorders approved for verifying World Records do not have a second field/line for the crew's name. In this situation, the following must be observed:

- For FRs having only one field/line for pilot name, enter the crew name on same line, shortening either or both names as needed to fit. The first name on the line is the pilot in command, the second being crew.

- Use full names on the claim. The rule (4.6.4b) requiring all FRs used to have the same declaration details will be strictly applied.

New **claim forms** for World Records are now on the website <http://www.fai.org/gliding/sc3.6.5>

Forms A, B and C have additional certification to be signed by the pilot confirming that the flight was done within the airworthiness and airspace regulations. All new World Record claims must use these new forms from December 1st 2007.



A World Championship close to home?

Benalla in Victoria Australia is bidding to Host the Open and 15 metre Class World Championship in 2012.

Benalla and the Gliding Club of Victoria hosted the 1987 World Championships. At that time all classes were represented together with 120 gliders competing from around the world. In 2012, if the bid is successful between 80 to 100 gliders would compete on the site.

AFTER MATCH

The Grand Prix drama didn't finish for everyone after the Air Sports. Uli Schwenk and Michael Sommer both stayed on for some flying in Omarama, as did some of the crews. Steve Jones loaded the family into a campervan and went touring while Ben Flewett and his partner Kat Hodge were married in Queenstown on the 14th January.

Some after match stories can't be told here as we are not "that sort" of magazine. The best

story that can be told goes to Peter Harvey who drove back to Christchurch in the same manner as he would on an English road (where apparently speed restrictions are a little more lenient). He was pulled over near Ashburton doing 148km/h, instantly losing his license and getting a ride in a police car to the station. He missed his connecting flight to Auckland and caused considerable inconvenience to the other members of the English team

who had to back track from Christchurch to collect him and the rental car. He had made firm

friends with all the police staff by the time he was collected from the Ashburton police station.



Youth Glide hits Canterbury

Youth Glide Canterbury with instructor Roger Read – eight first solos, three Silver height gains, two Five Hour flights, a 50 K and a Diamond height since Christmas. Impressive

Solos: Max Delore, Abbey Delore, Hugo Miller, Troy Glover, Hugh Roberts, Matt Aldrige, Paul Tillman, Nicholas Oakley

Silver Height: Alex McCaw, Paul Tillman, Abbey Delore

Five Hours: Alex McCaw, Abbey Delore

50 K and Diamond Height: Toby Read

MISSING COCKPIT

Someone stole an ASH 25 EB 28 and cut the fuselage up to steal the cockpit and engine. This was done on the 10th December in England. It was probably stolen to order. The wings and tail section were left in the trailer.

More photos but no more details at the Online Contest website.

PARAGLIDERS CATCHING UP - 461.8KM DISTANCE RECORD

On 14th of November a new world record distance was achieved by paragliders in Brazil in the FAI Class 3 Open. Three pilots took-off from Quixada - CE in Brazil and flew an unbelievable 461.8 km! All three landed at the same spot! The new record holder is the pilot who landed first. The FAI website does not say who this is. The pilots are Frank Brown, Rafaelo Saladini and Marcel Prieto.



BSPORT TO SPONSOR GLIDING

Steve Tollestrup, GNZ Promotions Officer has managed to get network sponsorship for gliding through BSport - formerly Radio Pacific and Trackside. They are new but growing very quickly and have close to 120,000 listeners at present. They will be supporting our February promotion "A Big Month Up" and as part of that are doing a Sunday special gliding interview package each Sunday in February.



Birthday Delight

For her birthday ninety two year old Mrs Audrey Thorpe's family shouted her a trial flight with the Canterbury Gliding Club. Watched by her daughter, granddaughters, great granddaughters and other family members she was launched off the winch and delighted in a flight of around half an hour. She loved it. Mrs Thorpe loves everything to do with flying and her son-in-law says she is game for anything. For her Eightieth birthday she had a helicopter ride. Many of Mrs Thorpe's family also had trial flights.

Fossett and Delore's record broken.

Before Terry has received his certificate and with Steve still missing, their record breaking flight has been bettered. The FAI has ratified the following Class D (Gliders) record on 19th December:

Claim number: 14903	Sub-class: DO (Open Class Gliders)
Category: General	Course/location: Bitterwasser (Namibia)
Type of record: Speed over a triangular course of 1,250km	
Performance: 151.5km/h	Pilot: Laszlo HEGEDUS (Hungary)
Glider: Schempp-Hirth Nimbus 4 T	Date: 19.12.2007
Previous record : 149.2km/h (12.07.2007 - Steve FOSSETT, USA)	

Hegedus is a member of the Hungarian Gliding Team and only the second Hungarian ever to achieve a gliding world record. Bitterwasser is a gliding resort in the middle of the Kalahari desert. It might be a great place for record flying but you wouldn't want to be landing out too far from home.

New 15 Metre World Record in South America

While Klaus Ohlmann has been quiet other people are setting records in South America. On the 3rd December Jürgen Wenzel of Germany flew a DG-808 at a speed of 223 km/h over a 500 km out and return course from Chapelco S Martin in Argentina.

Something for the kids

Design your own postage stamp showing the joys of sports aviation. Sponsored by FAI the artworks should be delivered to Flying NZ in time to be sent to the FAI in Switzerland by 11 April 2008. Works need to be produced A3 size and can be on any aspect of airports. For more information see http://www.fai.org/education/young_artists_contest/rules

New Zealand Helicopter Pilot wins FAI Outstanding Airman Award

Non-gliding news: A top award for a great New Zealand pilot. Te Anau helicopter pilot Richard "Hannibal" Hayes received the FAI Outstanding Airman Award for his incredible flying during a bush fire in Queenstown in November 2005. He was the only pilot in the area with a night-vision rating, and flew through the night battling 40 knot winds to get the blaze under control. He is

credited with stopping the fire from reaching the town. Hayes runs the Te Anau-based company Southern Lakes Helicopters. He is the first pilot to receive the FAI Outstanding Airman Award since 2003. The award was presented personally by Pierre Portmann, President of the FAI at the opening ceremony of the Air Games in Wanaka on 26 December.



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The first World Grand Prix final was held at Omarama in New Zealand's Mackenzie Basin, in the week before Christmas 2007. Omarama is recognised as one of the world's top soaring sites. It was a highly successful, hard fought contest between the world's best glider pilots and overseen by some of the sport's greatest names.



1ST WORLD GRAND PRIX

By Jill McCaw

It was an impressive line-up. Contest Director was multiple world champion Brian Spreckley of England, with Terry Cubley, previous world champion from Australia as referee. Roland Stuck, President of the European Gliding Union was the scorer. Task setter was New Zealand's own mountain soaring guru Gavin Wills, Gavin's company Glide Omarama.com was a major sponsor of the event. New Zealand's Bob Henderson, President of the International Gliding Commission was there as Safety Officer. All competing pilots had won their places during the eight qualifying events held around the world in the last two years. The Grand Prix held here in 2006 had been one of those events.

Grand Prix racing is a new concept in glider racing. Described by some as gliding's version of One Day Cricket it condenses racing to fewer days, shorter tasks and uses a revised points system. At the end of flying on December 24 2007, the first full round and final

was successfully concluded. Grand Prix racing had firmly joined the international soaring contest calendar.

To observers, the major difference to Grand Prix racing begins with the group start. The gliders, all 15m racing class, position behind the 5km long start line for at least one minute before the gate opens. As the count down is broadcast they try to get themselves in position to cross at the exact time, speed and height. For this contest, maximum start speed was 170km/h ground speed with a height limit of 4500 feet QNH. The centre of the line was directly overhead the airfield, creating an exciting view for the spectators. And that grouped start meant something else exciting for the spectators – high speed finishes with the front runners arriving home within seconds of each other.

Following a trial in Omarama at GP06 it wasn't just the start and finishes that could be seen by the spectators. Thanks to the

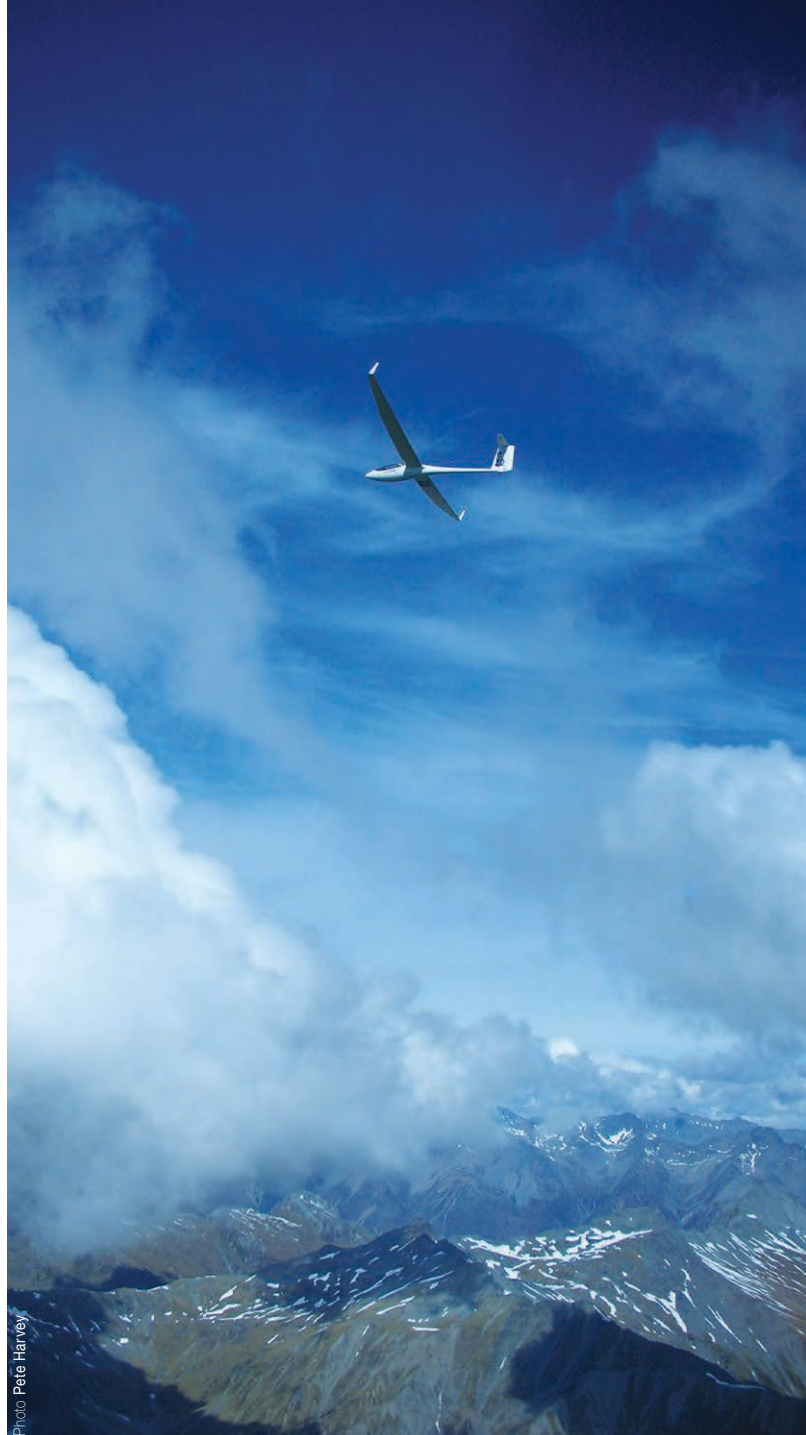


Photo Pete Harvey

Ben Flewett crosses the Makarora Valley.

efforts of Peter Newport and Animation Research Ltd's innovative tracking technology the whole race could be viewed, in real time by watchers on the internet. An expert commentary team made sure that watchers knew what the pilots were doing and why they may have made the decisions they made. Pilots found it a little bemusing to be questioned as they climbed out of their cockpits on their reasons for taking a certain track or leaving a thermal at a lower height than others, commenting that the spectators knew more about the race than they did.

There was one other major difference between this and the more familiar type of glider racing - the points system. First pilot home received ten points, second home eight points, third seven and so on down to tenth at zero points. For all finishers after ninth place there are no points. On first viewing this seems quite brutal but there is a good reason behind it. Bob Henderson, contest

safety officer explains. 'With no points for the last place getters there is no benefit to push yourself just to get home. It therefore allows the pilots to choose the safer option of landing out or cutting the race short to get home safely.' This system of scoring also meant that it was literally anyone's race almost until the end. With five days flying, a maximum of fifty points was all that could be achieved. Sebastian Kawa won with thirty. As Bob Henderson said at the closing ceremony (wearing his other hat as President IGC) "These pilots are the world's best. There was no shame in going home with no points."

SoaringNZ was at the Grand Prix, we let the pilots tell the story...



It was hot on the grid



Brian Spreckley & Gavin Wills.



Erwin Sommer, Micheal Sommer, Oscar Goudrian, Mario Kiessling.



Playing the waiting game.



Michael Sommer, note the registration.



Uli Schwenk and his daughter.



DAY ONE

Task: Omarama - Makarora - Morven - Glen Lyon - west control - Omarama. 220.9km.

The Grand Prix got off to a great start with only seconds between the place getters. It really could have been anybody's race. Task setter Gavin Wills sent the pilots off on a course that was challenging and gave scope for individual decisions. A strong easterly meant it was crucial to get high and stay there, something German pilot Erwin Sommer learned to his cost, landing out on the second leg.

DAY WINNERS	COUNTRY	GLIDER	SPEED KM/H	PTS
1 Uli Schwenk	Poland	Ventus 2ax	116.1	10
2 Steve Jones	U.K.	Ventus 2ax	116.0	8
3 Petr Krejcirik	Czech	Ventus 2ax	115.7	7

Uli Schwenk: Poland, 1st for day

I had a problem at the start, at the first thermal. It was hard to fly over the first ridge into Hawea and I thought the others would be doing it better. I decided to stop watching the others and do it my way. That helped me to stay quiet and just make my own decisions. I am unfamiliar with the ridges so I made my decisions on what the clouds were doing. I took a different route to the others and had good luck. It is very important to interpret what is going on with the weather.

The high mountains in the South Dingle pushed me up to cloud base. From there I could nearly fly home. I met up with the others (Jones and Krejcirik) at the final turn point. Again I was lucky, I still had full water and it gave me a better final glide.

Ben Flewett: NZ, 4th for day

I was very happy with my result. If you come 4th every day you end up winning the contest. It was especially good because two of the big players, Giorgio and Sebastian didn't do well. I was

Ben Flewitt - There is pressure and hunger in a contest like this and it is important people don't lose sight of airmanship. The standard of airmanship is very good.



thinking I might come about seventh. I looked at the Maitland and saw the others weren't going that way and thought I might do something different. Uli and I were the only ones who did that and it worked really well. I gambled the three points I thought I'd get (for 7th place) for the potential of more. I had no idea that it was the right move at the time.

It was actually very easy conditions for Omarama but hard to get established on high ground.

Michael Sommer: Germany, 9th for day

I had a good start and started high. But then... I made a mistake. The key was to stay high. I was too keen and pushed too hard. The slopes I thought would work didn't work. I was low and everyone was flying over me. I expected to fly straight, but that was not possible. I got only one point but now I know more about how it works. This is a good sort of contest.



Due to business commitments Michael only arrived in Omarama two days before the contest started. He had a short flight in bad weather on the practice day so day one was his first real flight in the contest area.

Tim McAllister: USA, 12th for day (0 points)

In this form of glider racing the first 20-30 minutes of the race is THE most intense racing I've ever done. One moment's inattention puts you behind or lower, or both, of the other competitors. I made one poor decision and got about 10 minutes behind the lead pack. I wasn't alone in letting the intense competition force my hand.

The 2nd thermal saw all 18 gliders in one thermal that went from low in the Ahuriri valley up to 1000 feet above Magic Mountain. Somebody said "Someone should really take a picture of this." The reply was "I would but I don't want to let go of anything!"

After the first thirty minutes I ended up alone the rest of the flight. I got in a tight spot going into the 2nd turn, but then ended up hooking up with a convergence line that took me almost all the way home without turning! That's what it is supposed to be about!

At dinner, it was quite satisfying to get an invite to sit at the "Zero points" end of the table by Sebastian Kawa and Giorgio Galetto.

This is the pinnacle of glider racing and even world champions can be humbled.



Photo Sebastian Kawa

Steve Jones

Pete Harvey

DAY TWO

Task: Om -Siberia - Goodger - Huxley - West Control - Om 282.2km

The tracking technology allowed watchers on the airfield and world wide to share the thrill as Kawa and Flewett raced neck to neck for the whole of the 55 km from the Huxley turnpoint. Kawa just pulled ahead, beating Flewett by only 7 seconds. The technology was really proving its worth. It was another day to stay high.

Day winners	Country	Glider	Speed km/h	pts
1 Sebastian Kawa	Poland	Diana	123.4	10
2 Ben Flewett	NZ	ASW 27	123.3	8
3 Steve Jones	UK	Ventus 2ax	122.4	7

Points leaders after Day 2				
1 Uli Schwenk	Germany	Ventus 2ax		15
2 Steve Jones	UK	Ventus 2ax		15
3 Ben Flewett	NZ	Ventus 2ax		14

Sebastian Kawa: (Poland) 1st for day

It is not easy being the leader for most of the race. It is like flying alone. You can't see anything except what is in front of you. So I was trying to slow down and see what people were doing.

The worst part was at the beginning when I was still flying with the pack. We flew to a little bit of lift at the Cloud Hills, I should have been choosing my own way. It wasn't a good thermal so I turned east to the thermal I had first been heading to. This lost me a couple of minutes but the thermal was so good I easily overtook the other gliders. From then on I tried to be in control of my own race.

I came up the Neumann's valley to the final Huxley turn point. At the turn Ben Flewett and I were only 15 to 30 metres apart. Ben was lower. I tried calling him because I was worried about safety but he didn't hear me and he flew under me and didn't see me either. I moved out to avoid a collision and lost altitude. Ben had the lead on the final glide but then he slowed, maybe he thought he wasn't going to make it, and I passed him.

We were coming in low and fast, the 15m class gliders are good at that. If we were coming slower we wouldn't have made it. I was going 100 kmh at the end and could have gone another three kilometres further. I still had my water till the end which gave me a better final glide.

Ben Flewett (NZ) and Steve Jones (U.K.) 3rd and 2nd for day, chatted together about their flights

Ben and Steve agreed that it was all in the final glide. Ben stuffed up going into the first turn and was on the bottom. Every thermal had a different person on top. Ben slowly climbed back through the pack to end up on top. Steve had extra height on Ben and could see Ben closer in to the ridge and gradually losing on him. Ben said he went straight into the same climb he had used yesterday and then it was all down to the final glide.

Steve was the higher of the two but reckons he then threw away what he had spent all flight gaining. He's not too unhappy as he finished first equal with Uli once both days points were added up.

Bruce Taylor: (Australia) 12th for day - 0 points

I had a really good day, right up until after the last turn. There wasn't much of a break or any gliders getting away from the pack. Going north I was right up there with Sebastian. I think I must have pushed into the final turn just a few hundred feet lower. I couldn't get out of the top of the Ohau range. It is really hard up there when the easterly has come in. It is absolutely vital to stay on the top of the hills.

Those guys are just so good. They just don't make any mistakes. I get used to guys making mistakes in other contests and you can catch them up, but not here. The bunch stayed pretty close together with a few different people on top. It is a very important step, deciding just when to make the run for home. But it is great flying with these guys. No one does anything stupid. It is good fun (even if I don't get any points).

Bruce and Anita Taylor.





Mario Kiessling and Michael Sommer discuss the task.



Wing weights.

DAY THREE

Task Omarama – Goodger – Siberia – Glentanner – west control – Omarama 271.7km

The field was a little more spread out today with 65 to 70 seconds between the place getters. The pilots spread out as they made their way up the mountains from Siberia near Mt Aspiring to Glentanner near Mt Cook, finding their individual paths along the valleys and ridges. These choices turned out to be crucial. With a tail wind on the way home Kiessling reached a recorded ground speed of 235 kph.

During the 2nd leg of the race the telemetry trace from Herbert Weiss' glider suddenly stopped. It may have been caused by failure of the equipment but by the time the rest of the pilots were home it became obvious that something serious had happened. The contest organisation's search protocols were put into effect and before nightfall the glider wreckage had been located and the terrible news that it had been a fatal accident was made public.

DAY WINNERS	COUNTRY	GLIDER	SPEED KM/H	PTS
1 Mario Kiessling	Germany	Ventus 2ax	120.5	10
2 Michael Sommer	Germany	ASG 29	119.7	8
3 Giorgio Galetto	Italy	Ventus 2ax	119.6	7

Points leaders after Day 3

Steve Jones	UK	Ventus 2ax	20
Ben Flewett	NZ	ASW 27	18
Sebastian Kawa	Poland	Diana	16

Mario Kessling: (Germany) 1st for day

I started off a bit different from the others. I went off course to some clouds where I got a 3m/s climb and then, still off track to some good looking clouds at Magic Mountain. That didn't work so I went back and joined the others. I was on the lower side at the 1st and 2nd turns but then got very good ridge lift of 4m/s. I met up with Michael Sommer at the 3rd turn and ran onto the Makarora ridge. We were quite low ridge soaring but we found good lift on the eastern side of the Hunter. We crossed the top of the Hunter Valley and met Giorgio who was leading on the Ohau range. Again I made a 90 degree deviation to some clouds and found a better thermal than Giorgio who followed the range.

It was hard as we had to cross the Ohau range to go to the

turn and then I came back across the saddle to the western side to run home. At the turn point I was 1km ahead of the others and once I was back through the saddle I just flew at 220 km/h. The Ohau ridge was finally working and I had a good final glide. I ended up 4km (and 2 minutes) ahead of Giorgio.

Christophe Ruch: (France) 8th for day

I had a good start. There were two choices going into the first turn. I chose to go left to the convergence. On the second leg I was in the lead but I missed a climb and only just managed to get to the second turn.

I went too far south and never found the convergence. Coming back from the last turn I went back onto the Ben Ohau range which was a mistake.

It was good fun and good practise.

Before the competition started it was wave conditions here, but it hasn't been like that since the contest started. It would have liked to fly in these sorts of conditions (thermal and light ridge) to try different things out.



Christophe and crewman

TRAGIC ACCIDENT MARS GRAND PRIX

On December 21st, on the third day of racing German pilot Herbert Weiss' telemetry trace suddenly stopped. Five or six other pilots were thermaling in the same area at the same time, some higher and some lower on the ridge. No one noticed anything unusual at the time. When no radio calls were heard within the race time concern was heightened. A two seater glider flying near the area deviated to the ridge to look but could see nothing. Herbert did not return home with the other gliders and it was ascertained that he had not been seen or heard of since the time the telemetry stopped. Search and Rescue was activated. A helicopter carrying Gavin Wills who is very familiar with the area and Steve Jones as a representative of the contest pilots quickly found the crash site on the south side of the Wilkin river about 300 feet below the ridge top. The accident had been non survivable. The glider appeared to have impacted a small subsidiary ridge at high speed. Herbert Weiss was an experienced mountain pilot. He was familiar with New Zealand conditions and had been flying in the same area for the previous two days. He had flown from Omarama for two months in the 2006/2007 season and had had two weeks practise flying from Omarama prior to the competition.

Steve Jones, pilot representative, said that the area was within the normal task area with several options for places for safe landings. He said that the area was neither better nor worse than most of the task area and the weather were similar to that experienced in Europe. He described the conditions and the task on the day as "quite a nice day out really".

A CAA inquiry has been initiated into the cause of the crash with the assistance of Gliding New Zealand and the New Zealand police.

DAY FOUR

Task - Omarama - Goodger - Thomsons - Grampian - Clearburn - East control - Omarama 236.1km

A rest day was declared on Saturday out of respect for Herbert Weiss. By Sunday some of the shock had passed and the pilots were ready to continue racing in his honour.

For the first time cameras were placed in and on the gliders and helicopters were used to relay the pictures. Combined with the telemetry equipment the racing became even more immediate for the spectators on the ground. We were able to watch in awe as Uli Schwenk clawed his way back into the air from nearly ground level at the north of Little Ben. The situation became something like the traditional pantomime cry of "look behind you" as the watchers saw Schwenk loose what had seemed an unassailable lead to Bruce Taylor. Taylor came from twelve kilometres behind to make up the distance between them and sailed overhead Schwenk winning the day.

DAY WINNERS	COUNTRY	GLIDER	SPEED KM/H	PTS
1 Bruce Taylor	Australia	ASW 27	132.7	10
2 Uli Schwenk	Germany	Ventus 2ax	125.3	8
3 Ben Flewett	NZ	ASW 27	123.8	7

Points leaders after Day 4

1 Ben Flewett	NZ	ASW 27	25
2 Steve Jones	UK	Ventus 2ax	24
3 Uli Schwenk	Germany	Ventus 2ax	23

Bruce Taylor 1st for day

I lead them out and I lead them home. After the 2nd turn I didn't see where Uli went and I arrived back on Horrible (heading for the 3rd turn) with the next leading pack. I left a bit lower and expected to see them all behind but I never saw them again. I never saw Uli at all.

I was high but the wind was blowing and you need that height on days like this. I got a good climb at the top turn. I hit it going in and it wasn't doing much but I came back to it and it was doing 8 knots. Basically from there I just flew home.

It was an interesting day. I had a slightly different psychological approach today. I'd been very careful flying with these guys. I'd felt the need to sit back and watch them, to learn from them. Today I felt more confident to do my own thing. Once I was out of the Lindis and over flat ground I felt more comfortable too. It went well.

Uli Schwenk 2nd for day

Uli's flight gave the spectators on the internet and on the ground a nail biting ride. He flew a completely different course to the rest of the group and at one stage was around 28 kms ahead of the field. Heading north down the back of the Ben More range and over the lake, he didn't stop to climb before rounding the top turn and heading for home, in the end a costly mistake. Out of height he flopped onto the northern end of the Ben Mores to find



the basin wasn't working and he had to make his way onto the western side where he slowly climbed away from around 1000 feet above ground level. Live on screen it was riveting stuff, especially as we saw Bruce gaining ground and ultimately overtaking him. In spite of the time he spent scratching away from low level he still came home second for the day.

My mistake was not taking a climb before the northern turn, but I did not know I was in front. If I had I would have taken the time to get one to two thousand foot higher. That's why I got into such big trouble. I was not expecting such big down in the Mackenzie. When I was here in the Worlds (1995) I came home on a similar day using the lift from the stones on the river bed. With the wind today that didn't work. I was also expecting the basin on the end of the Bens to work, but it didn't. I lost my last hope of good altitude. I dropped my water but I had a wonderful landing area just below me so I could afford to see if I could hold my altitude and slowly it worked. In the end I hope never to have to do that again!

In that sort of situation you have to look and think, where can I land? You have to have time to do a proper circuit. When I finally climbed enough to have a zero for my final glide calculation I left the climb. I knew that Little Ben would give me enough altitude to make it safely home. I was a little cautious because I had no water and the wind was strong.

Mark Holliday 13th for day

I was a bit rattled and reappraised things. I decided on the third leg to take a safer route. I was hoping for good thermals on the way through and it worked out quite well. I didn't leave the Lindis as high as I'd hoped and couldn't go over Big Ben so I had to go around.

It has been a good competition. These pilots are all friends and respect and trust in each other. These guys are old hands at racing. You can see why they do so well. They are decisive and sure of themselves. I have had a great competition. On the day anyone can win and the scoring system is good for safety.





Erwin Sommer, Germany, and wife .



Pete Harvey, UK.

DAY FIVE

Task: Omarama - Mt Hayes - Clearburn - East control - Omarama 152.3km

It could have been anybody's championship and the top four points holders, Flewett, Jones, Schwenk and Kawa all had a near equal chance of winning. Unfortunately the weather wasn't co-operating and for a time a task seemed unlikely. A shortened task was eventually declared.

The cameras and helicopters again made for compulsive viewing for those on the ground. Ben Flewett the only New Zealander in the Grand Prix final, was favourite to win the day. But it wasn't to be. Uli Schwenk's family were watching the event live in Germany and emailed a picture of all of them and their neighbour cheering him on from their living room. Uli was able to see them within minutes of finishing the race.

In another sign of the closeness of Grand Prix racing it was a different pilot who again won the day with Sebastian Kawa the overall winner coming in second for the day with enough points to take the title - World Grand Prix Champion, his fourth world title.

DAY WINNERS	COUNTRY	GLIDER	SPEED KM/H	PTS
1 Peter Harvey	UK	ASW 27	119.8	10
2 Sebastian Kawa	Poland	Diana 2	117.5	8
3 Erwin Sommer	Germany	Ventus 2ax	117.4	7

Peter Harvey : (UK) 1st for day

I just felt very relaxed and was looking forward to flying. I was worried with the weather that we wouldn't get a day today and that would have been disappointing because it was anybody's race.

The difference for me today was that I flew it as a wave day with thermals in between. It was especially wave like near the top turnpoint. That worked for me. I made a run and arrived at the turn point a little higher than most although Petr Krejcirik was just ahead and a little higher than me. I came back onto the lift and took a couple of beats and I ended up in front. It was fun.

Sebastian Kawa: (Poland) 2nd for day

I am really happy. I really wanted to win this contest. It is the most important contest of my life.

I decided not to think about tactics for today and just fly for myself. I was too heavy for the weak conditions. There were good thermals in the Mackenzie but by then I had dumped about 1/3 of my water. I saw Uli low so I followed my own way. I followed the

convergence into the final turn point. Then I saw the helicopter. I know they follow the leaders so I knew I might be in front.

I was a bit nervous waiting for the final result. I was worried I might be penalised for my finish as I had had a penalty for finishing low before but I was careful and although I finished low I was on a good glide slope as I also was the other day. Still it was hard waiting.

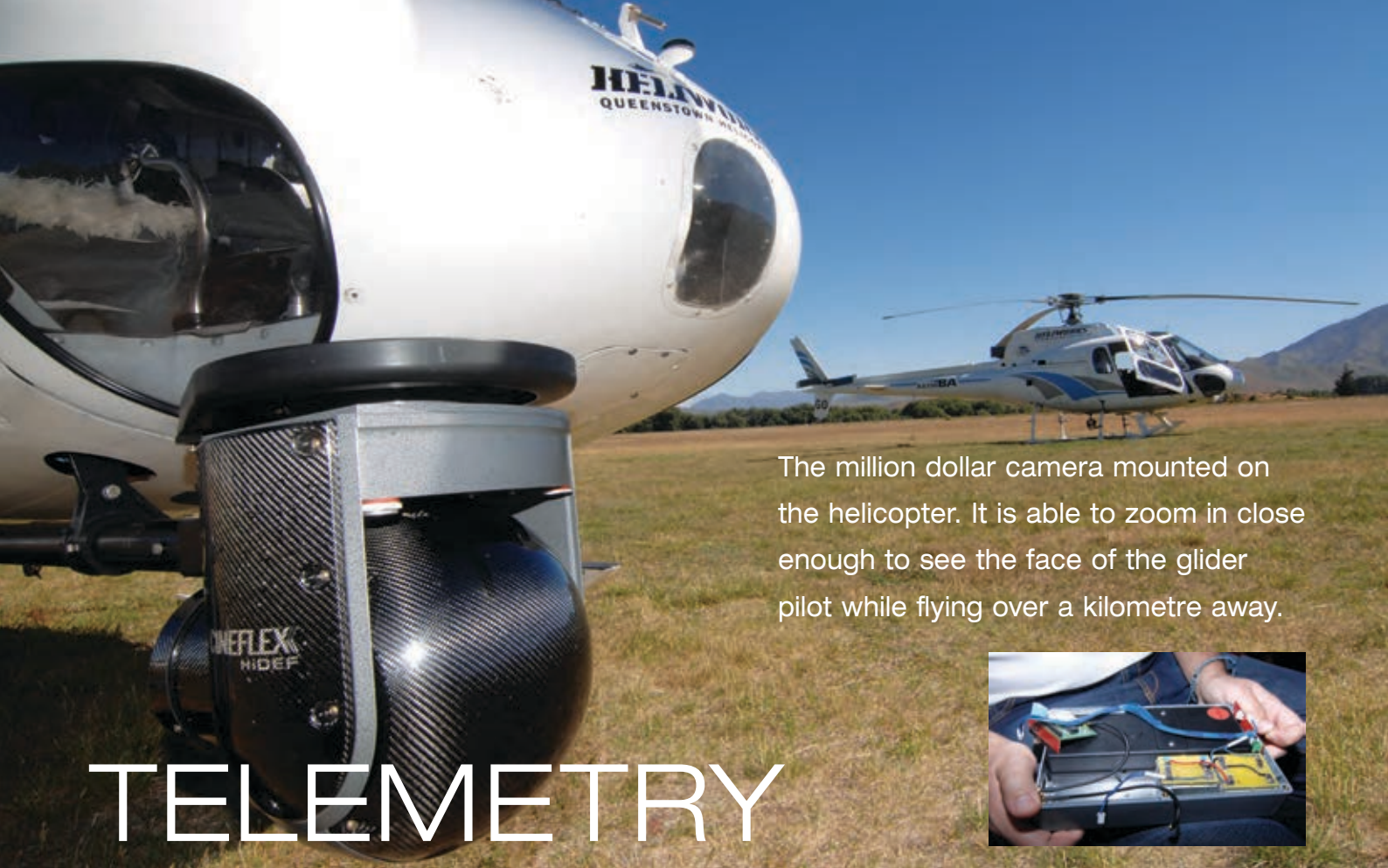
It is a great feeling and I am happy about it. There have been people in Poland having sleepless nights and I want to thank them for supporting me. I especially want to thank my family and three girls at home.

Erwin Sommer: (Germany) 3rd for day.

This day was good. It was a wonderful race for me. It is a dream world. Until today I have zero points and now I have seven. I was in front of the gaggle. I thought I was flying alone. I didn't find the thermal that most of the others got at the right time. Most of them caught me up. I am still very happy. I have flown well today.

FINAL RESULTS

	REG.	PILOT	COUNTRY	GLIDER	TOTAL
1.	BB	Sebastien KAWA	Poland	Diana 2	30
2.	VV	Uli SCHWENK	Germany	Ventus 2ax	25
2.	Z2	Ben FLEWETT	New Zealand	ASW 27	25
4.	DW	Steve JONES	UK	Ventus 2ax	24
5.	AX	Petr KREJCIRIK	Czech Rep.	Ventus 2ax	17
5.	MS	Michael SOMMER	Germany	ASG 29	17
7.	DE	Mario KIESSLING	Germany	Ventus 2ax	15
8.	47	Bruce TAYLOR	Australia	ASW 27	14
8.	Y	Giorgio GALETTO	Italy	Ventus 2ax	14
10.	K5	Peter HARVEY	UK	ASW 27	13
11.	KW	Mark HOLLIDAY	South Africa	ASW 27	10
12.	EQ	Christophe RUCH	France	Ventus 2a	9
13.	EX	Erwin SOMMER	Germany	Ventus 2ax	7
14.	29	Herbert WEISS	Germany	ASG 29	4
15.	7D	Didier HAUSS	France	Ventus 2 cXT	3
15.	NB	Oscar GOUDRIAAN	South Africa	Ventus	3
17.	IE	Vladimir PANAFUTIN	Russia	LS6c	0
17.	TM	Tim MCALLISTER	USA	Ventus C	0



The million dollar camera mounted on the helicopter. It is able to zoom in close enough to see the face of the glider pilot while flying over a kilometre away.

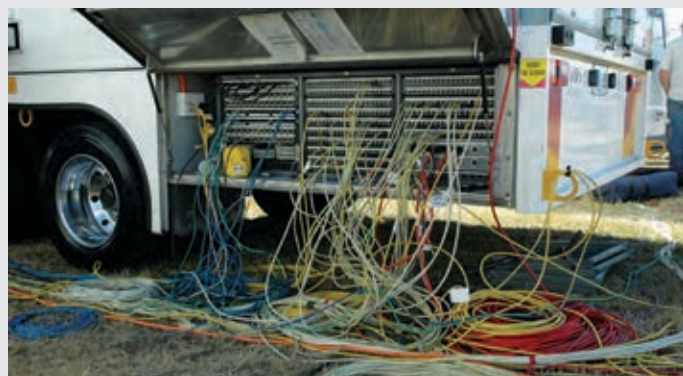


Real Time Virtual Animation by Virtual Eye brought the Grand Prix racing an international audience.

The telemetry systems used in this year's Grand Prix final are much advanced on what was put together for last year's trial. In 2006 Virtual Eye, a division of Animation Research from Dunedin used what technology was already available – cell phones, large heavy GPS tracking systems and with a heavy 12 volt battery to run it all. Since then they have purpose built tracking units. This year the Grand Prix gliders carried one integrated unit in a box a little smaller than a ground based radio, see photo. The unit transmitted continuously over the vodaphone network with the iridium satellite picking up the slack when the cell phone was out of range.

The technology has potential for other uses, safety being a major one for pilots. It proved to be very successful at pinpointing the location of the fatal accident on day three of the Grand Prix in the mountainous country near the Siberia turn point. The wreck was found exactly where the trace had stopped. It was a dreadful way to test the equipment but was invaluable to the search and rescue team. Brent Russell of Virtual Eye says the company is developing a pared down version of the device which will be used for tracking only by transmitting intermittently through the user's cell phone. Ground crews can keep tabs on hang gliders, paragliders and other air sport participants. The draw back is that it will only work when in cell phone range.

The full version has the potential to be used in all gliding and hang gliding contests, as we have seen. The technology has grown out of that also developed by Animation Research for the Americas



Cup Yachting. Many other sailing events are now contracting to use the equipment. Virtual Eye are hoping that their equipment becomes standard in all yachting regattas. Cricket and golf are both having equipment designed for them, with complex optical ball tracking needed to give real time graphics. The recent Michael Hill Golf Open successfully used the techniques.

Real Time Virtual Animation turned the Americas Cup into a major spectator sport and it is hoped it will do the same for gliding. Allowing a viewing audience to see what the pilots are doing shows the sport to be as complex as a chess game and as fast moving as auto racing. People viewing start trying to work out what will happen next and where a pilot will go. This was seen with the spectators on the ground at Omarama and on the internet around the world as the Grand Prix races were fought in the skies. The paying public watching the gliding and hang glider racing on the big screen at the Air Sports in Wanaka became equally engrossed. For the Virtual Eye team who put it all together, that is what it is all about.

GRAND PRIX – 1998-2008

by Terry Cubley



I was a member of the IGC during the late 90s and there was a constant theme in discussion — we need a new way of playing our sport, simpler, easier for the public to understand. The occasional attempt at getting media interested in the sport often faltered when the reporters/producers asked us to explain who was winning, and how we scored the event. Their eyes glazed over once we started to explain start times, and devaluation, and 1000 point scoring.

Despite these comments, there was not much support for a simplified system, the rules had been developed over many years and took into account all sorts of vagaries of the weather and terrain. There was no serious intent to change the rules of our current competition — it needed something completely different.

I developed the basic concept of the grand prix over the two years 1997-1998. There is actually nothing new in the idea, it developed from my limited understanding of gliding events like the Smirnoff Derby which had a race horse start; from practice races and normal comps with one-on-one racing, and from observing the media's comments on yachting and car grand prix racing.

The difference in philosophy is that the race is not aimed solely at the pilots and their concepts of fairness — not every race must be completely fair, someone may be disadvantaged by for example being launched last as the weather cycles poorly and so not able to start at the exact same height and speed as everyone else. The race instead has the objectives of being simple to explain and understand, at attracting the attention of the media, and as being a fun race for pilots who like pure racing — as distinct from those who like long, challenging tasks.

I presented the initial proposal to the Gliding Federation of Australia's sports committee in late 1997 and tabled a description at the 1998 IGC meeting. Initial responses were positive but really nothing supportive — a nice concept but not really what we are interested in. Still, at least no one really canned the idea.

At the 1998 IGC meeting we put forward the proposal to make club class a world championships event, which was accepted, and I also put forward Australia's bid to host the first club class

world championships at Gawler in January 2001. We realised early on that we were unlikely to get huge number of participants at the first world titles — a new class, not really accepted by many of the wealthier countries (not a 'real' class) and of course many countries could not afford to send pilots around the world for this event. We therefore wanted to run another event in parallel to the worlds to try and increase the number of entries. This therefore gave us an opportunity to get the Grand Prix trialled in front of current world level pilots and their team management.

In March 1999 I put a formal proposal to the IGC meeting to conduct the first International Gliding Grand Prix in January 2001 at Gawler. This motion was accepted and the Grand Prix was formally born.

The general concepts were just as they are today, the major differences being a larger number of bonus points for placing first or second, and the concept to run the event as a series of rotating groups if entry numbers were high.

We ran a practice event in January 2000 with the pre-worlds, and had 6 entries. Many pilots were sceptical but enough put their hand up to try something different. The event was a success, and for the history books the winner was Peter Trotter. The pilots really enjoyed the flying and the competition, it was a true race. The club class pilots watched interestingly and with any of four pilots having the chance to win on the last day there was some excitement generated.

The first international event was held with the world comps in 2001, and again we had six entries, with two German pilots flying with the locals. Again, the concept was proven, the pilots really had a great time, and the world was watching with some interest.

The key point for the GP at this event is that Bob Henderson was the chief steward for the world comps and had some responsibility for the international GP. Bob could see the potential for the event and over the next couple of years he used his position on IGC and his relationship with Roland Stuck to promote the concept. Roland was a key participant, it was his work to encourage the FFVV to trial the GP at St Auban which saw the GP into Europe with its huge population and strong gliding culture. The international

Contest Area – Pete Harvey from Britain flies over Lake Hawea.





event at St Auban was a great success and the FFVV then placed a bid to host the first world championships for Sailplane Grand Prix. With Roland and Bob as strong advocates they won the support of IGC and the Grand Prix became a World championship event.

Suddenly we had the top pilots competing in this event and people started to take notice. Tracking was now a reality and so the world could watch the event taking place, and the media started to show some interest. The first world champion is Sebastian Kawa.

Roland and Bob had put some work into the rules for the event. They tried a different scoring system using elapsed time (similar to the cycling tour de France) but for the world comps they returned to the place scoring. However, time was used to measure performance and to introduce penalties, and the rules were tightened up which was needed for a world level event – but it remained simple to understand.

So we now had a world level event that pilots enjoyed and which was easy to understand. Now how do we use this to achieve the third objective - to promote the sport?

The next key person — the right man at the right time — was Peter Newport. Peter has a vision on how to promote the sport using the GP, and his contacts and knowledge of the media, and his search for technology to help with the promotion, have turned the GP from a great gliding event into a potential media tool. The success of the first NZ GP and “Gladiators of the Sky” has shown the potential and the message. The success of the World Gliding Grand Prix at Omarama last December was another monumental move forward, with live commentary and internet streaming, with people all over the world following each racing day live. This is a really exciting opportunity for our sport.

I believe that the gliding event of GP racing is quite well established, and can take place internationally whether there is media promotion or not. People will fly it because it is fun. The major activity over the next 10 years is to maximise the benefit of the event for media and promotions purposes.

A Duo Discus flies across the top of the Makarora Valley in the contest area.

Gliding pilots tend not to have any idea on how to promote our great sport – as evidenced by our complete lack of success over the years. Lots of people have ideas on how the media should use our sport, but they haven’t been able to work out how to make our sport suit what the media needs. This is a fundamental difference, and if we want to make progress there will need to be some changes to the way we operate our sport. There will be people who object to these changes and the new approach when it impacts on their normal gliding activity but we need to accept that change is critical to our future. If the GP is eventually accepted by the media and the person on the street, then we will have a tool to promote the sport. Our normal world comps etc can continue just as it is, but can benefit from the increased exposure, and maybe even sponsorship. Comparing with other sports, the impact of one day cricket has been great for the public awareness and sponsorship of that sport, but the purists are still enjoying their test cricket.

The media road ahead I think will be quite rocky, and a number of people will resist, but I do believe that this path is important if our sport is to survive into the future. Many of us will need to be open minded and be prepared to see the vision for the future. We need to make sure that our sport is portrayed honestly, but maybe there are some aspects that we can adjust to suit the media. This is the time to let go and give the reins to the people that can work in and with the media. If it doesn’t work then we are no worse off, but if successful then our future looks a lot brighter.

The link to the Air Games appears to be well founded from a media promotions perspective, although the gliding purist in me wants to just go it alone, but again, we are at the stage where maybe we need to let the media experts have control.

The World Gliding Grand Prix at Omarama was a huge success. I was thrilled to be there as Referee, and share the ‘coming of age’ of this concept with Bob, Roland and Peter all present. A huge progress in 10 years, both as an event and as a concept, I look forward to the development over the next 10 years, it should be a great ride.





Sebastian Kawa – The Diana is designed for racing, it looks very different with its slim fuselage and side stick.

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By David Hirst

Red sky at night, glider pilot's delight.



Me



Not that my retrieves are tough or anything...



Landed out where? Hahahaha!

Prelude

Learning to fly gliders for two and a half years with my QGP achieved in February '07, the longest distance I'd ever flown was my Silver Distance. I'd never landed solo in a paddock, never flown a contest task, never even entered a contest. I therefore decided that the natural thing to do was to make myself jump through a big, scary, fiery hoop and enter the Northern Regionals.

What was I thinking? Contests were for Competition Pilots, not mere mortals and certainly not for mere early QGP pilots. I would have to not just fly, but Fly! I took a deep breath...

Act 1: Practice Day, Saturday.

A claggy, showery day put paid to any flying, which was just as well as I'd overslept. Got to Matamata and rigged my trusty (hired) PW-5 (ES) with the aid of a couple of Helpful Souls. I therefore discovered Rule 1:

Rule 1: At any competition there are many Helpful Souls, who will happily explain anything you don't know, or help out with any job you need to do. You are not alone and will not be expected to rig and de-rig your glider yourself.

Act 2: Sunday Day One.

Eeek! The weather is hot and mostly blue, with only the odd puff of cloud at 3300 feet to mark the strong thermals and the inversion level.

Sports Class task: Walton, Kaihere, Arapuni (5km circle), finish.

It is only 168km. Eeek! That's only more than twice as far as I'd ever flown! I'm a bundle of nerves as I get the glider on the grid (at the front - double eeek!), strap in and wait. "Come on, relax. Relax. Breathe" goes the little mantra in my head... And then I'm off. All I have to do is stay up and wait for the start gate to open. Sound easy? Nah! I can't find any good lift. What I do find is scrappy and I'm too wound-up to make a decent job of centering, so the best I can achieve is not to sink. The wind is pushing me away from the gate, so I have to keep pushing upwind and trying to find more lift. It doesn't work. After 40 minutes, I'm 5km downwind of the start gate at 700 feet and circling in zero-sink.

Then a little switch flips. I calm down.

I can't make the start gate. I can't find lift. I'm circling over a dozen lovely, flat paddocks. Time to do my first solo paddock landing. Landing checks, let the base know I'm landing, downwind, base, final..... and I'm down. Vast exhalation of breath.

I ring up the Retrieve phone and let them know where I am ("What?" I hear. "Landed out already?") I'm told that there are people on their way. Herein, rule 2:

Rule 2: Somebody will always come and get you. So long as you've organised your own vehicle and trailer and not left your keys in your pocket! A crew will arrive in due course to help you de-rig,

and get back to base. Moreover they do it willingly. Why? Because it may well be their turn next.

In fact, since I was retrieved so early, I get to retrieve someone else who's landed waaaaay further north. Thus, rule 3:

Rule 3: Expect to go lots of places you've never been before. Gliders seldom land near main highways, so if you do any amount of retrieves you'll get to explore a lot of new back-roads. What could be better? (OK, don't answer that.)

We arrive back, rig the retrieved glider then head for the bar.

Rule 4: Standard currency for a retrieve is a drink at the bar for the crew. This is a way of expressing your thanks to the people who came and got you.

End of day one. If nothing else, at least I landed out successfully.

Act 3: Monday Day Two

Same weather as yesterday — hot, not much cloud, very slight westerly. Task is Waharoa, Highway 2-27 junction (25km circle), Tokoroa (25km circle), finish.

Today, my own personal task is to get through the start gate and everything after that is a bonus, because I will probably land out. I'm not even half as nervous today as I was yesterday. The Elastic Band has broken:

Rule 5: Cut the mental elastic band that connects you to your home airfield. You know the one: it exerts a mental pull that stops you going out of easy L/D 10:1 range. Once you cut that band, the country opens up and you can go anywhere the weather and glider (and your skill) permit.

Off tow and.... I find lift. I'm up! Moreover I can stay up until the start gate opens. Joy! Through the gate, onto the Kaimais. Much to my surprise, there are lots of ridge-assisted thermals and other gliders all the way north. All I have to do then is follow people who know what they're doing! All the way north past Paeroa and then back south down the ridge, I'm following other gliders until the obvious speed and performance advantage of my PW-5 forces them to accelerate away.

By the time I get to the Tauranga road, I'm so stoked at having flown further than I ever have before that I bore off into the blue, heading straight for the last turn point, without waiting to top off my height. This is a mistake; blue sky + direct flight = landout. Today this is by way of a top-dressing strip, nicely mown so it stands out like a beacon and I'm very happy with my landing. Hell, I'm just very happy.

After applying Rules 2, 3 and 4, I arrive back at base to find that, due to the fact that I was the only pilot in Sports class to have even attempted trying the southern turn point in blue skies, I have flown the furthest and have, in fact, won the day. Pardon? I can't win things on my first contest, can I?



Calm and relaxed.



First paddock landing.



Thursday - horrible weather.



Gliding is a serious business

Rule 6: Contests are the places where you will most likely achieve personal bests. They're the places where, through naivety or determination, you will go further and fly faster than you've ever done before. And you never know, sometimes you may even win.

I sleep VERY well that night.

Act 4: Tuesday Day Three

The weather is the same as before but with a slightly increased westerly, obviously a ridge task again. Racing task: Wardville, Awaiti canal junction, Tapapa Y junction, Torohia, BOP depot, finish. Hard turnpoints — no nice big circles.

I head off north. Mt Te Aroha is working very well, which is more than can be said for the hills at the back of Paeroa. I spy a faint wisp of dust going up and head for it while chanting: "There's a field there. I can land in that. There's another field there. I can land in that too..." A scrappy 1 knot of lift turns into 3 knots, and I'm away again off to the northern turn point in the swamp. It's a struggle upwind to get there, and I'm low when I head south, but there's enough ragged lift to get me safely back onto Te Aroha, then enough lift all the way south.

I'm back at the Tauranga road, in blue skies, happy as Larry. At 2,500 feet I head off into blue skies, and it's a repeat of the previous day.... Except... I get cocky. This leaves me too low before I finally pick my paddock. So I find on final that I'm landing downwind. Not much wind but enough to ensure that, if I don't do something very quickly I'll meet the end fence in a bad way. No other option than a ground-loop; no damage to me or the glider but I spend a good 10 minutes berating myself for being so dumb.

Rule 7: REMEMBER YOUR TRAINING. Contests make you push yourself and it's highly likely that you'll encounter dangerous situations. Your training was designed to give you lots of time and safety margins so you avoid getting into trouble in the first place. Just because you're pushing your own envelope doesn't mean you have to push the safety envelope too.

I head off on the 10 minute walk to the farmhouse, only to encounter a herd of cows and a farmer shouting "Who the @^& are you?"

Rule 8: Not everybody will be pleased to see you, so be prepared. Most farmers are quite happy for you to land in their (empty) field and retrieve your glider from it, so long as you leave everything as you found it, fix any damage you may have caused, and don't disrupt their livelihood (i.e. at milking time). Some will never be happy. That's just people.

Yesterday's efforts (i.e. heading off into the blue for a turn point) inspired my fellow Sports-class pilots today, one of whom successfully completed the task. Today I had to settle ("Settle? Listen to 'im!") for second place. And I could have broken something.

Act 5: Wednesday Day Four

A change in the weather brings a 10 knot SE wind with cloud base to 6000 feet. By the time we launch, there are gaggles everywhere and I get a good climb to cloud base. Task is AAT: Waharoa start; Tokoroa (20km circle); Kaihere (10km circle); finish; 2hrs 30. A good start and off I go. What a luxury a 6000 foot cloud base is! I can afford to get down to as low as, gosh; 3000 feet before I look for lift again. I start well. I might just make more than one turn point today!

Shouldn't tempt fate. I head for a booming cloud, slightly off track.... and nothing happens. No lift. Lots of sink. Oh dear. I try another cloud, with the same result. Hmmmm. I'm getting lower so I turn around, figuring that at least I'll give my retrieve crew an easier job.

At 800 feet, I hit lift coming off a milking shed on track for my paddock. 2 knots turns into 4 knots. The climb from 800 feet to cloudbase at 6000 feet definitely gets me my Silver Height Gain (thank you logger). Which means that I've got my Silver "C". Wahoo! Oh, that's right, I'm still flying a task.

I get just inside the turn point circle and head for home. The leg consists of lots of final-glide calculations in my head, pointlessly stopping for ineffectual thermals, then more calculations before I realise that I can actually SEE the airfield. AND I have enough height to get there. AND I'm going to complete a task for the first time. Never has a high-speed (PW-5) run felt so good!

Task completed. 2nd place. Silver Height Gain. Silver "C". I sleep very well again.

Act 6: Thursday Day

Overcast. The contest day is called off, the weather clears, the cloudbase lifts to 4500 feet, and a group of us go flying for about 3 hours. Damn!

Act 7: Friday Day Five

Light winds, tending westerly. Cloud base 4000 feet. Unstable air mass with the likelihood of showers later. Task is Wardville, Paeroa (10km), Tokoroa (30km), finish. They want us home before the rain hits, so off I go.

It takes a while to get any decent height before the start but finally I'm through the gate and heading north. By the time I reach Te Aroha, there's enough of a breeze to waft me up to 2,500 feet, so off to the turnpoint I go.

But the skies are darkening, showers are falling and I'm hearing more than one landout call from very experienced pilots. I scuttle back to Te Aroha and wait. Ten minutes later a thermal wafts up the mountain and I'm up and off again. I nick the circle and back to Te Aroha to top up, then I'm heading south and into the good weather.

I'm making quite good time, so I cross over the airfield to head for the southern turnpoint... when my plan collapses. With no

ridge to assist, the thermals are a lot weaker out here. I meander like a drunkard over the countryside, seeking whatever lift I can get, on track or not. All I can assume is that the Almighty must look kindly on drunkards, because I get enough height to get into the second circle and onto a good, fast (ahem!) final glide.

My second completed task! No rigging required. And here's me thinking that I was going to run out of white tape....

Act 8: Saturday Day Six

3,000 foot cloud bases and unstable air. Another racing task: Waharoa, Awaiti, Arapuni, Tirau, finish. It's a real struggle to stay up. A lot of the clouds are over-developed and the best lift is near their edges..... somewhere.

After what seems a long time faffing around, I make a decent start, then off north I go, on track to the swamp. My Cunning Plan requires that one in three good-looking clouds produce decent thermals.

Trouble was only one in five clouds was producing lift. Forty minutes later, I'm 5km north of Te Aroha and down to 1000 feet. What thermals I could find low down required LOTS of bank to stay in and even then I only got half a knot. I decide to land. Of course I then hit a 2kt bubble on the downwind leg, which I can't relocate without hanging around its associated 2kts of sink, so I apply Rule 7 (remember that one?) and land anyway.

A voice in the background when I ring the Retrieve number says "What? Landed out already?" I finish the contest as I started - waiting by a gate for a retrieve crew, applying Rules 2, 3 and (later) 4. I find out later that everyone else in Sports class has landed out too ("Yay!") but that I covered the least distance ("Boo!").

Finale

When I return from retrieving someone else I discover...what's this? An award for Most Improved Competition Pilot with my name on it! Wahoooo!

Credits

A huge "thank you" goes to Graham Player, Jan and Bill Mace, Edouard Devenoges, Lindsey Stephens, Ralph Gore, Steve Care, Les Riesterer, Ruth Pryde, Richard Small, June Ritting and Trevor Atkins for making it such a damn good week. Thanks also to everyone else who came and got me, cheered me on, said Nice Things, answered my questions and generally added to the camaraderie. I had a blast and I learnt an awful lot.

There you go. Next time one of these contests come along, give it a go. Hire a club glider and enter Sports or Club class. Remember the Rules. You won't regret it.

If I can do it, so can you.

See page 50 for results of the Northern Regionals.





Soaring^{NZ}

Duo Discus soaring the Huxley Valley, pilots Hugh Turner and Andre Gustafson. Aoraki Mt Cook in the distance.



Photo: John McCaw



DG-808C LATEST VERSION OF THE DG 808

This is not new news - the maiden flight was in 2006 - but it is material that New Zealand pilots may not have seen and will be of interest to club pilots and those looking for a glider for holidays and weekend flying that will hold its own in friendly competition.

Contrary to the version DG-808C Competition, DG has developed the DG-808C especially for those customers who are flying for their own pleasure and are not aiming for competition flying. Therefore the equipment relevant to competition flying was waived in favour of a lower price.

So the DG-808C is the direct successor of the DG-808B.

The new landing gear adopted from the Competition version is equipped in the DG-808C with softer springs for better comfort, as it could be optimized for 525 kg MTOW instead of the 600 kg of the Competition version.

DG knows that many of their customers aim for stress free cross-country flying and flying safaris instead of competition flying. They are looking for a light weight easy to handle self launching sailplane.

With the DG-808C DG wishes to satisfy the needs of competition pilots with the Version Competition and the needs of the majority of pilots with the DG-808C, the classical version.

TECHNICAL DATA DG - 808 C

span	15 (49.2)	18 (59.1)
wing area	10.68 m ² (115.0 ft ²)	11.81 m ² (127.1 ft ²)
aspect ratio	21.07	27.42
fuselage length	7.055 m (23.15 ft)	
fuselage height	1.434m (4.7 ft)	
empty weight		
(with min. instrumentation) approx.	336kg (741lbs)	340kg (750lbs)
wing loading with 80 kg payload	39 kg/m ² (7.98 lbs/ft ²)	35.6 kg/m ² (7.29 lbs/ft ²)
water-ballast wings	100 kg (26.4 US.gal)	
max. weight	525 kg (1157 lbs)	525 kg (1157 lbs)
max. wing loading	49.2 kg/m ² (10.1 lbs/ft ²)	44.5 kg/m ² (9.1 lbs/ft ²)
max. speed VNE	270 km/h (146 kts)	
stall speed (W=420 kg, 926 lbs)	74 km/h (40 kts)	68 km/h (37 kts)
best glide ratio (W=525kg)	1:45	1:50
at	116 km/h (63 kts)	110 km/h (59 kts)
min. sink (W=420 kg, 926 lbs)	0.61 m/s (119 ft/min)	0.51 m/s (100 ft/min)
at	82 km/h (44 kts)	77 km/h (42 kts)
engine	SOLO 2625	
power	40/54 kW/hp	
reduction gearing	3 : 1	
fuel tank fuselage	21l (5.5 US.gal)	
take-off distance 15m (50ft obst.). approx.	200m (656ft)	W= 450kg (992 lbs)
climb rate	4.5 m/s (885 ft/min)	W= 450kg (992 lbs)

Data power on for MSL, 15°C

Optional equipment raises the empty mass accordingly

It is an untrue but picturesque Myth: “Vintage & Classic Gliders are only brought out on the calmest and finest of days, loved, fettled and flown by a bunch of geriatric old timers, washed and lovingly put back to bed.”



Off airfield vintage flying in Ireland, the red Olympia won.

“VINTAGE KIWI” A LIVING MUSEUM.

Ian Dunkley

It is now over five years since the idea of a vintage gliding club for New Zealand was discussed with Gliding New Zealand and their support obtained. World-wide, the number of glider pilots is, in most cases, declining whilst within the same countries the membership of vintage clubs is increasing. NZ is no exception. We now represent a membership equivalent to nearly ten percent of NZ glider pilots, placing us within the top five ranking clubs in the world.

“Vintage Kiwi” is not a business but a movement for change so we neither compete, nor suffer competition from the existing clubs. Achievement of our objectives is often assisted by efforts outside of our organisation, ie members within the mainstream clubs that help with restoration of a glider or the organisation of a rally,

“The Vintage & Classic Glider Club of New Zealand Inc” is an incorporated society: this enables us to go on the fundraising trail. It also has the unfortunate side effect of requiring us to develop a management system and controls. The development of rules led to the realisation that rather than being some kind of gliding club we were in fact potentially a flying museum; but without a building and operating gliders without an airfield. What does that mean? The following is an outline of what we are currently doing, how we operate in various areas and our plans for them.

Pilot Members. All our current glider pilot members are members of GNZ gliding clubs. Any member who wants to learn to glide will have to join a GNZ club and our international members need affiliation with GNZ to fly. This means we do not need the flying organisation of a formal gliding club yet we are able to recruit members to our sport.

Airfields. We do not need one, for all our flying is done as guests on a GNZ club airfield under the control of the CFI. In the case of expeditions to non airfield sites we would need to enlist the enthusiasm of a GNZ club to join us, and to host the event.

Gliders. Vintage Kiwi, thanks to donations and other arrangements now have our own vintage and classic gliders under restoration. To these can be added those owned by syndicates of VK members, other syndicates, individuals and, most welcome, some gliding clubs who operate old gliders.

Museums. There is already a “Vintage Kiwi Collection” at Classic Flyers Museum at Tauranga and a number of other museums that already display gliders and have the ability of displaying more. We are assisting them in this by passing on gliders that are unsuitable for restoration to flying condition.



Joe Himmel, one of the original builders, with a Swallow pro.



Cherokee 2, part of the Vintage Kiwi Collection at Classic Flyers Museum, Tauranga.



S2D, builders of the PW5 & 6 in Poland, are building new 193.

Flying Glider Museums. Every GNZ gliding club that includes vintage/classic gliders in its club fleet, has members who own them, or hosts vintage events can be considered, by us if not them, to be a flying museum. To these could be added airfield based museums that may in the future display airworthy gliders that can be flown on special occasions.

“Vintage Kiwi Distributed & Virtual Museum”

This is a concept, under preliminary development, that will embrace our total operation. The “Virtual”, a web site, with appropriate links containing all the places where vintage gliders can be seen, with both details of the sites and gliders. This could also provide the basis of an aviation trail that could be followed by tourist and others to the benefit of museums and gliding clubs. The “Distributed” part would be the actual locations of vintage gliders in museums, at gliding clubs, hanging at airports



What will be NZ's oldest flying Glider, a 1944 Weihe under restoration.



A geriatric oldtimer, note the VK T Shirt.

or shopping malls or stored where they can only be seen by arrangement.

A Commercial

“Vintage Kiwi” is an ambitious project and a hard working team has come a long way in five years but there is still a long way to go. If you would like to join us, it only costs \$30pa. You would be welcome what ever your field of interest, write to us, email vintagekiwi@xtra.co.nz or visit our website www.glding.co.nz/vintagekiwi

As we go to press we have just learnt that “Vintage Kiwi News” came out on top when participants at a recent US “Vintage Sailplane Association” rally took part in polls to determine the best vintage gliding magazine. The vote was taken to assist in selecting the best layout for a redesign of the VSA's long running magazine “Bungee Cord”.

Jim Short, President of the VSA said that “The New Zealand magazine is indeed beautiful and colourful and has a pleasing layout”



FLIGHT IMPRESSIONS OF SCHEMPH-HIRTH'S DISCUS 2C

The wing has a "dinosaur" look to it according to the author, We think he means pterodactyl.

Ross Gaddes is a lucky man. He gets to play with gliders for a living at Sailplane Services Ltd in Auckland. In November he took the first of its type in New Zealand Discus 2c for a workout at the Central Plateau Contest, before handing it over to its new owner Richie McCaw. Ross admits to being biased towards Schempp-Hirth aircraft, he is their New Zealand agent after all. He also says he is neither a technical nor an experienced pilot with only around 900 hours gliding. Here are Ross' "seat of the pants" impressions of the glider.

This glider is a pure sailplane owned by S/H (the model also comes with a "Turbo" option). It was sent to us after being used for demonstration purposes in Europe and Australia. During its stay in Australia it had impressed many with its performance against the other 18metre gliders, even the flapped ones. For this reason I was keen to find it a place in NZ and show Kiwi pilots just why this is proving to be such a top seller.

After plenty of correspondence S/H agreed to allow me to ship the D2c to Auckland and my plan was to fly and show it during the Central Plateau Competition in Taupo. I arrived in Taupo ready to fly in a conservative and safe manner. The high profile purchaser would be most unhappy if I broke it.

The Discus 2c is the latest addition to the very successful "Discus" line of non flapped aircraft from Schempp-Hirth GmbH. Although similar and sharing a similar fuselage to the 15 metre Discus 2b, this 18 metre glider is longer and has had design changes in the area of the fin, elevator & tailplane. The wing is new and it looks really different with a very dinosaur look about it. The four piece wing enables ease of handling and rigging. We get to rig & de-rig a lot of gliders at SSL and this is one of the easiest we have experienced. The shorter wing panels are in our opinion a great idea. Inside the fuse it is a very typical S/H design with a side opening canopy and a large lift-up panel with plenty of space for instruments.

I had been flying a D2b and the D2c is pretty much the same in the cockpit. I was quite familiar and at home. I can easily fit into the Discus 'A' models, but the 2c's larger cockpit is very comfortable and quite capable of fitting much larger pilots than I. My first

SPECIFICATIONS



Instrument panel - the hinged instrument panel makes for easy access and has plenty of room for instruments

Discus 2c

Wing span	18/15m	Empty mass approx.	278/ 266kg
Wing area	11.36/ 10.16m ²	Wing loading	31-50/ 33-52kg/m ²
Aspect ratio	28.5/ 22.2	Max. water ballast	ca. 200kg
Fuselage length	6.81m	Max. permitted speed	280km/h
Max. all-up mass	565/ 525kg	Maneuvering speed	190km/h

flight was in Drury on a very light day. Turning in very light areas of lift was easy so I mulled around, close to home, for an hour or two, mostly under 2000ft. Needless to say I was both impressed and happy that the positive comments about the D2c range had been correct. Most pilots who have flown a few types of gliders will back me up when I say there is a similarity in flight characteristics between the various manufacturers. The Shempp-Hirth gliders have a reputation for having to be “hands on” when thermaling and can require constant adjustment to get smooth circles. Although these comments apply mainly to the older S/H gliders, this glider flew like it is on rails, much better than the 15 meter version. I guess this is due to the larger fin/tailplane area. In fact it felt a little like an LS8 I had flown earlier in the year.

The main computer in this particular glider is a SN10. I had some experience with that type but not with actually setting tasks and downloading etc. A quick read of the manual and soon I had the Taupo turn point data loaded as well as a loose idea as to how to set up an AAT task. I was pleasantly surprised how easy the SN10 is to work for someone as computer literate as myself (not). Otherwise the instrumentation was pretty much standard fare.

On the practice day at Taupo, hooked up and following the tow plane I realised this glider is also very similar to the D2b in the way it launches. These high performance non flapped aircraft require a bit more speed than the older generation and it is always advisable to ask the towie for a few extra knots. This can be compounded when carrying lots of water and this pony will drink almost 200 litres if you want to let it fill up. However once released, I realised the 18 metre wing really loves being loaded up and actually feels great with 120 litres plus 4 more in the tail tank. I am about 80 Kg with a parachute so was happy at this wing loading. I would have liked to have tried more as the handling seemed un-affected. It was still nimble and the stall speed was still in the low 40's. I normally get frustrated with much over 120 litres of ballast but I had forgotten that this is an 18 metre wing. Maybe I needed to fill her up even more.

For the next few days I had a lot of fun. Performance wise it seemed to be really good but a pilot with more ability is needed to show this glider off or make any meaningful comparison. It did quite well against our club Duo 'x' in a glide out to Kawerau. The next test for me was to have to get it in to a North Island paddock, and this happened about half way through the comp. I was forced to land in Arohena, an area noted for rolling hills and not a lot of suitable spots to put down. I took the best option available. I was into wind but apprehensive and finally wondering if I had cocked it up with only 150 feet or so to go on downwind leg. As soon as I rounded a tree and lined up on final I realised it wasn't so bad and although I used about 80% of the short paddock, all turned out ok. Any glider I fly needs the ability to land short due to the way I fly and the countryside I choose to fly over. The Discus 2c passed this test.

It's hard to find anything negative about this glider. The cockpit is noisier than the DG303 I used to fly but better than an earlier Discus b. S/H could work harder to quieten up the cockpit even more. However it's nice to be able to truthfully recommend the D2c range of 18 meter gliders (15 meter tips are an optional extra that I never got to try). Although I have since been flying a 17.6 metre Ventus cT, I am beginning to think the need for flaps, in the conditions I fly in at least, is negligible. The cost new is quite a bit less than the Ventus 2cx and a lot less than an ASG29. I understand its main performance disadvantage would be at very high speeds as in wave conditions, but that may not prove to be correct in practise. We now have four of these gliders in NZ, the other 3 being the Turbo version.

Of course all the manufacturers (in Germany at least) make good gliders and this model does not alter the exceptional reputation of the Discus range of gliders. I would love to have kept this glider but the reality is that I had to pass it on to the new owners. Thanks to Donald and Richie McCaw and Schempp-Hirth for the opportunity to try this one out.



Richie McCaw – the very happy new owner



Richie lining up behind the tow plane at Omarama. The 2c is longer with design changes in the area of the fin, elevator & tailplane setting it apart from previous Discus gliders

INSTRUCTORS COLUMN

MARK WILSON

Mark Wilson, CFI of Wellington Gliding Club is a firm believer in bar-room tales as a valid form of training. It is far, far better, he says, to learn from the mistakes of others, rather than make your own. So grab your beer as you read his story and learn about the mistakes he made.

Approaching 1000 hours in gliders, with many competitions and many more field landings under my belt, I made a classic.

Phynns strip, near Kawhatau, Mangaweka is a fairly big, slightly sloping 'farm strip' which is an ideal site to explore the Eastern side of the Ruahine Ranges. The strip is in the form of a bench halfway up the northern side of a small hill and slopes down to the West. The Fielding and Wellington clubs tend to meet up there once a year. This was my second visit to the site.

It started as these things often do, at about 2000 feet AGL working a gentle, weak evening with a very small amount of northward drift. I was flying my Libelle, watching the cloud starting to hug the downwind slopes of the ranges to the East. There had been a bit of weak south-easterly wave 'organising' (more sort of abusing) the thermals earlier. Time for a beer.

I joined a high, wide left-hand circuit, for an uphill landing towards the east. A K6 had stopped close to the bottom end of the airfield but was being cleared. Great, I could land short and stop by my trailer. I chose to approach at 55kts. The air was smooth with no perceptible drift from the cross wind so I elected to use the boundary fence as the reference point to land as short as possible.

The next bit happened in rather less time than it takes to read it.

I was overshooting slightly so a few seconds of full brake sorted that out – I was nicely set up, 55kts, half brake. It looked good. Bit of sink, I closed the brakes. More sink and starting to drop below glide slope - 50kts, brakes firmly shut. The vario was indicating 7-8 down. I realised with horror that even just clearing the wire fence



was rapidly becoming a serious problem! Keeping the nose down, with my speed creeping back up to 55 knots I was now lower than the strip. Rather than spud into the side of the hill I banked hard left & tried for the paddock below the airstrip.

With not enough time or space to turn along the length of the paddock and with a only a short patch of grass ahead I pulled full air brake, jammed the wheel brake on hard and forced the glider onto the ground smack in the middle of a herd of surprised sheep and a big clump of thistles. The sheep did what sheep do, bunched up and



The strip is a bench half way up a small hill



Kawhatau strip



tried to out run the glider. With a wire fence & sheep approaching rapidly I ground-looped the glider. I was now travelling sideways at speed, with the trailing wing and nose pushed onto the ground and waiting for the moment when my Libelle would snap in two. The glider lurched to a stop and the horrible noises ceased. The fence was about a wingspan away.

I later discovered that other than the resulting mess from decapitating a swathe of thistles whilst travelling in all possible directions, my Libelle survived totally unscathed, as did the sheep.

What went wrong?

My easterly approach was flown alongside and into the lee of a slope. With the south-easterly airflow smooth and hugging the ground contours (remember I mentioned the clouds hugging the ranges) even a moderate 10 knots wind down a 30 degree slope is 5 knots of sink. A textbook half airbrake approach gives typically 5-7 knots sink rate, i.e. fully closing the brakes can just about compensate for 3-5 knots of sinking air. It's fairly obvious that a normal half brake approach angle was going to be inadequate, even if it looked good to start with. I'm now painfully aware that in hilly terrain even a gentle wind can generate enough vertical sink to force you into undershoot. Of course, also using the boundary fence as a reference with no undershoot area and a 'minimum' approach speed left me with no further margins (other than sheer luck).

Why did the pilot of the K6 also land short? Because he had to! He later told me he was familiar with the sink on the approach in those conditions and had originally set up his approach to land rather further up the field. By sensibly selecting an into field reference point, he had just enough margin to cope with the sink.

The rule is "It's always better to hit the far hedge slowly than the near fence at speed."

When choosing a reference point for your approach, always keep a margin to allow for a potential undershoot.

Never fly an approach with less than half airbrake. Close the brakes until you really do need at least half.

Increase your margins if over-flying undulating ground or in the vicinity of tall obstacles like trees or buildings.

Take note of bar tales and learn from other's experiences. I don't mind sharing my misfortune if it saves others from doing the same or worse.



Kawhatau is a great place to access the Ruahine wave.



A QUESTION OF SAFETY

DOUG HAMILTON NATIONAL OPERATIONS OFFICER, GNZ



I have included below some more accident reports continuing on from last issue. It would be great to think that I will run out of reports to print soon, sooo
“Be careful out there.”

Well the Christmas rush is now over – “thankfully,” I hear some say while others just want to stay on holiday. I even managed a few flights myself! I have heard a few reports of first solos and some badge flights having been achieved. It is all really good stuff and I hope we get to read some first hand feedback on some of these flights in this or future issues of the magazine!

There has not been any requests for instructor courses that I am aware of recently so if your club has any candidates for issue or upgrade then let the Ops team know so we can help arrange courses to suit as many as possible. The last courses held even attracted a few “old buggers” who just wanted to come along for some refresher training, again great to see.

The season has produced a few inevitable “woopsies” most, with the exception of the tragic fatal accident at the Grand Prix, have thankfully been minor. But don’t forget to fill in the required paperwork.

SUMMARY OF INCIDENTS -2005

Date 01 May 2005 **Location** Rotorua **Glider type** Bocian
Nature of Flight Dual Training **Pilot hours** 878 **Last 90 days** 14
Injuries Nil **Damage** Nil **POB** 2 **Details available on CAA website** No
Notes After a normal landing on the airfield the pilot tried to apply rudder to steer the glider off the runway. The rear seat pedals had jammed on the floorboards not allowing the glider to turn. Engineers report on cause of the jamming not available.

Date 16 April 2005 **Location** Taupo **Glider type** PW6 & Pawnee
Nature of Flight Local Out landing Training **Pilot hours** 1000+ **Last 90 days** N/A
Injuries Nil **Damage** Moderate **POB** 2/1 **Details available on CAA website** N/A
Notes The glider was launched off a nearby airstrip and released near the airfield with the intention of landing back on the airfield but landing “non – standard” across the runway on 24. The tow plane was also landing back on the airfield on rwy 06 and made radio calls to this effect. After landing the tow plane was just about stopped when the glider appeared about 50 meters away on a collision course. All efforts to avoid a collision were made but the tow plane propeller struck both the left wing tip and elevator of the glider as it passed in front. The instructor had completed a briefing on the ground with the tow pilot before the training exercise. The Instructor reported hearing the tow plane calling base for 06 and immediately made a call that the glider was final for 24. The tow pilot reported hearing a transmission but it was not readable. The base caravan also reported not clearly hearing the gliders final call.

Date 22 May 2005 **Location** Jury Hill **Glider type** ASK 13
Nature of Flight Winch circuit check **Pilot hours** N/A **Last 90 days** N/A
Injuries Nil **Damage** Minor **POB** 2 **Details available on CAA website** No
Notes The glider launched normally to circuit height but upon turning into the downwind position low cloud and showers that had been threatening had moved over the airfield and started to obscure the view of the airfield. An abbreviated circuit was made but a squall and heavy sink necessitated a landing in a paddock next to the airfield. During this landing the glider struck an electric fence scratching the canopy and denting the leading edge of the tail plane.

Date 2 July 2005 **Location** Hororata **Glider type** ASH 25/Pawnee
Nature of Flight Tow plane Landing **Pilot hours** N/A **Last 90 days** N/A **Injuries** Nil
Damage Substantial to glider wing **POB** 1 **Details available on CAA website** No
Notes After a glider tow the tow plane landed on the reciprocal vector for efficiency even though there was a tailwind component. As the tow plane was touching down the tail wind increased. The tow pilot elected to apply full power and overshoot. The tow plane cleared the hedge at the end of the strip but the tow rope which was not jettisoned wrapped

around the wing of one glider parked along the hedge, causing substantial Damage to the glider’s wing and coming within a few meters of people standing nearby helping to rig gliders.

Date 10 September 2005 **Location** Otaki **Glider type** Libelle
Nature of Flight Soaring **Pilot hours** 350 **Last 90 days** 14
Injuries Nil **Damage** Write-off **POB** **Details available on CAA website** No
Notes During a soaring flight the pilot was required to make an out landing with only one paddock available. During the landing roll the right wing tip struck some rocks on a slightly raised area. The glider ground looped through 90deg and the undercarriage collapsed.

Date 1 October 2005 **Location** Rakaia Gorge **Glider type** ASW 27
Nature of Flight Cross-country **Pilot hours** 1155 **Last 90 days** 6.5
Injuries Nil **Damage** Substantial **POB** 1 **Details available on CAA website** No
Notes After a cross-country flight the pilot was on final glide to return to Hororata when it became obvious that an out landing would be required. A suitable paddock was selected and during the final approach un-anticipated sink was encountered causing the glider to strike the tops of shelterbelt trees along the threshold. Considerable Damage was caused to the RH flaps and ailerons. A safe landing followed.

Date 23 October 2005 **Location** Flock Hill **Glider type** LS4
Nature of Flight Local Soaring **Pilot hours** 1286 **Last 90 days** N/A
Injuries N/A **Damage** N/A **POB** 1 **Details available on CAA website** No
Notes During landing the pilot did not select the undercarriage down before landing. (The LS4 has the undercarriage lever on the left side and forward position is up and back is down)

Date December 2005? **Location** Omarama **Glider type** Janus Ce
Nature of Flight Local flight **Pilot hours** 1000+ **Last 90 days** 10 **Injuries** Nil
Damage Minor **POB** 1 **Details available on CAA website** No
Notes After a normal approach the glider bounced after initial touchdown and ballooned to approximately 10 ft. The pilot overreacted and pushed the stick forward too far which allowed the glider to sink rapidly and land again quite heavily on the nose wheel causing minor Damage in this area.

There are some accidents that may not appear here, but do appear on the CAA website.

In March 1991, after 622 hours, during a 100 hour inspection evidence of metal in the oil was found during an oil contamination test. We continued operating but with constant engine monitoring until the time came that we could not continue. The engine was stripped and it was found that some cam lobes were trying to change from being egg shaped to being perfect circles. Once the cam's hardened surface has been damaged, this happens quite quickly. This is a real problem with Lycoming engines where the camshaft is above the crankshaft and depends on splash feed lubrication. With a hot engine (and hot low viscosity oil) after a glider tow the pilot should ensure that the RPM is kept up to keep a good splash oil supply to the cam lobes. The cam and bearings were replaced with new ones and at the same time the engine was fitted with a new set of rings. The engine then performed OK except that we had an ongoing problem with magnetos. One even came mechanically apart while in flight. The capacitor inside the magneto has a small wire from it to the points and that wire was continually breaking. We even had both mags hiccup during one launch, which gave the pilot a strong urge to get back on the ground fast.

We kept the engine going despite the magneto issues until May 1994 (at 1660 engine hours) when we replaced all 6 pots with new ones. CEB was going to Omarama for the World Gliding Champs at the end of that year. We figured that continually having to change and clean plugs would not be a good look. The aircraft performed well at Omarama. One thing I did find down there was that it would not go above 9500 feet towing a glider (but that's another story).

Not all the major (and expensive) issues have related to the engine. In August 1994 while landing at the Pukekohe East strip, the pilot miscalculated his landing roll and managed to use the left wing as a brake, against a fence which protruded out from the airfields boundary. The wing was removed and most of the leading edge ribs were replaced with pressed ribs purchased from Univair in the USA. The usual rib construction for Pawnee and Cubs are small individual pieces all riveted together (presumably for good employment opportunities during the great depression). Univair have available pressed ribs which have an STC approval.

In the mid 90's there was an increasing concern about the problems with the fuse main spar carry through fittings. Apparently a Pawnee spraying in the USA had a wing fall off because of

The author in Auckland's lovingly maintained and restored Pawnee.



attachment point corrosion. The NZ CAA introduced a mandatory inspection (DCA PA-25 124). I was concerned that in 1988 we had major corrosion issues in the forward fuse area and there could be a problem with the attachment points. The original fittings are made up units welded to the bottom longeron and with the wing removed the longeron could be seen through the fitting. A company called KASOLA in the USA had developed an STD'd mod to replace the original fittings with a 1 piece forged fitting. This fitting is then welded into the existing structure. In September 1996, we went ahead and carried out this KASOLA mod which effectively cancelled DCA PA-25 124. It also made me feel a little happier, knowing the lower tubes were OK. After welding, the tubes were filled / washed with linseed oil.

However back to the engine In August 1995 at 1904 engine hours, again during a 100 hour inspection, it was discovered that the engine case was cracked. A replacement case was located and a full bottom end overhaul carried out (new bearings, the lot). During this overhaul, we did discuss the option of a total overhaul (ie zero time) however we decided against it because the cylinders had only 300 hrs on them and because of the costs involved. We did however effectively carry out a full overhaul on the bottom end including the accessory case. All then went well for the next few years (except for the ongoing and expensive magneto problems) until November 2000 (3007 hours TT). Again we found metal traces in the oil and the usual camshaft problems, again, a replacement camshaft and bearings.

Since the last engine repair in 2000, the engine has been going quite well. However we still have made a number of changes and improvements. In 2003 I resigned as the CTP for the Auckland Club. Tony Leggatt took over, however in 2005 Tony resigned and I was asked to do the job again.

While responsible for CEB, Tony incorporated two specific changes which I believe have had a major impact on the overall reliability of the engine. As I have previously mentioned, I have never been really comfortable with the 4 blade prop. The ongoing magneto problems, starter problems and elevator vibration seemed related to the prop. When Tony was in charge, he contacted Hoffman who really had no answer but sent him a drawing for a heavy metal disc behind the prop. He had this disc made up and installed. Believe it or not, we have had no problems with the magnetos or starter since. (3 years now). It also has improved the C of G, bringing it further forward.

Looking into this a little further, every certified engine for a certified aircraft has a crankshaft counterweight combination which is set up for specific engine / airframe / propeller combinations. The idea is to keep any harmonic resonance problems for that specific installation to a minimum. Changing any part of that combination can affect engine vibration levels. It is assumed that the Hoffman prop being a light weight prop would have less harmonic issues than a heavier metal prop. That is correct, but two issues have to be

considered. The first is the blade area as compared with the prop inertia. The Hoffman prop obviously has roughly twice the blade area as a 2 blade metal prop but significantly less weight / rotating inertia. As the prop rotates, it will slow down more between each firing cycle and on a firing pulse, will speed up more. The other issue is the engine crankshaft counter weight combination which is designed to cancel out specific harmonics. ... but only with the certified propeller. It is logical then that when driving a "light weight" propeller like the 4 bladed Hoffman, the engine counterweight combination can actually generate more harmonic problems. So I believe the disc has made a major improvement to reliability when using the Hoffman 4 blade prop by increasing the total rotating mass.

The other thing Tony installed is a cylinder rate of temp change indicator. This presents to the pilot a flashing light if the recommended Lycoming "rate of change" rates are exceeded. Normally the light is out, but if sensed, will flash at an increasing rate depending on the value of the "rate of change" Any change in airspeed or engine RPM has an instant effect on the flash rate and it is very easy to develop a descent technique so there is no flashing at all. I believe that this instrument also has greatly improved the long term reliability of the engine - again reflected in the lack of any major engine problems over the last few years. Finally, the cowl flap was removed because Tony considered it really was no help in controlling cylinder head temperature (and I agree).

In 2005 the Club Committee decided to follow the Australian example by installing an LS-1 V8. This project is under the control of Shane Brown. As the overall condition of CEB had deteriorated we decided to begin a reasonably intense refurbish but keeping close control of costs. So in June 2006 we pushed it into the back of the hangar and I proceeded to pull it apart. In December, I carried out



The heavy metal disc can be seen behind the prop.

a test flight and it has been performing really well ever since. While I did all the engineering work, the fabric work was done by Mark Morley and all the painting was done by Lindsay Stephens with our club treasurer Neville Drake doing all the pickups and delivery work. I would also mention the support we have had from Greg Ryan from Aerotech. The depth of his engineering skills and experience has been of great help to the club for many years.

A very limited budget meant care had to be taken with every expense. In the end, the cost was close to \$10,000 which is an excellent result. Lindsay's choice of colour had me a little worried at first but yellow with a purple and blue trim has the advantage of not needing any flashing lights as the whole aeroplane becomes one.

Finally, what does the future hold? Fuel costs aside, there is no question that the Pawnee or a similar configuration is hard to beat as a glider tug. Engine maintenance however is becoming increasingly expensive. The automotive engine option is fast becoming reality with the Australian V8 operating well. I believe that the NZGA need to take this issue on board as a service to the gliding movement and along with the Australian Gliding Federation create a united front to CASA and the NZ CAA with the object of creating a special Glider tug category which gives a restricted use of specific automotive conversions installed to an existing type certified airframe.

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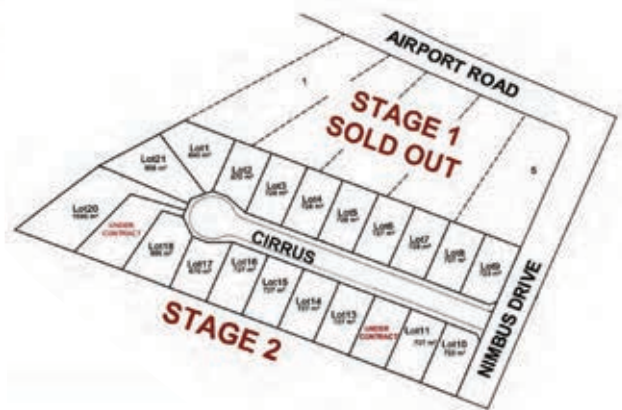
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5	\$95,000	15	\$95,000		
6	\$95,000	16	\$95,000		
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WAIKATO AIRSPACE ISSUES BY TREVOR MOLLARD

The Airways Corporation of New Zealand (ACNZ) would have us believe that there has been a marked increase in air traffic in the Waikato which warrants a huge increase in Class D airspace down to 4500 feet and below as detailed in the sketch below. This diagram can be viewed in detail on the NZCAA website under airspace proposals. http://www.caa.govt.nz/airspace/Waikato_BOP.pdf



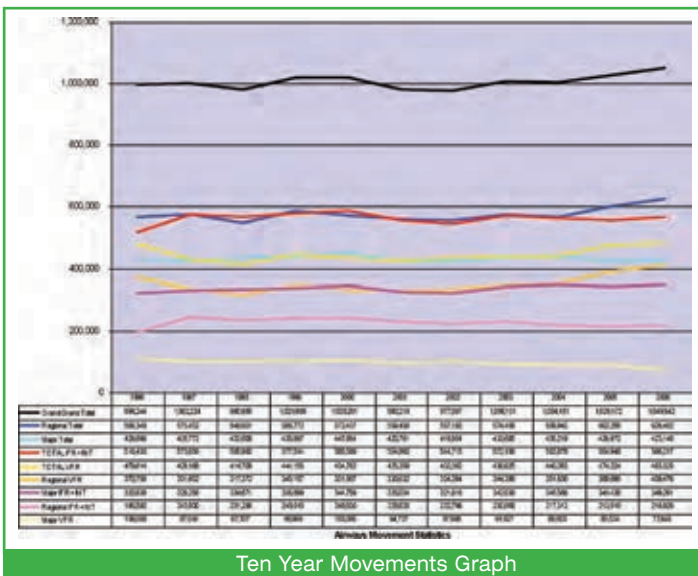
Waikato Airspace diagram from Airspace Proposals

It just isn't true. Instrument Flight Rules (IFR) traffic as recorded by ACNZ airport movement statistics been constant since 1997 with a slight increase in traffic for the three major airports, Auckland, Wellington and Christchurch balanced by a corresponding drop at the fourteen regional airports which offer an ATC service. The only significant growth has been in regional Visual Flight Rules (VFR) traffic.

These statistics were acknowledged by the ACNZ representatives at the consultation meeting held on the 26th October but they insisted that they failed to reflect the workload caused by IFR training aircraft in particular those participating in beacon hopping between Hamilton, Tauranga and Rotorua across the uncontrolled airspace which is so important to cross country gliders.

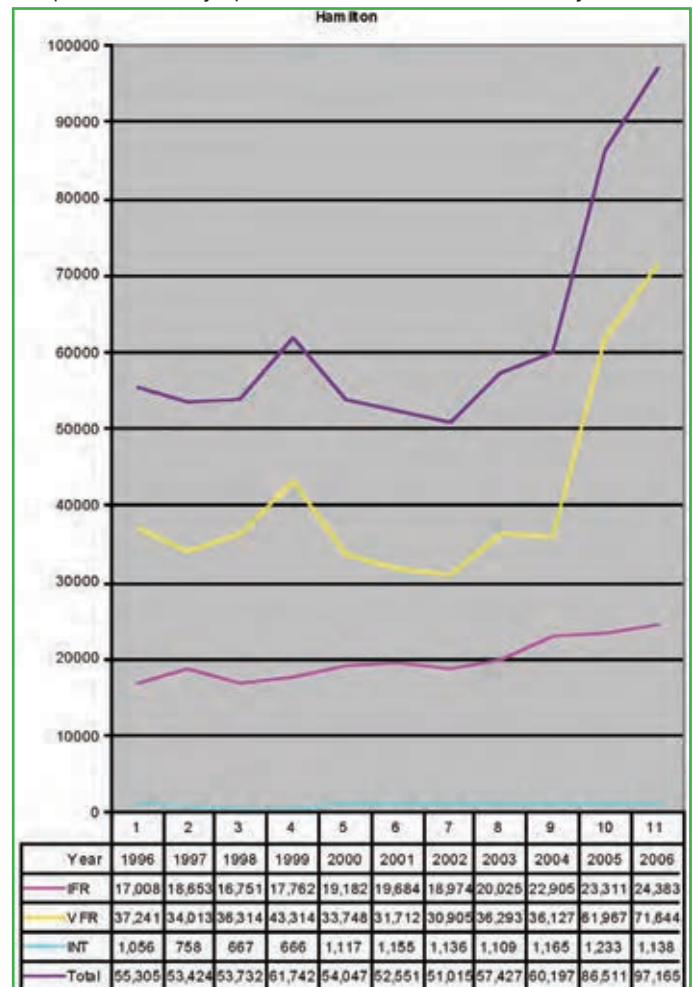
At the end of November I received a document from ACNZ titled RFC 278 Bay sector Airspace Proposals which detailed the number of movements to the East of Hamilton. In 2001 there were 980 flights between Tauranga and Hamilton or vice versa (three flights per day). By 2005, the latest date for which statistics are available, the flights had increased "43%" to 1400 (4 flights per day). As for the Rotorua - Hamilton flights, these have languished at less than two flights per day for the past five years. Not all these six flights per day transit uncontrolled airspace as an unspecified number would have utilized the existing Class D airspace at 7000 feet or higher.

In the late 1990's ACNZ fought hard for the elimination of Class E airspace and now they must accept that Class G uncontrolled airspace is the only option available to allow low density IFR traffic



Ten Year Movements Graph

The movement graphs for Hamilton, Tauranga reflect this increase in VFR traffic with only the most modest increase in IFR movements largely attributable to general aviation aircraft conducting IFR training. Rotorua has been in steady decline for the past ten years with total movements dropping from 39,000 in 1997 to 22,000 in 2006.





WAIKATO AIRSPACE ISSUES CONTINUED

to mix with VFR traffic on a see and be seen basis without controller intervention to the visual traffic.

Handling IFR flights in uncontrolled airspace is a normal and everyday occurrence for controllers as they direct traffic to and from such places as Whakatane, Taupo and Tokoroa. The cognitive and verbal routines associated with such flights are more complex than those associated with controlled airspace and take a bit more time, but not that much.

Assuming for argument's sake that it takes a minute longer to handle each uncontrolled flight then there is a potential saving of up to six minutes of controller time per day. This putative "saving" is only realizable if you assume the exclusion of VFR traffic. If the time taken to issue VFR clearances for flights in the airspace above 4500 feet which was previously uncontrolled is included it's possible to make a compelling case that controller workload will increase overall. Clearly the proposition that more Class D airspace in the Waikato will reduce controller workload is flawed and is not a rational basis for the predication of extra Class D airspace.

The RFC 278 proposal also contained some interesting statistics about medium and heavy aircraft movements, those over 8000Kgs. In 2005 Hamilton had 8000 such movements, an

average of 22 per day. These movements are spread from the first departure at 6AM to the last arrival at 11:55PM an average movement rate of one every 50 minutes. Rotorua has 5950 movements spread over a thirteen hour day to achieve an average movement rate one every 48 minutes while Tauranga has 3400 movements spread over a slightly longer day for an average movement rate of one every 86 minutes.

I realise that averages can be deceptive and flights tend to be bunched around the commercially attractive times. However Air New Zealand Link flights are few and far between and there is on average lots of time to accommodate the needs of IFR training flights within the existing controlled airspace.

ACNZ are trying to talk up the movement rate and workload to justify an increase in controlled airspace for which there is absolutely no technical justification and which if implemented would have a devastating impact on cross country gliding in the upper North Island.

You can be sure the GNZ Executive and Airspace representatives will be doing their best to defend the interests of the gliding community.

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airspace review – update

from George Rogers
President GNZ

No doubt you will be aware that there are significant reviews of Airspace being undertaken by CAA relating to the North Island.

Firstly, there is a review of the BAY SECTOR (Hamilton and Rotorua CTA's) which could have a significant effect on Gliding from Drury, Matamata, Tauranga and Taupo.

GNZ made submissions during and subsequent to the call for comment, and have had two meetings to table and reinforce our opposition to the "petitioned" changes.

Airspace Committee members Trevor Mollard, Grae Harrison, Ralph Gore and myself met CAA and Airways Corporation staff on October 29 last to discuss the changes that had been sought by Airways Corporation. That meeting tabled our GNZ concerns and lead to further research and discussion on needs and impacts.

Trevor Mollard subsequently spent time at the Airways radar facility at Christchurch, to gain first hand appreciation of the perceived problems experienced by Controllers, leading to the Airways petition for change. Trevor provided a very useful report to the Executive.

Trevor has had discussions with other airspace users and officials in the interim.

A further meeting with GNZ, CAA and Airways Corporation was held Wed 30 Jan. Trevor, Grae, Ralph, Max Stevens and I represented GNZ interests, with Trevor taking the lead in presenting reasons for GNZ's opposition to change.

The CEO, John Jones, of CTC, a Hamilton based pilot training facility was at the meeting. This was most useful as we were able to share information on needs as it had been suggested that the needs of Pilot IFR training were a significant driver in the petition to lower controlled airspace levels.

The discussion clarified a range of points and opened possibilities that the needs of IFR Training could be met without changes to the airspace which would be to the detriment of gliding cross country operations.

A further meeting is being planned, which John Jones will convene, involving most if not all flight training operators in the Bay Sector to gain confirmation and agreement to his views that no significant changes to Bay Sector

airspace are needed. John's input to the meeting was positive and most helpful to the GNZ position, with which he expressed strong agreement. The Airspace team will be represented at this coming meeting.

As a result of Wednesday's meeting there are clearly more discussions to be had, and these will be pursued.

At a debrief we GNZ people were cautiously optimistic that our submissions had a positive effect and if, as we expect, are reinforced at the next round of discussions we believe at least deferral of the proposed changes away from this Airspace Review round could result.

The fact we had a number of GNZ officials to reinforce our submissions seemed to have a positive impact, emphasising the seriousness of the proposals to us.

We are unlikely to get formal notification of whether or not the "petitioned" changes will happen in the Airspace maps due to be effect in November in the short term, but we will be on the case.

Secondly, there is a review of the North Island GAA's.

GNZ submitted that there should be no change to the GAA (NZG) areas under review. A number of Clubs also submitted. Unfortunately the "use it or lose it" concept seems to be working against us. Preliminary information of the CAA website indicated some of the GA will be eliminated.

The Airspace team are watching developments, and will be stressing that without GAA's access to what would be permanent Controlled Airspace by appropriately equipped gliders on a reasonable basis will be needed.

CAA's positions as they evolve are set out on the CAA website.

There has been considerable effort by the Airspace Team and others going into ensuring the gliding position is clearly put and reinforced. While we cannot predict the outcome of the decisions CAA will make I am confident our positions will be taken into account.

Further information on these reviews will be provided as meaningful developments occur.

Regards
George Rogers, President
Trevor Mollard, National Airspace Officer

WEBLINKS

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Student Liz Tievveld checks for Full and Free movement under the eye of instructor Luke Dale.

For this edition, I thought I would talk about Checks. Checks is a term used to describe a series of actions that check a task is completed, a setting is made or an action is carried out prior to a particular phase of flight. The checks I shall look at are the Pre Takeoff Checks which ensure you and the glider are ready for takeoff.

We usually complete them in a “say and do” manner; that is, we announce the check, state the key word for the check, then carry out the specific check actions.

Lets look at how to do the Pre Takeoff Checks.

Firstly, make sure you are comfortably strapped into your glider and ready to do the check. Start by saying out loud something like “I will do the Pre Takeoff checks” if dual, or just “Pre Takeoff Checks” if solo. By saying this you let your instructor know you are starting your checks so they can monitor what you are doing. It will also warn any people near you that you are doing them so hopefully they will not disturb / distract you. We have a mnemonic for these checks: CB SIFT CBE. When learning, you may find it helps to have this written on your hand. Some training gliders have it written on a sticker on the instrument panel... whatever works for you! Eventually, you will learn them so you don’t need such prompts.

The first item on the checklist is Controls so you can start the actual checklist by saying out loud “Controls”, then smoothly move the control column to fully deflect the elevators up and down, the ailerons fully left and right, and then move the control column around the outer extremities of its possible travel to check that there are no obstructions to full and free movement. Then move the rudder pedals; fully left, then fully right to check the full range of rudder movement. If you can see the controls, look to see they move in the correct way. Finish the check by saying, “full and free and in the correct sense.”

The next check is Ballast. For this check, you must ensure pilot weight(s) plus ballast are within placarded limits and that any required ballast is fitted and secured. If ballast is not required, confirm it is not fitted. For this check, you might say “Ballast; required, fitted and secured” or if you are heavy enough to not need ballast weights “Ballast not required and none is fitted”.

Next check your Straps. Check your harness(es) are correctly fastened and adjusted so you can comfortably reach all controls and switches. When training or taking another person in the glider, ask them to check that their straps are also tight and that they are all secure. Here you can say either “Straps; all secure” or if dual, “Straps; mine are tight, are yours all secure in the rear?”

Next is Instruments. We check that the ASI is zero or possibly indicating a little of any wind speed at the time, the altimeter is set at QNH and is indicating our height above sea level, the variometers are zero and set as appropriate and that other instruments and avionics (including barograph, nav systems, GPS and transponder

on with the correct frequency set and the volume set. Check also that your slip string is fitted and not obstructed. For this check, you might say something like “Instruments; ASI zero, Altimeter set at 1380 feet (this is what it will be for flying off the world’s best gliding site...Omarama!!) Variometers set, Radio ON, volume set and 119.1 set”.

Flaps is the next item to check. If fitted with flaps, check for full travel in both directions and then set for take-off. Here you would say “Flaps; set for takeoff.” If not fitted you say “Flaps... not applicable”.

Trim comes next on the list. Check for full travel in both directions and then set it for take-off, saying “Trim; set for takeoff”.

Your next check is Canopy. Check that it is closed and locked, and push upwards on the frame to check it is actually secured. Check that any jettison lever/handle if fitted is in the correct position and check the rear canopy and any sliding window fitted to it is also closed and locked. Your check is completed by saying “Canopy, closed, locked and secure front... and back”... as appropriate.

Next is Brakes. Visually check that they open fully and evenly both sides, then close and lock and again, check they are now flush with the wing surface if you can see them. Say “Brakes, open, even, closed, locked and flush” as you complete these actions for this check.

Your final check item is Eventualities. When flying with an instructor we brief the options and responsibilities for action in the event of a Non-Normal situation on takeoff. This should include a short discussion about launch failure in the prevailing conditions on the vector in use. You might say something like “Eventualities; the wind is light and straight down the vector so if I have a launch failure, I will initially try to stop straight ahead. Once past the point where I can’t stop straight ahead, my best option is landing in the paddocks off to the left past the end of the strip. Once high enough, I will consider a turn back towards the strip and I will accept a downwind landing as an option. Any higher, and I can fly an abbreviated circuit.” If with an instructor you could add this; “I will take the initial actions and fly the glider unless you take control. Any questions?” This helps ensure you have thought about a plan of actions if we are surprised by a real launch failure and gives us the best chance for successfully dealing with it. If solo you need to run through these options on your own.

You are now ready to launch and can now accept the tow rope or wire being attached for launch. Enjoy your flight.

Next issue we will look at the Pre Landing Checks you will need to run through once you have made the decision to land.

CLUB DIRECTORY

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

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

Auckland Gliding Club
Club Website www.glidingauckland.co.nz
Club Contact Ed Gray airsailor@xtra.co.nz
Ph (09) 237 8151 (027) 608 4156
Base Appleby Rd, Drury
Flying Weekends, Wednesdays, Public Holidays, other days The Sky Sailing Company (TSSC)

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

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

Glide Omarama.com
Website www.GlideOmarama.com
Contact Gavin Wills gwmwills@xtra.co.nz
Base Omarama Airfield
Flying October through April 7 days per week

Gliding Hutt Valley (Upper Valley Gliding Club)
Club Contact Wayne Fisk wayne_fisk@xtra.co.nz
Ph (04) 567-3069
Base Kaitoke Airfield, (04) 526-7336
Flying Weekends, Public Hols., Mid week by arrangement

Gliding Manawatu
Club Website <http://sites.ourregion.co.nz/glidingmanawatu/home.html>
Club Contact Ron Sanders Resanders@xtra.co.nz
Base Feilding Aerodrome
Flying Weekends, Public holidays

Gliding South
Club Contact George Menlove ggmenlove@actrix.co.nz
Base Rouse Airstrip, Five Rivers, Southland
Flying Weekends and Public Holidays

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

Hauraki Aero Club
Club Website www.flyhac.co.nz
Club Contact Ron Bergersen d.bergersen@xtra.co.nz
Ph (027) 277 4238
Base Thames Airfield
Flying Weekends and Public Holidays

Hawkes Bay Gliding Club
Club Website www.skyhigh-photography.com/Main/Aviation_and_Spaceflight/HB_Gliding_Club.php
Club Contact David Davidson Dhcd@clear.net.nz Ph (06) 876-9355
Base Bridge Pa Airfield, Hastings 0272887522
Flying Sundays. Other days by arrangement

Kaikohe Gliding Club
Club Contact Peter Fiske, (09) 407-8454
Base Kaikohe Airfield, Mangakahia Road, Kaikohe
Flying Sundays, Thursdays and Public Holidays

Marlborough Gliding Club
Club Website http://glide_marl.tripod.com
Club Contact bmgog@paradise.net.nz
Base Omaka Airfield, Blenheim
Flying Sundays and other days by arrangement

Nelson Lakes Gliding Club
Club Website www.glidingnelson.co.nz
Club Contact Frank Saxton franksaxton@gmail.com
Ph (03) 546-6098
Base Lake Station Airfield, St.Arnaud Ph (03) 521-1870
Flying Weekends and Public Holidays

Norfolk Aviation Sports Club
Club Website <http://www.geocities.com/norfolkgliding/>
Club Contact Kevin Wisniewski wizzbang@xtra.co.nz

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

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

North Otago/Youth Glide Omarama
Club Website www.youthglideomarama.org.nz
Club Contact Tom Shields tom.shields@century21.co.nz
Ph (03) 473 1721
Base Omarama and Dunedin
Flying By arrangement

Piako Gliding Club
Club Website www.glidingmatamata.co.nz
Club Contact Phil Smith phil.r.smith@xtra.co.nz
Ph (027) 486-4761
Base Matamata Airfield, Ph (07) 888-5972
Flying Weekends, Wednesdays and Public Holidays

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

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

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

Taranaki Gliding Club
Club Website www.glidingtaranaki.com
Club Contact Peter Williams peter.williams@xtra.co.nz
Ph (06) 278 4292
Base Stratford
Flying Weekends and Public Holidays

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

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

Waipukurau Gliding Club
Club Contact R.D. Orr pat.rob@xtra.co.nz
Base Waipukurau Airfield Ph (06) 858-8226
Flying Weekends and Public Holidays

Wellington Gliding Club
Club Website <http://www.soar.co.nz>
President Mike Tucker mike@hwp.co.nz
M (021) 439 193
Base Paraparaumu Airport
Flying Weekends and Public Holidays 7 days a week December through to March

Whangarei District Gliding Club
Club Website www.igrin.co.nz/~peter/gliding.htm
Club Contact Paul Rockell rockellkaym@xtra.co.nz
Base Rockellkaym Ridge, Gibbs Road, Puhī Puhī
Flying Weekends and Public Holidays

GLIDING NEW ZEALAND CLUB NEWS

Youth achievements are coming through as the big thing over summer. Canterbury had eight youth who soloed while two others did 50ks, height gains and five hour flights. Luke Ireton of Marlborough also did a five hours and his instructor Mike Dekker wrote to tell us about it. Hawkes Bay had two young members doing five hours and 50 ks. Youth Glide Omarama is providing a model that is being discussed and taken up around the country. Youth Glide Canterbury is well underway although not yet an official entity and I understand that Wellington is discussing the concept. It is wonderful to see the kids blossom and gain in confidence and maturity as they learn to fly. They are also the future of our movement so Youth Glide, or just young people flying is something we all need to get behind.

Our feature club this issue is Youth Glide Omarama and Amanda Asher explains what it is and how it works before telling us about the Scholarship week they held in December. If any one is interested in more information contact Tom Shields Tom.shields@century21.co.nz to discuss the concept and how it can work for your club.

We have twenty-eight gliding clubs in New Zealand. I issue a challenge to all members to ensure that someone in their club is writing a few words about their club's achievements to share with the rest of the country. Deadline for next issue is 15 March.

AUCKLAND CLUB

The Auckland Club has had a mixed season so far, from very good conditions in November to less than favourable northerlies in early December and our Achilles heel, the easterly which produces rollover conditions in its wake at our Drury airfield. We had to postpone our ATC and Young Eagle's day in early December due to unfavourable weather forecasts.

However, the time was not lost as our progressive QGP candidates Ian Malins, Allen Tromp, Kevin Tinkler and Peter Heiplik, as well as myself doing a refresher, spent the time in the clubhouse successfully ticking the boxes on the written QGP exams.

Also in December, two very successful working bees organised by Rae Kerr re-painted the clubrooms, repaired our leaking hanger roof and filled in the left over ruts on the airfield that a very wet winter had left us. Peter Ramsbeck has provided us with a newly re-painted bright yellow and mauve caravan that matches the Pawnee scheme.

Sailplane Services has had a succession of interesting projects pass through its workshop and The Sky Sailing Company has had one course of Hong Kong students through its tutelage so far this season.

As seen elsewhere, our Pawnee (CEB) has continued into another successful season but these days its task is secondary to that of our winch, which isn't pretty but works extremely well due to the efforts of our



Photo - Ross Biggar and Lyndsey Stephens deep in discussion over how to rig the ASG 29 E

CLUB NEWS

mechanically minded members.

In November we welcomed into our club, the first ASG 29E on the NZ register with Ross Biggar at the controls. He eagerly explored its capabilities ably assisted by many other club members at its weekly rigging sessions. We also recognise the arrival at the field of Hadleigh Bognuda's LS8 (GP) from further south. The long successful Cirrus (XA) is now up for sale. The technology included in such gliders is quite amazing to many club onlookers.

In late November, the club was well represented at the Matamata Regionals, from Contest Director Grahame Player down to our well placed entrants David Hirst, Roger Didsbury, Lindsay Stephens, Tony Timmermans, Maurie Honey, Paul Schofield, Ross Taylor and Peter Himmel.

During December, our expert town planner Russell Jones, submitted on our behalf to the local council in a bid to restrict the ever closer Auckland sprawl encroaching onto our airfield boundary.

As we approach press deadline, the annual Christmas/New Year Camp is in progress at Matamata and our Drury Competition is due to start in its aftermath. We look forward to a successful report. We hope that Santa knew that the new 406Mhz ELB's were now in demand and that he duly obliged.

RT

RNZAF AUCKLAND AVIATION SPORTS CLUB

Our summer soaring season has started well. Three members, Lionel Page, Dave Todd and Russell Ives attended the cross country course while Steve Wallace, Peter Coveney and Robert Smits entered the Northern Regionals a week later. Robert took a two seater and offered the back seat to our less experienced members as a chance to see and experience a competition, a generous move by Robert that fostered gliding in the best way. Steve Tollstrup, Thomas O'Rourke, Graham Lake and Adam Dershewitz all took the chance to spend a few days at the contest with great benefit to all. All but one day resulted in a land back or landout, mostly in good places but the last one skillfully done on the side of a hill.

Terry Dagnin, Ivor Woodfield and Graham Lake formed a small syndicate to buy Libelle GIV adding to the private owner pool and freeing up the club single seaters for the students coming through. They have all been busy learning about their new acquisition.

Christmas break saw our annual deployment, not to Drury as usual, but this year to Matamata. There were some that wished to stay home and we left the club two seaters and the towplane behind. One of the two seaters promptly went unserviceable and is now awaiting parts, probably sulking cos it didn't go to Matamata. Francois Retief managed his first solo the previous day.

We had a good group at Matamata with some good achievements and experiences. We managed great weather, good thermal days, the odd ridge day and a day or two of wave. Good experiences were had in the pairs and

gaggle flying. Both Lionel Page and Dave Todd accompanied Steve Wallace on a successful 300k. Ian O'Keefe in the single Astir kept up for a fair bit and achieved a 200k.

Our young group of pilots shared the PW5 and the Astir until the PW5 got damaged in an outlanding. The competition among our young group lessened when Adam Dershewitz sprained an ankle.

Towie Derry Belcher had the best of both worlds, he had his glider and a chance to do some towing in Auckland's Pawnee, a modest change from his usual steed, a 172. He came back all happy and gloating and mentioned getting ice creams and having his glider waiting for him at the front of the grid. The rest of us poor towies are sure our own tugmaster will be following this fine example with his own flock.

The generosity of Auckland and Piako clubs in making space available to our young group on their two seaters was very much appreciated as was the tuition of the instructors from both clubs, especially Murray Andersen.

We are looking forward to the rest of summer with Lionel and Dave planning a 300k north from Whenuapai. That will be another story.

Graham L

CANTERBURY.

As this is being written members are still enjoying the flying to be had at Omarama. The camp began on Boxing Day and just a few days later on the 28th Dec Oliver Winkler flew Grob Twin OR locally to complete the duration leg for the silver C and climbed to 13,000ft for a Gold C height gain. On the 7th Jan Paul Jackson flying our Janus PB also had a climb to 13,000ft to claim his Gold C Height.

The 8th January was a kind day for 15 year old Toby Read when he flew our LS4 CC from Omarama to Tekapo Airfield in a flight lasting 1hr 27mins to complete his Silver C.

Early morning starts are being made by several junior members who are getting expert instruction from Roger Read, Kerry Jackson and Terry Delore. The instructors are very pleased with their progress and 13 year old Paul Tillman was happy with his instructors and himself when he was sent on his first solo on the 9th Jan in our Grob Twin OR and two days later 15 years old Max Delore made his first solo. Alex McCaw, also 15 has converted to YGO's single Astir NG and achieved his 5 hours. By the end of the camp the following juniors had all gone solo: Abbey Delore, Matt Aldridge, Hugo Miller, Hugh Roberts, Troy Glover, Max Delore and Nicholas Oakley. Well done and congratulations. Youth Glide Canterbury is well underway.

Stewart

HAWKE'S BAY

Our 50th Anniversary year was marred by poor flying weather but the highlight of 2007 came at the end when our two youngest pilots had

Steve Wallace getting ready to launch at the Northern Regionals.



Aviation Sports Club: MW parked on the side of a hill following an outlanding at the Northern Regionals.

Aviation Sports Club: MW is a happy glider

Aviation Sports Club's Robert Smits at the regionals



five hour flights on 29th December. Craig Hunter had a comfortable time cushion, flying in convergence for five and a half hours, but the convergence collapsed and on reviewing Alex White's time it is clear that although he was in the air for more than five hours his time from release was a three minutes short of the required time. Alex is an exciting young pilot and has plenty of illustrious company in missing his first attempt at five hours by a whisker. Craig followed up on New Years day with his fifty kilometre flight to Waipukurau where he flew twenty years ago with his father. He was towed out of Waipukurau for the return trip but had his confidence pricked when he underestimated the head wind and landed out well short of home.

The effect of this injection of enthusiasm helped by better weather has been a marked increase in flying activity. We have a couple of instructors-in-waiting to relieve the load on CFI James, Malcolm and David. We are experimenting together with Waipukurau and Manawatu with holding our ATC Camp in late January instead of early December in the hope that the weather will be more stable. These camps are rewarding at the time but I am disappointed with the negligible numbers of cadets who carry on with gliding. It would be interesting to know how many cadets continue as recreational pilots or with a career in aviation.

Unfortunately we weren't represented at the Central Plateau Contest in 2007 but hope to have a good contingent at Masterton for the Central Districts Champs. It will be good training for our turn to be hosts at Waipukurau in 2009.

Anniversary Dinner

The Hawkes Bay Club 50th was held on Saturday 1st September with a dinner at the Angus Inn in Hastings with IGC President Bob Henderson as guest speaker. Sixty or so people enjoyed a meal and listened to Bob reminisce about his associations with Hawke's Bay and Waipukurau.

Present were founder members Gerritt Van Asch and Doug MacIntyre (Doug still flying for Air NZ in the 747-400), most of our current members and visitors from Wellington, Waipukurau and Taupo.

The club first operated with a Rhonlerche GBE from both Bridge Pa and Napier airfields with Roy Russell as instructor, towing behind two Tiger Moths BLQ and BEX. Gerry Van Asch managed to pry a WWII Bren Gun carrier out of his brother Piet of NZ Aerial Mapping and converted it to a winch which was used south of Hastings adjacent to Lake Poukawa. The club had several moves with the winch including a site at Ocean Beach east of Hastings which has a 500ft ridge which works quite nicely in sea breeze.

Eventually the club settled for some time and built a hangar on the Joll's property at the base of Te Mata Peak. A T31 and Eon Baby came and went, Gerry's son can remember flying on his father's knee on the Te Mata Peak ridge. The ridge works well but is quite limiting as thermals were cut

off by the breeze and cross country was difficult from this site.

The members built a hangar at Bridge Pa airfield in 1965-6 and the club has been based there ever since. The winch was retired and a Piper Cub BOY was purchased for towing. A K7 and K6c were added to the fleet after many local raffle sales, with a K13 coming in the early seventies. The second K13 was bought in 1975 and remains with the club to this day. In 1980 the first K13 FL was sold to make way for Grob G103 GMX and at this stage the club had it's largest membership, 80 plus. A single club Astir joined the fleet in 1981 to replace the K6e GFE but was unfortunately destroyed in an accident in 1983. Its replacement GNI stayed on the club line for some years until the rural recession bit in Hawkes Bay and it was sold to the Piako club.

We enjoy good thermals and convergences from our site, with some of the most gentle wave in the country at times. Yes it can be rough wave also but less so than experienced in the Wairarapa or the Southern Alps. If only we had a decent ridge, anyone got a large earth mover?

KAIKOHE

The main news from our club is the recent purchase of the Open Cirrus HO from Whangarei. This was made possible with very welcome financial assistance from Pub Charity. HO has filled the gap left by the loss of FD. We now have an easy to fly single-seat glider for the new solo pilots to move to and the first of them is already making the most of it with some long flights. He has to stand in line with the rest of us though as we are all enjoying flying it. The club is well set up for the rest of the summer with the K13 and the Twin Astir working continuously on training and trial flights leaving the Salto and the Cirrus for the others. Since our flights are 100% winch launched nothing happens without the winch. The motor was upgraded during the winter resulting in improved performance. We now just have to avoid wire tangles to get uninterrupted launching!

Our other challenges for the coming months will include retaining the current membership and hopefully recruiting some new ones to help keep the finances sound. Perhaps just as difficult will be sharing airspace with the Skydivers who have moved to the airfield. We have been lucky enough to have had very little traffic in this area since the club was formed and the recent arrival of the model aircraft club and an increase in micro-light aircraft has caused no problems but we have learned that glider training flights, particularly on weak thermal days, are not compatible with skydiving. We all hope that the current hot days with abundant thermals will stay with us for many months.

Keith



Hawkes Bay 50th Anniversary Dinner
Above: Bob Henderson with Gerritt Van Asch (Gerry's son, also a glider pilot, flew Te Mata peak on his fathers knee in the club Rhonlerche when a wee nipper), Gerry, and his nephew Hugh Van Asch of NZ aerial mapping.
Right: Gerry Van Asch cutting cake, the clubs oldest surviving founding member.



Kaikohē: 1st solo - A very happy Graeme Lochman



Marlborough: Mike Dekker lands out in the Molesworth



Kaikohi: Nothing happens here without the winch. The Twin on the wire

Luke Ireton, at 17 yrs old, is the youngest member of the Marlborough Gliding Club. He started gliding at age 14 through the sponsorship of the Blenheim Air Training Corps. He soloed in the Club's Blanik in June 2006 just before his 16th birthday, transitioned to the Twin Astir soon afterwards, and is now working towards his Qualified Glider Pilot Licence. On 23 Dec 2007, he completed his five hours for the Silver C after his first attempt lasted just 15 minutes and ended in a paddock. The Marlborough Saturday Express ran a full page feature on Luke and his flight. His instructor Mike Dekker tells us what was happening in the ground during Luke's flight.

"Mr Dekker, would I be able to try for 5 hrs today?"

"I don't think so Luke. By the time we get you airborne, it will be two o'clock. It's a thermal day, and the thermals will start dying off by about five o'clock. Let's wait for a good nor'wester".

At 4.30 pm we hear Luke asking Air Traffic about the wind strength and direction, so we figured he was thinking about landing. The wind during the day had changed about four times and was now a gentle norwester. No doubt, we thought, he is pleased with himself. He has soared at about 5000 ft for the last two hours - probably his longest flight yet.

"Golf Tango Uniform - You should land on vector three zero"

"Is it OK if I try for 5 hrs?"

"That would mean landing after seven o'clock"

"I am on Wards Peak where there is a good nor'wester blowing".

Pause..... He's got less than half the time. It sounds a bit ambitious. That last passenger flight was good, but not that good. I look at the wind socks, look at the sky. Think quickly. Nobody waiting for the glider, he might even do it. "Golf Tango Uniform - Good luck"

Now what? We pack up the other aircraft and equipment and head off to the Aero Club bar on the airfield. With over two hours to go till he lands, we had better moderate our drinking so we are sober enough to squeeze the glider into its hangar. Over a pint or two we search the sky looking for a speck of glider - No sign. "The wind looks as if it is dying down". "The sky is showing signs of collapsing". "I hope he doesn't do anything silly". Luke later said that he got worried after four hours when he saw unfriendly looking clouds coming down the Wairau Valley. Then we discover that we are on Aero Club sausage duty this Sunday, so that gives us something useful to do for another hour while we wait. We switch cell phones on in case he lands out. Minutes later, a phone call. "Luke's Mum is on the phone wondering why he hasn't come home". Oooops. "Tell her he is doing his five hours. He will land at 7.15 and we will get him home".

Finally it is 7.10 pm. I ring Air Traffic and ask them to advise GTU that he is free to land. We overhear the radio calls on a handheld receiver, including the glider's request to re-enter the Control Zone at a much higher altitude than usual. "The clever blighter. How did he manage that?"

After much graceful aerial cavorting to lose height, Golf Tango Uniform enters the circuit and lands gently, watched by Dad, brother and sister, who have come out to watch.

"Congratulations"



Luke is delighted after landing on a day when no one thought he could do it.

MARLBOROUGH CLUB NEWS

It has been an interesting two months, even if the weekends have not delivered any classic strong thermal days - some of us have not experienced a 10 knot thermal for about a year now. However, the nor'westers have produced weak wave permitting 15000 ft altitudes and 350 km flights to the southwest for those who tried to catch it.

Our major achievements have been the five hour flights by Luke Ireton and Norm Sawyer. We have lots of five hour days here, but it is unusual to have everything lined up just right to let our junior pilots do five hours using the club's equipment. Luke's achievement was featured in the local newspaper.

Mike Dekker managed to explore the east coast route to and from the Seaward Kaikouras, but found it difficult to resist the temptation to get back into the high country, which proved to be a serious mistake on that particular day. As soon as he struggled back to the coast between Ward and Kaikoura, everything worked like magic again and permitted an easy return home.

Mark Robertson, Mike Dekker, Chris Richards and Charlie Samuels participated in the annual odyssey to Omarama for the regionals. For the first time in many years, we flew every day. Chris Richards discovered that his new Ventus goes rather well and recorded a 180kph wave flight to win Day 2. Overall, the competition provided a lot of challenge, variety and interest. The most memorable part of the competition was the Canterbury Gliding Club's rendition of "Home on the Range" on the final night, with lyrics adapted for Omarama.

Ray Lynskey has borrowed Nimbus II GEW (his old GLA) from Grant Wills while he waits for a new glider to arrive. He took it down to Omarama after Christmas to see if it recognises some of its old territory.

Mike Dekker and Norm Sawyer had to spend a night in a DOC hut after landing the Twin Astir 3,300ft amsl, in the middle of absolutely nowhere in the Molesworth Station high country. This was the first outlanding there in club members' memory. Fortunately the retrieve was not as impossible as people feared, but definitely worth not repeating. Mike Dekker subsequently celebrated New Year's Day by landing out in the Awatere Valley, but this time within easy reach of civilisation.

The Christmas holiday period was disappointing with day after day of hot anticyclonic days that were no good for meaningful soaring. However, that did not prevent a few flights out to the Nelson Lakes and Hanmer Springs.

We have had two mishaps - a broken Blanik front windshield; and a Twin Astir undercarriage that would not lock down. Fortunately, neither will keep the gliders out of the air. Carl Jackson and Phil Sparrow enjoyed their belly landing in the Twin. They also enjoyed the obvious concern shown by the female air traffic controller on duty at Woodbourne, while they were orbiting the Wither Hills trying to get the gear down and locked.

The first club day of 2008 saw lots of flights on a very hot humid day, with the Blanik and tow plane busy the whole time. New instructor Colin Davis and tow pilot Brian Mogford definitely enjoyed their beers at the aero club after that.

We hope that the remainder of summer produces some classic thermal days, before we forget what they are like, and we look forward to Waitangi weekend and then the annual Nelson Lakes week.

Mike



Scholarship participants with helpers Hugh Turner, Tom Shields, Rose Shields and Gavin Wills



Amanda Asher set free for first solo by Hugh Turner

OTAGO GLIDING CLUB...YOUTH GLIDE OMARAMA

Over the last two years a new group has been brewing in the deep south...Dunedin. While primarily based in Dunedin all flying activities are based out of Omarama.

Youth Glide Omarama is an incorporated society dedicated to providing soaring experiences and training camps for young men and women under 19 years. We believe that a good grounding in soaring at an early age will provide exciting opportunities for youth, open up interesting career paths, and bring new members to the sport of gliding.

Omarama is a world renowned soaring site and a centre of excellence for gliding. It provides YGO members with reliable conditions for long and spectacular flights. It has outstanding ground facilities including a camping ground, club house, briefing rooms and a restaurant.

The YGO programme includes

- Flying camps at Easter and Labour Weekend for all members;
- Development Squad training to solo – December for selected members on gliding scholarships;
- Post-solo consolidation, including to single seat and cross country flying by arrangement for Development Squad members;
- Glider pilot ratings – A, B & C badges and instructor ratings for Development Squad members.

No. 42 Squadron Dunedin Air Training Corps (ATC) provides ground organisation and support for the Easter Weekend flying camp. YGO provides ground organisation and support for all other activities.

Glide Omarama Ltd provides gliders, instructors, and flying supervision for all stages of the programme at reduced rates. The Lucy Wills Trust raises money to support youth in gliding and provides YGO with annual scholarships for Training to Solo. YGO itself raises money to subsidise 50% of the launching costs. Privately owned single seat gliders have been made available by generous owners for YGO members to fly at no cost. The end result is that world class soaring experiences and professional training in all aspects of gliding are available to YGO members at very affordable rates.

Scholarship Week December 2007

Following the huge success of last year's scholarship week the organisers and supporters planned one for December 2007.

The six of us who were fortunate enough to attend enjoyed a full on week of training which was both challenging and fun. Five of the six students reached the first solo stage, which was a huge milestone. All six of us had our eyes opened to the gliding community and improved our skills and knowledge of flying far beyond what we had previously known. We were fortunate enough to have two great instructors, which always makes the learning experience much more enjoyable. We owe a huge thankyou to all of the supporters of Youth Glide who made this week possible for us. Thankyou so much for all of your help, it means a lot.

A major development this year was the arrival of ZK-DNS a 160 hp Cessna 172 purchased by three Dunedin business people primarily to provide economical towing for the youth members. Ash Hurdell, one of the older youth members gained his tow rating prior to Christmas and has provided YGO members with over 200 tows since then.

As we move into 2008 the planning has started for a five day camp at Easter followed by a seven day camp for the school holidays in April. With the introduction of our own tow aircraft and instructor availability over winter we hope to offer some mid winter flying to bridge the seasonal gap.

Christmas 2007/8 and the Grand Prix

Following the success of the scholarship week YGO members were in the deep end running the daily launch for the 18 gliders. This involved both the younger members running wings and ropes and the older less fit ones organising grids and tow planes. For this to run smoothly volunteers are required to assist with things from the daily weigh in to the hooking on of ropes and running of wings. This year members of Youth Glide gladly offered their services to the event. At the conclusion of the Omarama legs of the Grand Prix YGO was then seconded to assist with the gliders at Wanaka during the Air Games.

Achievements to date:

First Solos: Peter Shields, Sarah Mockett, Tom McPherson, Tim Leslie, Ash Hurdell, Dan Stephens, Chris Shields, Amanda Asher, Liz Rietveld, James McPherson, Henry Skellet, Tim Baird.

"A" Badges: Peter Shields, Sarah Mockett, Tom McPherson, Tim Leslie, Ash Hurdell, Dan Stephens, Chris Shields.

Tow Ratings: Dan Stevens, Ash Hurdell, Tom Shields
By Amanda Asher and Tom Shield

Liz Rietveld on first lesson



Lucy Wills recipient Liz Rietveld receives customary dunking after first solo



Tim Leslie receives conversion training to GOL from Luke Dale



Ground crew of the Grand Prix.



NORFOLK

Norfolk Aviation Sports club has done some interesting flying with the summer weather just starting to produce those thermal days. Let's hope there is more of the booming weather with the hottest months approaching.

One flight of note was Mr Jack Free's surprise around Mt Taranaki glider flight. Jack Free has just celebrated his 86th birthday and has recently done a bungee jump! So his family decided that while he was in the mood for adventure he should try gliding. Jack knew nothing of this surprise and was told they were just going for a drive. He was promptly delivered to the gliding club, and asked if he would like to sit in a glider to get the feel of it.

He was then hooked on and launched before he had a chance to protest. On landing, Jack was asked how he enjoyed it "Bloody Marvellous". We're wondering what he's got planned next.

Also we have had some fun with the T.31 open cockpit trainer. It didn't make it back to the Norfolk road airfield to land, close but not quite. So with the help of local Pete and his digger the glider made an unconventional return to the airfield with Pete and his digger lifting the glider over the last few fences and hedges back to the strip. Thanks Pete you are now Norfolk Aviations Official glider recovery digger operator.

C.S

PIAKO

The Christmas period has been very busy for us at Piako. We've been very fortunate to have had many visitors over three recent events and we're looking forward to hosting the National Champs in February.

The cross-country course was held for five consecutive days during mid November with 14 students and seven instructors from several clubs throughout the North Island. The airfield looked like a slightly reduced competition grid with 14 gliders launched for each of the five days. A lot of learning along with a huge amount of fun made for a very well run and successful course.

Literally, as the cross-country course ended so began the Northern Regional Champs; a seven day contest with only one "no fly" day. It is good to see some new faces on the start line; this helps to keep the competitions from declining. With lots of hot weather, plenty of blue skies and long tasks to fly, the trend was set. A novel approach to the contest by Maurice Honey upped the value of the PW5's when he "put the cat amongst the pigeons" by entering the club class with some stunning results!

The annual Christmas Camp was a wonderful gathering of pilots and their families from five different gliding clubs converging for some good gliding with plenty of relaxation and making good use of the Matamata

Soaring Centre facilities. Aero-towing was available from Boxing Day right through to the 11th Jan and this enabled some goals to be achieved: Lionel Page and David Todd from Aviation Sports got their 300km Gold award and Tim Bromhead from PGC completed his Silver award.

With the Walsh Flying School descending upon us the club will up-root from the 12th Jan to the 20th Jan and take residence at Raglan airfield for our club camp.

Dom

SOUTH CANTERBURY

South Canterbury had a great run up to Christmas with mostly fine weather courtesy of our La Nina. Not so good for those trying to grow some grass without irrigation but a return to summer "as we knew them".

We have been busy on the gliding front with school electives in early December on a couple of hot days. The trial flighters had the choice of a gentle or a twisty! Surprisingly (!) of the nearly 40 flights more boys than girls wanted the gentle option!

We have had some challenges with our Cub which disrupted the early part of the camp. We have learned a lot about the charge circuit, voltage regulator and battery before a grounding wire was discovered!!

Our Christmas camp has had good flying conditions with Rob Campbell leading the way to Mount Cook in the Libelle. John Eggers, Kerry and Rod were also in action venturing into the tall mountains. Rob also managed a landout in the head of the Ahuriri so it's good to see him extending his flying.

We have the ATC coming for the next two weekends so the busy season will continue.

FMSG

SOUTHERN SOARING

Congratulations to Jill, John and Nick for publishing the first issue of SoaringNZ. The photography was superb, the articles great and the design slick. The magazine will go a long way to promoting gliding throughout New Zealand and increase interest in the sport. We eagerly look forward to the next issue.

The excellent weather this season has been a factor in December seeing record numbers of flights – many of these taking place after Christmas.

One area of our operation that continues to grow is the demand for our Mountain Soaring Courses. These are proving very popular on account of the areas we fly to, the varied practical skills we teach, our comprehensive Powerpoint ground course (covering all aspects of mountain flying including use of oxygen and aviation medicine), flexibility in the times we fly,

Piako: Tim Bromhead from PW6 GXY on day 4 of the x-country course views Matamata airfield with 12 of the 14 gliders already home



South Canterbury: How long do you think the grass is? SC member Robbie Campbell landed out in hay paddock at Birchwood up the Ahuriri Valley on 10th Jan. Robbie is second from left and is surrounded by Ian Hart and his daughters, Casey and Amy (from left to right).



Norfolk: T31 recovery.



and our competitive price. We already have bookings for next season from both overseas and New Zealand pilots. Also proving popular is our website (www.soaring.co.nz), which is updated weekly and includes photographs and details on what we have been up to.

With the arrival of Irene Lamb in November and Adam Dalziel in January, we now have our full complement of staff. Malcolm Walls, Darren Smith and Lachlan Falconer have all been assisting with towing on a part-time basis but the lion's share of towing this season has been done by Marc Crozier.

Now that we own our own hangar spaces and gliders, we are looking at expanding the fleet. Possible purchases include buying a second Grob 103, another Duo Discus and a towplane. One attractive proposal is to import a new licence-built Pawnee made in Argentina. With this option on the table, and other developments planned, 2008 is shaping up to be another exciting year.

Chris

TAUPO VINTAGE RALLY

Another great laid-back Vintage Kiwi Rally has just finished with fabulous Taupo weather laid on - pre-booked of course!

Towards the end of the rally we were having to weave around obstacles on the approach as television cameras on cherry-pickers went up and down at will, getting set up for the A1 (car) Grand Prix next door. Helicopters were coming and going most of the time from the racing circuit which also added interest to the circuit planning.

The rally is not only about flying older gliders, but having fun on the ground as well for everyone including families and children. An evening cruise on Thomas Anderson's launch was a wonderful break. We can't thank Thomas enough, or for that matter, the rest of the Taupo Gliding Club members for their support and friendship during the rally.

Another fun time was had by many learning to fly something slightly different... two parafoil kites. One was of a decent enough size to drag you off your feet while the other one was much bigger and wilder and was seriously strong enough to pull an adult along the ground! There was lots of talk about having to get 'one of these things' going on afterwards.

Early most mornings, my young son would fly his RC controlled bungee-launched glider or his electric model before operations began, then he'd depart over the fence to the proper model aircraft club when they all arrived. Isn't this the way to get kids into gliding later on?

So there was plenty to do if you included the hikes (my wife trekked up to the top of Mount Tauhara and various other walks), while swimming

in the lake was a daily ritual for most. To add to all this, there was a professional French musician learning to glide who serenaded us with his classical piano-playing... What more could one ask for at a rally?

The gliders attending this year included: Skylark 2 (undergoing an annual inspection, so did not fly), Skylark 3F, Dart 15, Dart 17R, K13, Ka8, Ka6CR, Ka6E, Foka 4, BG12-16, Libelle(x 2), ASW 27.

Looking forward to next year and hopefully we can round up some scale-model glider-fliers as well.

Derry

TAURANGA GLIDING CLUB

Tauranga Gliding Club was well represented at the 2007 Matamata Regional contest with seven members entering and several getting daily places. Adrian Cable won the open class and received the Ross Reid Cup. All members who entered really enjoyed the contest and many will be entering the Nationals at Matamata in Feb 2008.

I (Sandy Griffin) did the cross-country course prior to the Regionals and then flew in the nationals to re-enforce what I had learnt to date. I flew my first x-country in Kingaroy, Australia in Sept 2007 with a 250 km 6000-9000 foot run and thought I was now a gun pilot - until the Regional contest which had 3000-4000 max cloud bases and sea breeze and found I landed out every day after working really hard to stay up and on course. I learnt that the more I learn about gliding the more there seems to learn - the best on-going challenging sport I know. I encourage all novice pilots entering into cross country to persevere and enter every contest they can to gain more experience.

The club has its annual weekend event to Whitianga planned for the last weekend in Feb 2008, with the 1st weekend of March as the weather back-up. This has turned into a fun family weekend event for our club and if anyone out there wishes to come join us, just contact us griffinsnz@xtra.co.nz.

Also we will probably plan another Australian one week event to Kingaroy again for Aug-Sept 2008 - any one interested in joining us please contact Sandy Griffin on the above email address.

Our club has gained 15 new members over the past 12 months through good interaction with the public when they turn up at the club - We found that talking to people was really important. Many had the uninformed opinion that it was an expensive sport where you had to buy your own glider - so if you let people know about your club fees and rates and that it is not necessary to buy one's own glider - you soon gain new members.

Sandy Griffin, Club Captain

Southern Soaring: The "Head Eagle" - Chris Rudge and Pierre Portmann prior to flying in Southern Soaring's Duo Discus during the Grand Prix Final. As President of Federation Aeronautique Internationale (FAI), Pierre oversees all air sports throughout the world. Photo: Don Mallinson

South Canterbury: Mike Mayo front, Paul Marshall rear seat.

Taupo Vintage Rally: Mike Smith & Dart 15 at Taupo



OBITUARIES

HARMAN DAVID HALLIDAY BY STEWART CAIN

The death of Harman Halliday from cancer just before Christmas saddened not only his family and Canterbury club members but also many others from the wider gliding fraternity here and overseas.

Harman was a longtime member, past president, instructor and private owner. He loved his gliding and was passionate about yachting, having a share in "Free Flight" with Mike Gray. Several members enjoyed sailing with him over the years. Harman had a laid back attitude to gliding and was well known for arriving on the field with his long trailer in tow, to rig and get into the air about 4pm just as most would be retiring to the bar.



Harman is the gentleman on the left. Being retrieved after getting on the wrong side of the Omarama hills

Harman was a design engineer and will be remembered with gratitude for designing the hangars that grace the Omarama airfield. The movement could do no better than to ensure the design remains known as the Harman Halliday Hangar.

HERBERT WEISS (COURTESY OF VICTORIA MURRAY-ORR, EVENZ)

Mr Weiss (59) was from Friedrichsruhe, Germany. He had been gliding since 1969 and was twice German national champion. He had clocked up more than 8,600 flying hours and was also a district training officer and examiner of the Ohringen Aviation Group. He qualified for the World Championships by winning the Slovakian qualifying grand prix in Nitra in April 2006. Mr Weiss lived with his wife, Barbara, and two children Felix (19) and Lisa (18) and when not flying taught German and economics at the local school.

Bob Henderson, president of the International Gliding Commission said Mr Weiss' death was a huge tragedy for the gliding community and an untimely end for a passionate pilot.

"Herbert was enjoying the Grand Prix; he saw it as a challenge and a chance to fly with the world's elite pilots," he said. "He came



to New Zealand early to prepare for the event and was really enjoying being here."

After consultation with Mr Weiss' family and the other competition pilots, the decision was made to put the world championships on hold out of respect for Mr Weiss. Racing resumed on Sunday, December 23.

NORTHERN REGIONALS - RESULTS

complete results at <http://www.gliding.co.nz/RacingContests/2007-08NorthernRegionals/NorthernChamps.htm>

STANDARD CLASS

	Pts	Reg	Pilot	Club	Glider
1	4016	TZ	Terry Trevor	Taupo	Discus
2	3878	TD	van Dyk Tony	Hutt Valley	LS 8
3	3824	ZM	Stevens Lindsey	Auckland	ASW27

CLUB CLASS

	Pts	Reg	Pilot	Club	Glider
1	3774	NV	Gray Bob	Piako	DG 100
2	3709	XF	Honey Maurice	Auckland	PW5 5
3	3042	KM	Weaver Maurice	Tauranga	LS4 4

OPEN CLASS

	Pts	Reg	Pilot	Club	Glider
1	4714	OI	Cable Adrian	Tauranga	DG400
2	3735	SP	Timmermans Tony	Auckland	Ventus bT
3	3370	VM	Hunter Brett	Tauranga	Discus 2

SPORTS CLASS

	Pts	Reg	Pilot	Club	Glider
1	4426	JO	Atkins Trevor	Piako	PW5
2	2720	ES	Hirst David	Auckland	PW5
3	1099	PE	Haxell Richard	Tauranga	PW5

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AERIAL PHOTOS OF OMARAMA AREA

In conjunction with his land out book Chris Streat has compiled a collection of high resolution photos of landout strips covering the area from Five Rivers to Hanmer. Available on DVD the 112 photos show an area 11km x 11km making it possible to check out the terrain and surrounding paddocks of all land out areas. 40% B&W and 60% colour, the older B&W photos were used for compiling the current topographical maps. The colour pics are more recent and were taken when Chris was researching his landout book. Version three of the landout book is also now available complementing the book put out by Glide Omarama.

DVD of photo - \$35 Landout Maps and photos - \$74 Prices include GST and NZ postage. This is a non profit project.

Contact Chris Streat – streatcg@xtra.co.nz or phone 03 442 6789



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