NEW ZEALAND'S PREMIER SOARING MAGAZINE

Soaring NZ

1500 KM TRIANGLE

MORNING GLORY

SOUTH ISLAND REGIONALS

TAUPO CENTRAL PLATEAU COMP

CLUB NEWS

issue 7 december 2008/january 2009

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6-10am

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

Ian Smith Dean Lonergan Nathan Rarere

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december 2008/january 2009

FEATURES

COCKPIT

REGULARS

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from the editor
december 2008/january 2009

Summer time, peak soaring season and competition time. As I write this I am not long home from the South Island Regionals where once again I had a minor part in the organisation of the contest. It was a good contest, a busy break from home and a wonderfully warm event to be involved in. Being part of a contest is a great way to meet and get to know some of the wide range of people involved in our sport. I've been going to contests, helping out and enjoying the buzz for a lot of years now ... one thing is obvious: gliding competitions are changing and will continue to do so. Grand Prix competition was a major visible change to the way we have always raced gliders but other changes have been more subtle over the years.

Contests run through volunteer effort. Long before the gliders are rolled out onto the grid on the practice day, volunteers will have worked out all sorts of logistical details, from how many tow planes will be needed versus how many are available, through to what the tows will cost. They will have filled the key positions: contest director, task setter, met man, bar man, scorer. All the people involved will have juggled work and family commitments to be able to give their time to the event. But wait, there's more. Contests also need tow pilots, radio operators, wing runners, safety officers and someone to put together the final night do. None of these people are listed in any particular order by the way, because they are all needed to make the contest happen.

It seems to me that the number of people needed to run a contest today is less than was needed a few years ago. Someone may do an article one day to tell newcomers to the sport what contests were like when the pilot's crews followed them with the car and trailer, when people were needed at turnpoints to sight the gliders going overhead. (This was before my time by the way.) It is only a few years ago that starts and finishes were physically sighted and clocked across the line. That took a huge number of people. Photo verification also required physical labour from at least one poor person working late hours every night as all the day's films were processed. Yes we do have it easier now. I still think, thankfully, that we are a long way from having everything organised remotely.

Can you imagine? A met man in his office somewhere in the country posts his forecast on a website. The task setters then plot tasks, again from anywhere in the country, and the pilots on the ground load the tasks and take off (with their self launching gliders). GPS traces are downloaded into a central data base to be verified by the scorer and results posted.

We could go one step further and have the whole flight virtual. You could fly at your own convenience at any time. Oh wait, we already have this. My kids fly it all the time. It is called Condor and they can set tasks and fly against their mates in real time, communicating through their headsets. I listen to my son chat away to the computer as a realistic landscape goes past his virtual instrument panel. 'Are you there Paul? Did that ridge work? Toby, are you still flying?' People really do enter task data from contest websites and fly the tasks alongside real competitors, flying the contests in solidarity with their mates who are doing it for real.

Don't forget the online contest either. The online contest allows pilots to calculate the points value (speed, distance, handicap) of a real flight they have flown and log it into the system. The contest is international and means that pilots here can compete with pilots doing similar flights worldwide. The rules are very stringent.

Yes competitions have changed and now I'm going to tell you the biggest change I have seen over the years. It's not the up-teching of the gliders or the instruments and gadgets carried in them. It is not even the exclusion of gliders from airspace that we have been using for years. The thing I think that has changed the most is the crews.

Once upon a time a gliding contest site was filled with women and children. Families came on holiday together to support their pilot. Women polished gliders, packed lunches and waved their beloveds off into the wide blue yonder. Then they hung around the base radios waiting to hear if they would have to drive off to pick them up from some dreadful back of beyond spot miles from anywhere. They joined in friendly camaraderie, wholesale sunbathing and groused about being a glider pilot's wife. Pilots could not have competed without them. You hardly ever met a crew person that wasn't female. It was even rarer to find a competitor who was.

At the South Island Regionals there were hardly any women present. Those that were there were all pilots. Most pilots were without dedicated crew and in the case of landouts a call would go out for volunteers to go and collect so-and-so.

It is a sign of the times that partners no longer support pilots by crewing at contests but I'm not sure just what that sign means. Is it that women now need to work and can't take the time, or is it that wives have finally realised that they don't have to go and camp

Derek Kraak in his ASW27 shows off for the camera above Flock Hill Station.

Photo John McCaw

next issue

Next issue we provide reports on the National and the Northern Regional competitions. Dane Dickinson shares his adventures flying European competitions and we investigate modern winch launch techniques.

Deadline for Club News, articles and pictures is 10 January and 22 January for advertising.

Jill McCaw and Mike Bird, aka the Platypus.

and run themselves ragged doing something they are not particularly interested in? Perhaps it is best if I don't pursue that line of thought. Maybe it is just simply that road retrieves are no longer as prevalent as they used to be so crews are not needed as they once were.

Lack of women isn't the trend everywhere however. In this issue Sandy Griffin tells us about the women who ran the contest she attended in Kingaroy. As well as Sandy's story we have three contest reports, and they are all completely different stories. Brett Hunter tells us about competing for the Trans-Tasman Trophy in Australia, Ross Gaddes reports on the Central Plateau contest at Taupo and I talk about new comers to the South Island Regionals.

I enjoyed the Regionals. I met up with many people that have dealings with the magazine. Bernard Eckey, the Australian Schleicher agent and contributor was there later in the week with his lovely wife Chris. I also got to meet someone who is a bit of a hero of mine, and it was days before I actually realised who he was! Mike Bird, a delightful English gentleman flying in a ASH25 with G Dale turned out to be the legendary Platypus. He and I had an absolutely wonderful evening the night we joined others at the dinner in honour of Phil Plane's fiftieth birthday. There were of course all the other wonderful people I have come to know over the years and a sprinkling of new friends made. It is the people that make contests. Gliding may seem like a solitary sport, but it just doesn't work without all the people.

Good luck to those organising, working for or flying in the rest of the contests this summer.

Oh, and Merry Christmas.

Jill McCaw

The complex subject of aerodynamics is still creating controversy and everyone agrees that that is a good thing. Nelson Pomeroy answers Arthur Gatland's letter from the last issue. We have a letter on airspace and one from Australia reminding us that we are not the only ones who can do diamond heights in wave. We welcome comment, feedback and skiting from our readers.

I am glad Arthur Gatland challenged my aerodynamics article: I knew many pilots held an alternative view, and I wanted to stir up debate.

I did not claim that "the purpose of a fatter aerofoil shape is solely to allow higher angles of attack at low speed" (my emphasis), although this is a benefit of the fatter shape and the very blunt leading edge. Indeed asymmetrically cambered aerofoils do generate lift at zero angle of attack (AoA), provided you define AoA in a purely geometrical sense of a line from leading to trailing edge. And yes, for a given airspeed and AoA the amount of lift and drag are affected by the aerofoil shape.

But Arthur's assertion that "The acceleration of air over the upper surface of the wing is caused by aerofoil shape, and not ... 'related to the angle of attack'" is simply incorrect: the acceleration over the upper surface is indeed directly related to the AoA, for a given aerofoil. Look at the Babinsky video, or other wind tunnel demonstrations and you will see that the greater the AoA the greater the acceleration of the air over the upper surface. In fact the shape of the aerofoil "is one of the least significant features when understanding lift" (quote from *Understanding Flight* written by real aeronautical scientists and pilots).

You can't argue that some percentage of the lift is due to AoA and another percentage of the lift is due to the aerofoil shape. This is like arguing that some of the recoil of a gun is due to the pressure of the explosion gases on the back of the bullet and some of it is due to the reaction to the mass of the bullet accelerating forwards. The gas pressure both accelerates the bullet forwards and accelerates the gun backwards. Similarly the pressure difference between the top and bottom of the wing creates an upwards force on the aircraft and accelerates air downwards. A reason why the diversion-of-air model is not popular with engineers is that you can't accurately measure the amount of diverted air – it obviously does not move as a hard-edged block, whereas it is relatively straight-forward to measure surface pressures. However, the amount of lift created by a wing is exactly related to the net downwash (i.e. total downwash minus the upwash). Newtonian physics cannot have it otherwise.

I reassert the claim that the asymmetry of the aerofoil is a poor explanation for flight and that angle of attack is the primary explanation. This is supported by the fact that flat-wing model aircraft fly quite well, as do aerobatic aircraft with symmetrical aerofoils, and even ones with asymmetrical aerofoils can fly inverted with the appropriate AoA. AoA is the more accurate determiner of lift and stalls. Emphasis on aerofoil shape tends to lead to pilots thinking more in terms of speed, which is a poor determinant of stalling. I recently heard a senior instructor mention that wings are stalled during the take-off run – horrors! Wings are not stalled unless they have a too-high AoA to the relative wind, and this cannot occur during the ground run unless the front wheels hold the wings more than about 15° to the ground. A fuzzy understanding of these issues is clearly widespread.

Another advantage of the diversion-of-air description is that it leads to much more intuitive explanations for power (wings perform "work" by deflecting air), effect of aspect ratio, induced drag and ground effect. I am not an aeronautical scientist either but the authors of Understanding Flight are, and I urge you to read it if you are sceptical about my article. *Stick and Rudder* the 1944 classic is still in print and is another good read which gives an excellent description of flight principles for pilots.

For those stuck in the Bernoulli style of thinking a change of attitude is probably unlikely. But believe me, new, open-minded pilots find the diversion-of-air explanation makes much more sense and is easier to understand. An added bonus to an approach that is more correct anyway!

References

Stick and Rudder: An explanation of the art of flying, by Wolfgang Langewische, US$22 from www.amazon.com

Understanding Flight, by David Anderson and Scott Eberhardt, US$23 from www.amazon.com

Nelson Pomeroy

SoaringNZ welcomes letters from readers. You can send letters by email to soaringnz@mccawmedia.co.nz or post them to: The Editor, SoaringNZ ,430 Halswell Road, Christchurch. SoaringNZ reserves the right to edit, abridge or decline letters. Writers name and address is required and a phone number is helpful.

This letter was sent to us by one of our Australian subscribers. He was keen to point out that wave flights are not necessarily the preserve of NZ pilots. Mt Ararat described in the letter is a short mountain range at the Victorian end of the Great Dividing Range (high point around 7000 feet) that runs through into New South Wales.

"Diamond Mine"

Wednesday the eighth of August 2007 appeared promising for wave flying from the Ararat airfield with westerly winds aloft exceeding fifteen to twenty knots on the lower slopes of Mt William which is twenty-six kilometres from the township of Ararat.

My twin brother Richard towed me aloft in our club's Callair tow plane towards Mt William whose highest peak lies at 3,287 feet above sea level. Upon releasing at 5200 feet I dived down five hundred feet to notch my Replogle barograph then zoomed back to 4,900 feet. A slow and gradual climb of four hundred feet per minute took me to just over 8,000 feet. I sped up to 75 knots and headed for the small township of Moyston, from where the secondary and more powerful wave enabled me to reach 20,300 feet.

Mt William's twin radio towers stood out clearly and lay only nine miles due west. Flying at seventy knots I felt a sudden surge as the Pik entered the powerful primary wave. Within half an hour I reached an altitude of 22,700 feet whilst weaving back and forth on a north-westerly to south-westerly tack beneath a glistening white Cirrus cloud which reduced the amount of sunlight entering my cockpit. Sharp ice needles covered my left hand and chin. It was time to return to Ararat airfield where my hands and toes could recover from the intense cold.

Descent was carried out at no more than 1,000 feet per minute to ease stresses on the airframe. In conclusion I was fortunate that throughout the flight the foehn gaps remained open and that my Mountain High Oxygen Unit proved so economical, having used less than half its contents over a five hour flight. It is noteworthy that on the following day my friend and expert wave pilot Geoff Vincent reached an altitude of 29,364 feet which now stands as a local record. This enabled him to win the Martin Warner Trophy which he now shares with Rick Agnew of the Canberra Gliding Club.

Henry Leschen

Who stole half of my airspace??

On the 20 November the airspace rules changed in the Waikato and we lost the upper 2000 ft of our previously unfettered right to glide without transponders and delays.

Unofficial comments from the 'powers that be' were that it would be unlikely to have a noticeable effect on our ability to enjoy cross-country flying.

So it was with some interest I launched out of Tauranga on the 20th to find out for myself. It transpires that I was the first glider pilot to test the new system.

I entered the Waikato below 4500 ft and called Bay Sector to request G254 and G255. For those that don't know, G254 is on request, whereas G255 is on approval. After waiting a while G254 was opened but G255 was refused. So the assurances failed from day one.

The reason for denial of G255 was "equipment failure". One wonders what equipment failure means? Controllers seem happy to have uncontrolled aircraft up to 4500 ft but can't then lift IFR traffic above 6500 ft. Equally they had uncontrolled aircraft up to 6500 ft either side of G255 but wanted to control aircraft in this slice of airspace (4500–6500 ft) with faulty equipment ... like that improves safety!!! None of this makes any sense?

So the changes "won't really affect gliding" in the Waikato ... yeah right.

David Jensen, Tauranga Gliding Club

CHANGES TO CONTEST RULES.

Ben Flewett announces that there have been minor changes made to both the GNZ Contest rules and the Handicap register. Both of these documents are available through the GNZ website.

Bob Henderson advises us that he has been elected to the executive board of the Fédération Aéronautique Internationale.

New Boy's Toy – Ventus Jet

Ben Flewett sent the following about the new Ventus 2CXAJ after having the opportunity to look over it.

To explain the letters:

C - means it's an 18 metre

X - means it has the new winglets and Discus 2 style tail

A - means it has a small fuse rather than the normal bulky C style fuse that detracts from performance. This is made possible by the fact that the jet engine is a lot smaller than a normal turbo engine.

J - means it has a JET!

It's brilliant. The best thing is the glider is not speed limited with the engine running – it's ok right up to VNE. This allows the pilot to perform endless beatups with the jet howling.

GLIDING ETIQUETTE.

An apt reminder from Aviation Sports Club's Warm Air weekly newsletter

Gliding etiquette is an important part of gliding as a CLUB activity. It's a fact that gliders do not get themselves out of the hangar nor do they put themselves away. Same goes for the towplane. They need you, our club members, to get them out at the beginning of the day and to put them away at the end of the day. Getting them out and putting away needs a minimum of three people. In plain terms you either help getting them out or you help getting them in. It is very poor form to turn up after the work has been done getting it all out for you, take your flight and bugger off without staying to help put them away.

We are a club not a business so do not expect walk in, walk out service, remember that service is provided by you and me and I am not your servant.

NELSON LAKES CALENDAR

Nelson Lakes Gliding Club are once again releasing their popular calendar. The calendar is made up of photos taken by members while flying over the stunning upper South Island. For more details and to order please email Fred McKee at f-pmckee@ts.co.nz

Month – September from Nelson Lakes Gliding Calendar

TAUPO TO HOST THE 2010 NATIONALS

The Sailplane Racing Committee has voted for the 2010 Nationals to be held at Taupo. Taupo are enthusiatic and actively planning for the event.

GLIDERS OVER NEW ZEALAND

– Gearing Up for Mid-Summer Event.

Is your club on board for this summer's public gliding event 'Gliders over New Zealand'? If you want to see your club memberships grow and our sport become more widely known, this is an event you need to get behind.

The club-focused event will be run over two consecutive weekends beginning February 28th and ending March 8th. It will provide local aviation enthusiasts, would-be pilots and the curious with the opportunity to purchase a trial flight, learn about all aspects of gliding including training and find out about activities at their local gliding club. It is also a great opportunity for your friends and family who have shown an interest to finally have a go.

Gliders Over New Zealand is supported by BSport and backed by a national promotion campaign that also includes print media and television.

Information packs were sent to clubs in early October, and no clubs have declined participation. If you or your club wants a re-issue contact the national Publicity Co-ordinator Steve Tollestrup at glidingnzmedia@gmail.com

LOCAL SOARING CONDITIONS IN GOOGLE MAPS

They are doing it overseas and it could be done here too. Michael Reid, a pilot from Seattle Washington, has been posting on the gliding forum rec.aviation.soaring about the soaring map he has been making of his region. Using the basic Google maps and tools he and his team have made a map to study before you go flying. These are the rules he posts for those who want to add to his map.

1) Good thermal generators or ridges that generate lift – marked with yellow balloons, yellow lines, or yellow polygons. Try to give detailed information on the lift source.
2) Airports – marked with a blue line showing the approximate runway heading and length.
3) Landout fields – marked in purple showing the usable landing area, link to photos if possible.
4) Danger areas, caution areas, or areas that consistently lack lift – marked with red balloons, red lines, or red polygons.
5) Try to add as many pictures from the air and on ground as possible.
6) Since this map is intended to be studied, not used in flight, feel free to add as much information as possible.

Who wants to co ordinate a similar effort here?

MEMBERSHIP NUMBERS APPALLING

After the huge annual job of updating the gliding register those are the words John Roake had to say about the numbers of New Zealand pilots. The final figures, give or take a few last minute changes, are below. They are grim.

Flying members	741
Spouse Flying	12
Non-Flying	61
Sponsored Juniors	22
Family Juniors	10
Family Sponsored Jrs	15

That is a total of 800 people flying gliders in New Zealand. Some overseas clubs have memberships greater than this!

Unmanned Gliders to seek their own lift

From Av.Web.com

"Automated on-board energy aware planning" is being developed by the U.K.'s Roke Manor Research to allow autonomous gliders to find naturally occurring lift and sustain unpowered or prolong powered flight. Ultimately, aircraft equipped with software and hardware that actively processes video feeds of cloud conditions and surface type (cool grass, or hot pavement) data would be processed along with other elements (models assessing weather and predicting vertical air movement due to thermal and orographic lift). This would allow the aircraft to identify thermals and share that information with similar aircraft nearby. With that information, a virtual and real-time lift map could help produce waypoint sequences for use by integrated flight management systems aboard the aircraft as they hopscotch from lift-point to lift-point along a route.

The aircraft would literally be led to their required destination via a route that applies all acquired information to avoid areas of sink and exploit the best areas of lift between the departure point and destination point. Current proposed applications for the developing technology include extending the flight range of unmanned aerial vehicles.

WEBLINKS

DG CALENDAR

DG have once again put together a 'print your own' calendar. It is really quite lovely even though there aren't any New Zealand pictures. It is a PDF file and will print on standard size paper although you will need a quality printer and use good quality photo paper.
http://www.dg-flugzeugbau.de/kalender-e.html

ANTARES DLR-H2 HAS BEEN UNVEILED IN STUTTGART

The aircraft, which has been developed by the DLR Institute for Technical Thermodynamics and Lange Aviation GmbH, is a flying test bed for fuel-cell technology and was mentioned in a previous issue of SoaringNZ. It is expected to be flying before the end of the year.
http://www.lange-aviation.com/htm/english/news/news.html

GLIDERS ON YOUTUBE

I'm sure you've all tried typing Glider and Soaring into YouTube's search engine. If you haven't then there is plenty there to keep you amused on a rainy day, or boring evening. It is astounding what people put on YouTube!
http://www.youtube.com/

NEW ZEALAND GLIDING CLUB WEBSITES

Lots of clubs now have their own websites. They are a good source of pictures and news from around the country. Piako have just updated theirs and it is well worth a look. **http://www.glidingmatamata.co.nz/**
Canterbury have also recently updated theirs too.
http://www.glidingcanterbury.co.nz/

"THAT WAS THE FLIGHT FROM HELL"

by Rod Dew

There was no joy apparent in the first words spoken by accomplished Kiwi pilot Doug Hamilton as he wearily opened the canopy of his ASH-25. He seemed almost reluctant to acknowledge the small band of supporters waiting in fading light on the airfield at Omarama to congratulate him for one of the greatest soaring flights of recent times in New Zealand.

Against all odds, Hamilton, 48, had just completed the first 1500 km triangle in the skies above the South Island – an epic 14-hour flight which stretched from a point offshore in Foveaux Strait in the south to the middle of Cook Strait in the north.

He had battled turbulence for hundreds of kilometres, survived a bout of air sickness for the first time in more than 30 years of flying, scratched away from as low as 500 ft above the ground above Waikari in North Canterbury, and was forced to detour around rain showers which threatened to end the flight almost within sight of the finish.

And then, on the final glide to Omarama he had discovered to his horror that the water ballast could not be dumped from the left wing of his Schleicher ASH-25. He hurriedly shut the electrically operated valve on the right wing and set about using his dwindling reserves of energy to set the big-wing glider gently down on the Omarama airfield with an almost full load of water still on board.

As the glider rolled to a stop, members of the welcoming group who had been following his rapidly changing fortune all day long, rushed out to the field. For several minutes, nothing happened. Then the canopy slowly opened, and, after a long pause, Hamilton gave his graphic description of the flight in six words. There was no exuberance, no smile of satisfaction, not even an expression of relief.

Hamilton continued to sit in the cockpit of Tango Fox, his face expressionless and lined with fatigue, and the collar of his jacket still pulled up around his ears. He was totally exhausted, almost too far gone to climb out.

Eventually, he clambered out somewhat unsteadily. "I am going to lie down somewhere," he told the welcoming party. With that, he stretched out on the grass beside the glider.

But he soon recovered enough to talk a little about the flight, put the ASH back in its hangar, and return to the office of Southern Soaring whose staff had done the official observing and flight following, and the early morning launch.

"I got low more times than I care to think about," he said. "I spent a lot of time just bouncing along the ridges on the way back."

> "... one of the greatest soaring flights of recent times in New Zealand."

The two flight recorders were downloaded and checked by official observer Darren Smith. One had an inexplicable break in its recording but the other revealed the full extent of the great flight.

This not only earns him the rare international 1500 km FAI Diploma, but gives him the inside running for selection as the sole representative of the New Zealand and Japanese region for the Barron Hilton Soaring Cup in Nevada next year, an invitation-only event which brings together many of the world's finest soaring pilots.

The flight was packed with drama, as great soaring flights often are. But even the launch had an element of excitement. Hamilton was towed up in a stiff wind behind Southern Soaring's beautifully restored new 260

hp Pawnee with Canadian Marc Crozier at the controls. He released over the airfield at about 6.30 am, and flew off to Black Peak on Mount St Cuthbert (often incorrectly called Mount Horrible) in search of the lift to get established. Crozier's cheery parting radio call for Hamilton to have a good flight brought an immediate response. "Yes, I will try."

But when Crozier returned to the circuit to land the Pawnee he found the wind, a westerly with northerly influence, had increased to 25 knots and was blowing across the landing strip.

"I had such a crab on as I was crossing overhead to join that I was almost 90 degrees to my track. That was pretty interesting."

Almost 14 hours later, Hamilton and Tango Fox were back on the ground at Omarama, mission accomplished. Hamilton had flown 1503.6 km in a triangle with turnpoints off-shore in Te Waewae Bay in Southland, Mount Chudleigh overlooking the Murchison Glacier, and a point 25 km into Cook Strait. His previous longest distance was 1250 km, some two-and-a-half years ago.

During the early part of the flight his ground speed was as high as 300 kmh. His average speed, in spite of the difficult conditions experienced later, was a record 111.74 kmh.

This must rank among the best flights ever done in New Zealand.

Doug Hamilton's personal account of his flight follows:

Wind speeds were so high that they caused a major hazard.

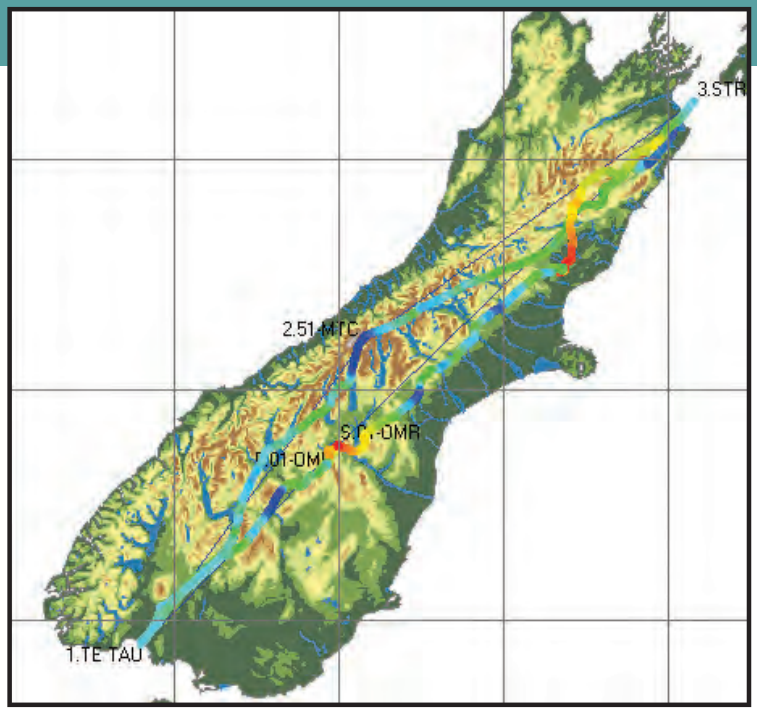
1500k Triangle achieved in South Island

By Doug Hamilton

I had been thinking about and planning a 1500 km triangle glider flight for a while. I had even made a couple of attempts though the weather patterns were not great. These were as much to check out the task as they were serious attempts. So, looking at the forecasts on Monday of Labour Weekend I decided to get down to Omarama and get things ready for a flight the next day. The weather maps did look promising but some frontal activity was forecast and, as my first turnpoint was way down south, the flight could easily be stuffed up with any passing front.

I had arranged for a launch just after 6 am on Tuesday and about 20 minutes later I was away. While climbing on Mt Horrible it became apparent the wind was a bit south of west and strong, so the prospect of slow progress south became real. Looking north I could see it was already raining in the Lake Pukaki and Tekapo areas. This early in the flight it was not looking hugely promising.

It took over an hour to get up into the wave. Everything at lower levels was being trashed up with the wind shift behind the first front. First I tried over Horrible and then over the Clay Cliffs and finally contacted it near the Omarama saddle. Looking south from 13000 ft the sky looked okay, there were some wisps marking a wave line in the Cromwell valley, but it was blue east of the Dunstans. I called Queenstown tower for a clearance



down through the middle of the valley to Cromwell and into the Nevis. Clearance was given initially up to FL150 east and north of Tarras and after an inbound ATR I could operate as required through the valley. This was great as it allowed me to move west and get onto the Pisa wave. A good climb there got me to 18000 ft and easily but slowly, into the Nevis. The upper winds were getting up to 60

kts from about 260 deg so it was a good headwind. The run from the Nevis on down toward Mossburn was pretty good and all flown between 12 and 16000 ft.

The wave system in the south was about the best I had encountered for a long time. South from Mossburn was well marked with wave going just where I wanted to and I could have flown on out to Stewart Island.

The run north was again straightforward so getting up to 300 kph ground speeds made up for some lost time. As I passed Five Rivers I called Queenstown tower again looking for a clearance through the Nevis and Cromwell valleys up to FL220. Christchurch wouldn't allow that due to a couple of 737's due out of Queenstown. PLJ (the Queenstown controller) suggested coming up onto the Remarkables and then north toward Wanaka. This worked out well and kept the good time going north. Getting up to Mt Cook was via Lake Wanaka, Lake Hawea and the usual waves in the Ahuriri, Dobson and Ben Ohau's.

North of Mt Cook I got clearance from Control north towards Hanmer up to FLI80, but by the time I got over Hanmer I had caught up with the frontal disturbance that had passed Omarama when I had launched and was down to about 10000 ft. By this time the front had dissipated to just a cloud sheet to the west with some broken bits of wave on the eastern edges over the Clarence Valley. Things slowed up a bit from this point due to the broken wave and I was already wondering about the trip south as the wind had picked up a lot to around 70 kts at 12000 ft. Control had also asked me to stay below 12000 ft due traffic. This was not too difficult, as I couldn't find a good climb anyway!

Moving north the Awatere valley was not very productive so I dropped back into the Clarence valley behind Tapuaenuku, the highest mountain on the inland Kaikoura range and contacted a good wave climb. Back through 12000 ft I contacted Christchurch Control again for a clearance. I was asked "how high would you like?" ... to which I could only reply ... "as high as possible would suit me best". We agreed to FL180 but to call if I wanted higher. As it turned out just over 17000 ft was as high as that climb went.

I could see some wisps of rotor cloud east of Blenheim over Seddon indicating the wave may extend off the coast a bit which again looked promising. But when I reached Seddon the Christchurch controller informed me that Wellington Control would not accept me in their airspace, due to heavy traffic load. My response (politely) "Well that is going to stuff up a good day"! The Christchurch controller asked me to stand by and a couple of minutes later came back to say Wellington had changed their minds and I was cleared north over Cook Strait as long as I remained above FL130. That suited me perfectly. I thought he had said "not above FL130" when he first read out the clearance. The higher the better was fine by me!

Going out to the turn was actually okay, but when I turned to head south, it was blue. For probably 120 kms south the only clouds left in the sky were the higher lenticulars off the Kaikoura coast and I was not going out there, or clouds 50 plus kms west.

I ended up soaring the ridges on the eastern side of the Awatere valley in less than good air, all the way back to Molesworth station.

Then the novelty of the day wore off really fast! Boy did it get rough. The turbulence was terrible, holding a 'normal' nose attitude for around 70 kts, the airspeed was ranging from fully stalled to 100/110 kts and it was bloody hard work just keeping things together. The wind was 50–55 kts at 6000 ft down amongst the hills. I had given up trying to get west toward the only visible clouds and just wanted to get the hell out of there.

About 10 miles north of Hanmer I even called an overflying ATR to report my position as I was a bit concerned I was not going to get out of the hell hole I was in and get back to Hanmer. I was down to about 500 ft from the valley floor at one stage.

When I finally did get back over Hanmer at about 4000 ft I had two options: land there or drift southeast to reduce the retrieve distance. Just to keep in with the retrieve crew (who coincidently didn't know that they were!) I elected to keep going southeast following the main road toward Christchurch. As I approached Culverden I was down to about 3000 ft, which is only about

1200 ft AGL. I put the undercarriage down, but all the paddocks that first looked ok were border dyked and perfectly crosswind. Drift further southeast it was! And just to make things even better I found that only one wing was dumping water, so I had to keep it all.

Next stop the Waikari pub, arriving about 500 ft above the roof. The small hill to the east of Waikari was buoyant but nothing great so I set about sorting which paddock to land in. I took a moment to collect all the bits that had recently been flying about the cockpit, including my roll of pee bags that had migrated up the front under my feet. It was lucky I found them because all of a sudden I felt sick and needed to fill a bag. Might as well get it out of the road as it would have only complicated the landing I had planned to do! By the time I had sorted that wee distraction, I was in 3-4 kts of lift going back up through 3500 ft, so feeling much better now I decided to stay with it and see how high I could get. The lift stayed quite steady so a quick call to control got a clearance back up to 10000 ft initially and after traffic had passed I was cleared up to 13500 ft. I took that climb to the top, which was only 12500 ft so I could push west to some rotor wisps that had formed up.

Over the previous hour or so, I had received about 4 texts and a couple of phone calls so my apologies to those I hung up on or never got back to!!

Moving further west at about 12000 ft I reckoned I could get down into Lees Valley and maybe back to Hororata, which would make the retrieve easier still! When I got abeam of Hororata I could see some good wave clouds up the Rakaia so decided to see if I could get back west a bit into the good stuff...

No way was that going to happen. The strong headwinds and turbulence saw to that. I bailed south from the Rakaia towards Methven, with every intention of landing in the paddock at home which would have covered at least the first stage of the retrieve issues.

Lo and behold just when you think all is over ... more wave. In the lee of Mt Hutt I got a good climb back up to about 12000 ft, so what do you do??? I pressed on south just to see what would happen further down the way. This all worked pretty well except for the headwind component which made things really slow going and the turbulence had eased somewhat to 'just bad' which was better than the 'down right horrible' I had been in.

Working my way south I got a really good wave climb over Lake Opuha, with all the clouds and looks and feel and everything ... it was Xmas. So with a new clearance I took it back up to FL180. From this 'high' it was back to crap because I had to open the brakes and descend back to 8500 ft at the Mackenzie pass to get under the huge cloud sheet that covered all of the Mackenzie basin. About this time the latest weather text came from Omarama to say it was raining ... "but it looked like it would clear"!!!!!

Toward Twizel it was looking increasingly bleak as all the lakes were calm and light rain was falling over most of the area. I decided the best chance was to keep going south towards the Benmore dam and Otematata and just maybe a climb on the southern end of the Grampians would work.

Twenty-five kms from home at about 5000 ft, with a 6000 ft mountain to go around, still with a 35 kt headwind and now wet wings I was still not convinced that everything was rosy. As it turned out I could maintain my height ok and there wasn't, for a change, much turbulence or sink. So around the south end of the Benmores and straight back to Omarama it was. I still couldn't dump water from the left wing so I had to plan a landing with ballast still on, something that I really try to avoid if possible. I could see a couple of camera flashes as I circuited so figured someone had waited up for me.

The circuit and landing was totally uneventful and pleasingly boring and there we were, home! 13 hours 45 minutes later, 1503 km at 111.6 kph ... and bloody pleased to be on the ground!

Finally a big thank you to the Southern Soaring Crew for the early start, OO ing, flight following, landing reception and beer. And thanks to the Airways Controllers, who helped along the way, some of whom I have managed to thank personally.

MORNING GLORY

Photos Al Sim www.gosoaring.com.au

What kind of a soaring adventure starts with ten hours or more behind a spinning propeller?

A uniquely Australian one – a uniquely Queensland one to be more precise – because that's how long it takes to fly a modern touring motor glider from the state's southern population centres to Burketown on the far north-west coast. Motor glider pilots from other states face an even longer flight. And any of their cousins who prefer to tow a self-launcher north would have to endure many days of eating bulldust on dry and desolate outback roads. Not to mention the burst tyres that are an all too common fact of life on the unsealed last stretch into Burketown.

So what kind of a soaring adventure could be worth putting up with these kinds of hardships for?

In two words: **Morning Glory.**

It's a wave cloud, a weather phenomenon born from a clash between opposing Coral Sea and Gulf of Carpentaria sea breezes over the spine of Cape York. For just a few weeks a year, when conditions are exactly right around the start of northern Australia's wet season, this conflict pushes the right amount of moist air up to considerable heights. As it cools, the water-laden air descends rapidly, generating a shock wave effect which becomes a series of roll clouds moving rapidly south west across the Gulf.

By the time they approach the coast somewhere between Karumba and Mornington Island around sunrise – hence the Morning Glory name – these waves of air can be thousands of feet high and hundreds of miles long, marked by parallel rolls of cloud that quite literally take your breath away. If you're on the ground as one rolls over, you can be almost blown over by the winds generated as the first wave sucks air up from the surface, suddenly shivering with goose bumps as the temperature dives sharply from tropical to surprisingly cool, then in clear sky until the next wave plunges you into the same thing all over again.

If you're in the air you'll find yourself facing something like a cross between a wave and a ridge – a smooth white ridge that's moving towards you at close to 20 knots. Engage it and you'll be in solid lift faster than you can say Cowabunga. 10 knots is normal and sustainable as long as you stay on the face of the wave, which can stretch away over the horizon if you're lucky. Soaring along the leading edge of a classic Glory, you could fly all the way to the Northern Territory and not have to turn so much as once until you decide it's time to head back!

Burketown sits close to the coast roughly half way between Karumba and Mornington Island, so it's not hard to understand how this tiny town of fewer than 200 permanent residents becomes the target of glider pilots each Glory season. For a few weeks from late September to early October every year, it changes from the self-proclaimed Barramundi fishing capital of Australia to the sky surfing capital of the world as small flocks of motor gliders, like so many migratory birds, arrive from the south.

The **Morning Glory** is an atmospheric undular bore, an aerial equivalent of tidal waves such as the well-known Severn Bore in England. Such phenomena have been observed in many parts of the world – one is even supposed to have appeared over Berlin – but the Morning Glory is unique in being the only known regularly occurring and reasonably predictable wave. It occurs most often during the onset of the monsoon that brings the wet season to northern Australia, from mid to late September to early or mid October. However, Glory clouds have been seen over Karumba as early as June or July.

Well known to Gulf locals for millennia and to scientists for many decades, the Glory only came to the awareness of glider pilots after Russell White and Rob Thompson flew it in the late 1980s. No one knows precisely how many have now flown it, but it has certainly been soared by fewer glider pilots than mountaineers who have climbed Everest for the simple reasons that the season is so short, its location is so far away and even when you get to Burketown a motor glider is the only practical way to reach it!

Once gathered at Burketown airport the pilots of these aircraft quickly settle into the other great ritual of Glory hunting: waiting.

No one, not even veterans like Russell White and Geoff Pratt who have over 30 Glory seasons between them, can predict with any accuracy whether a soarable wave will arrive the next morning. All the signs and synoptic charts can look promising and you can still miss out. The beer fridge in the bar of Burketown's only pub can be heavy with moisture – one of the legendary tell-tales of the humidity a wave needs to generate – yet the cloud may pass you by before sunrise. It may cross the coast as a spent force, already decaying to clear air just as you get your first chance to see it. Or it may just not turn up at all. Patience is the quality new Glory hunters must acquire very fast or risk the mental state the locals call "going troppo."

You wake up at 0430 every morning. You go to the airfield. You DI your aircraft in the dark, avoiding dozens of cane toads, hundreds of flies and the occasional snake. And then you wait to see what the sunrise brings.

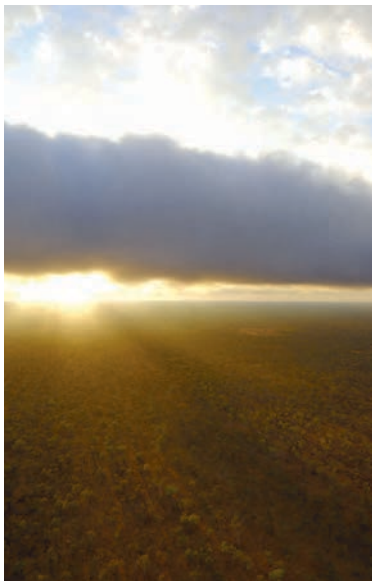
That's the mantra I learned very quickly with Al Sim and four fellow pilots from Pacific Soaring on our first trip to Burketown last year. The six of us had flown up from Caboolture, between Brisbane and the Sunshine Coast, in the club's two Super Dimona HK-36 motor gliders and a Jabiru 160, and our patience was soon rewarded with our very first Glory cloud.

It was a tiddler, we later learned, with a base of less than 1,000 feet, a top at around 5,000 and no more than 50 miles from end to end. But it looked big enough to us as it loomed out of the sunrise over the waters of the Gulf. We motored towards it with swelling expectations, sharply aware that we were now flying only a few thousand feet above waters well known for the size of their sharks. And salt water crocodiles. Even the land we had within glide was nothing more than salt flats entwined by such a maze of croc-laden creeks that any outlanding would be the start of more adventure in the wild than any sensible person should ever contemplate before breakfast.

That's the frame of mind of the virgin Glory flyer at the point of joining the wave. Your brain and vario tell you there's lift to burn but your survival instincts aren't so sure. For me at least, that first moment of turning the engine off over the Gulf was as adrenaline-charged as first solo, first flight, first just about anything else you can think of.

And the high that followed? Three hours of straight soaring, exploring the power zones of the wave, dipping a wing tip into the whipped cream smoothness of the leading edge and cruising at warp speed while still going up. We were still extracting energy from that wave when it had brought us well over the savannah inland and the cloud had decayed to a line of wisps. We watched it suck bushfire smoke up off the surface in grey streaks as straight and strong as the trace lines in a wind tunnel. And we eventually landed with smiles you couldn't wipe off with a cricket bat.

Our first post-Glory breakfast was washed down


with beer because none of us had been brash enough to stock the fridge with champagne so early. That beer tasted beautifully bubbly anyway.

So is it any surprise that the same three aircraft made the same trip from Caboolture to Burketown again this year?

We were seasoned (well, one season) veterans by the time we tied the Super Dimonas down among the flock of Dimonas, Ximangos, Stemme, Grob and assorted other motor gliders at Burketown airport. We knew all about fishing for barramundi while watching out for crocodiles on the creek bank at the threshold of Runway 21 and we thought we had timed our arrival pretty well to make the most of the wave.

Think again. Glory lore is full of what could have been. "You shoulda been here yesterday" is as familiar a cry to Glory hunters as it is to more traditional surfers all around the world and stories abound of people who've made multiple treks without seeing so much as a single wave. So is it any surprise that we had to wait a whole week to see any action?

You wake up at 0430. You go the airfield in the dark...

Seven days of that mantra in one pub Burketown is character building if nothing else.

And on the seventh day the drought broke. A tiddler again, but easily soarable from just off the coast to Sweers and Bentinck Islands and back. So soar it we did, for two solid hours over water the whole time!

Glory season 2008 was finally open, and how. The flock flew on waves every morning from then on, including one remarkable day when the cloud base was so high that one glider got to 15,000 feet. By the time we had to pack for departure we had experienced such a variety of clouds that we thought we were beyond being surprised – but nature had one more trick to play.

It was full dark, about an hour before sunrise, when the sky above our lodge suddenly got darker still. The stars disappeared, we shivered in an instant breeze, and realised with sinking hearts that our last Glory of this trip had arrived early. Too early, said some of the veterans as they said their goodbyes and headed back to bed. We would push on and pack the aircraft anyway. At least we'd get away early for home.

But as we packed, it dawned on us that the waves had not stopped rolling. The first weak light revealed another, then another, then yet more lines of cloud following the first one towards the still-dark inland horizon. Could we be lucky enough to ride a tail ender for one last sky surf?

That turned out to be the least of our options!

The leading wave was still working strong, miles into the savannah and as we motored over the line of swells to catch it, the thing literally took our breaths away. A solid wall of laminar smoothness, the biggest we had ever seen, reared above the scrub and stretched to the end of the horizon. Approaching it low and face on felt like a shrimp swimming up to a whale's mouth, and switching off packed all the punch of that first time thrill.

We rode that wave for over an hour and as it started to die, jumped across to the still strong wave behind it. Then to the one behind it, then to the next until, after a total of two and a half hours, we had ridden seven waves.

What a way to leave the Glory. What a memory to savour until the next sky surfing safari.

Garrett Russell became a glider pilot because of the Morning Glory. Within two hours of first hearing about the wave he had signed up for lessons. That was only in 2006, so Garrett is living proof that you're never too old to start gliding and – with two Glory seasons already in his log book – it's never too late to achieve your dreams.

A screen writer and director, Garrett is currently working on the post production of a television documentary on flying the Glory, which will also be available on DVD.

NEWS FROM THE SCHLEICHER FACTORY

ASW 29 in thermal wave near Wasserkuppe mountain

Despite a slowdown in the world economy, the Schleicher factory is as busy as ever. Just two years after commencing series production the 100th ASG 29 was recently dispatched from the Poppenhausen factory in Germany.

"This represents a milestone for Schleicher", says managing director Ulrich Kremer. He adds: "We are making them as fast as we can and have even introduced weekend production to cope with demand. Of the one hundred ASG 29 built so far, thirty-nine are pure sailplanes and sixty-one are equipped with turbo engines. This clearly indicates a trend towards motorised gliders, especially when considering that some ASG 29 have been dispatched without engine but are prepared for a later engine retrofit." Two ASG 29 have already been dispatched to NZ based pilots.

With just one hundred aircraft in worldwide service, a disproportionally high number of pilots managed to reach a top competition placing. This year alone many ASG 29 pilots won major national and international championships. Amongst them is Olivier Darozze who stood on top of the podium at the French Nationals and at the recent world championship at Luesse.

Smiling faces of the ASG 29 production team. Photo: Arnulf Müller

The ASG 29 borrows heavily from the successful ASW 27 and features a 35 litre water ballast tank in the fuselage. This, and the 170 litres of water ballast in the wings, allows a minimum wing loading of 33 kg/m² and a maximum of 57 kg/m². The wing's main feature is a laminar airflow over 95% of chord on the underside. In combination with an unprecedented aspect ratio of almost 31 (and blowhole tubulators integrated into flaps and ailerons) the ASG 29 features unmatched high-speed performance and climb ability as well as superb handling.

The almost unbelievable production run of the ASH 25 will soon be coming to an end. Almost two hundred and seventy deliveries over 20 years have made the ASH 25 by far the most popular open class aircraft ever and exceeded sales beyond the manufacturer's wildest expectations.

The replacement model is called ASG 30 and the prototype of this all new Open Class two-seater is already well advanced. It will be on display at the AERO Trade Fair at Friedrichshafen in April. The cockpit will be significantly roomier and more comfortable for even the tallest of pilots. Forward visibility will be further improved by an enlarged front canopy and further

ASH 30 – the new open class two-seater from Schleicher

ASK 21 Mi – a self launching 2-seater for training and passenger operations.

design refinements ensure a much easier access to the rear seat. Automatic control connections throughout the aircraft are factory standard in future and so is a PU paint finish. The maximum all-up weight will be increased to the current JAR 22 limit of 850kg. This will give pilots a much wider spectrum of wing loadings and enable them to fully explore the performance potential by an easier adaptation to different conditions.

Although the ASH 30 will be available as a pure sailplane, all fuselages will already be prepared for an engine retrofit at a later stage. Self launching versions of the aircraft will be called ASH 30 Mi and will be powered by the well proven and fuel injected rotary engine from Diamond Aircraft. Combined with a new tailor-made propeller the engine gives the ASH 30 self launching capabilities with an impressive climb performance. In 12 years of service this rotary engine has gained a reputation for unsurpassed reliability, quiet operation, vibration-free running, very low maintenance requirements and by far the lowest fuel consumption of any self launching glider on the market.

Schleicher has been uncharacteristically guarded as far as the wing design is concerned. So far it has only been announced that the wingspan will be 26.5 metres and that winglets will be standard. However, it can be safely assumed that the outer wing panels will borrow heavily from the successful ASG 29. Its ability to carry large amounts of water ballast with ease make an adapted ASG 29 wing ideal for this new generation of open class gliders. Based on well known ASH 25 performance figures and recent ASG 29 flight measurements, Schleicher experts have calculated a significant performance margin over current generations of open class gliders.

Series production is scheduled to commence in mid 2009. Almost 50 firm orders have already been received and a NZ based customer has secured delivery slot No. 7 on the production line.

With the introduction of the self launching version the ASK 21 is enjoying new demand from customers looking for fully independent training and passenger operations. No two-stroke fuel, no avgas, no winch driver or tug pilot – not even a wing runner is needed. You get basic training, cross country training, or even independence all without relying on any of the usual gliding infrastructure.

The number of ASK 21 built is approaching nine hundred and there is little doubt that the motorized version will soon push production figures above one thousand. The ASK 21 is still as popular with students and instructors as it was when first introduced more than twenty years ago. After an extensive evaluation of its service history it was recently granted a service life extension and became the first glider ever to be certified for 18000 hours of service – clear proof of the high quality standard of Schleicher gliders in general and the ASK 21 in particular. A North Island based club has recently purchased the first ASK 21 in NZ for delivery in October 2009. With a measured glide ratio of 35:1 it might not be in the running for too many world records but it is already the most successful and most popular fibre glass two-seater ever built.

Schleicher wishes their ever-growing number of customers ongoing success, lots of sheer gliding pleasure and always smooth landings.

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SOUTH ISLAND REGIONALS

OMARAMA 16 -22 NOVEMBER

By Jill McCaw

The Canterbury Gliding Club has done it again. Once again the South Island Regionals was a fun, well run and challenging contest. The contest organisers went out of their way to keep the fun in the flying. Tasks were set to challenge at all levels. Safety was a key word. A major sponsorship from Airways Corporation produced day prizes, helped with costs and covered the costs of the final night dinner for the pilots and helpers. Their generous involvement went a long way to showing people that Airways have a well rounded interest in aviation and are not always the bad guys that glider pilots have come to assume as we wrestle with airspace issues.

Omarama is a wonderful site for a contest, not only because of the soaring conditions but also the Omarama Soaring Centre facilities and the experienced personnel from the professional soaring businesses based there. Contests like the Regionals show just how well the amateur and professional arms of the sport can mix.

Twenty-eight pilots/teams were registered by the beginning of day one. In the end 42 gliders flew the contest, although the option to fly individual days meant some were only there for one or two days. As usual the contest threw up a who's who of contest flying with many pilots and gliders very familiar with the contest. Some of them have been flying this particular contest for more than twenty years. I know this because it is twenty years this year since I attended my first South Island Regionals and a lot of them were there that year. We didn't have any visiting North Islanders this year but we did have a distinguished guest in the form of Mike Bird aka 'Platypus' flying with G Dale. We have seen Platypus's wonderful take on gliding and gliding people in Sailplane and Gliding, occasionally the Gliding Kiwi and other publications for more than twenty years. He promises to write for SoaringNZ in the future.

The weather threw its usual trick for sports contests of any type and instantly became 'non seasonal' for day one. The following day was even worse although the gliders did get as far as the grid that day. Billy Walker was heard on the radio asking if the hail on the canopy was audible over the airwaves. It was.

The rest of the week was flyable, although challenging, and five flying days were achieved.

As well as the usual old faces, several of the contest pilots were new to competitive flying. Rather than give a blow-by-blow account of the tasks, days and winners, this article focuses on four of those less experienced pilots. All four found the experience of competing extremely valuable and their experiences sum up the spirit and joy of the sport.

Full competition details, tasks, day winners and points are available through the GNZ website.

l-r top to bottom
Contest pilots line up.
Contest Director Geoff Soper.
Task Setter, Nigel Ackroyd, George Wills.
Kevin Bethwaite addresses the pilots.

Wilson Ellery

Winner of the Club Class, is the youngest of the competitors at twenty. He wants to be the best pilot in New Zealand. Ellery began flying around three years ago with Southern Soaring. He has spent a year working at a Canadian Gliding site as a line boy and a season for Glide Omarama. Last year he flew in Joey Glide, the Australian Junior Nationals, which he found very difficult.

This contest is his first New Zealand contest. He nearly landed out every day and says that 80 to 90% of his decisions were bad ones. However he has grown over the week. His best day was Day 3. That was the day the Assigned Area Task (AAT) was set so that the Club Class could achieve a 300k. By launch time the weather and expectations had changed and the circles widened. Wilson achieved 250 km in 5 ½ long hard hours to win the day.

Wilson has been encouraged and supported in his flying by Dane Dickinson, who Wilson says has had the junior spot on his own for ages. He hopes to change that. He also wants to get a jump on the youth glide guys who will be on his tail very soon. He will have another attempt at Joey Glide this year and having more competition time under his belt will be more focused on the flying and less on the distractions of being in a big competition.

Joey Glide runs from the 6 -12th December.

Luke Tiller

Club Class. At twenty-four Luke is still just classified as a Junior Pilot by the FAI. He didn't do so well in the contest only gaining points on one day. Luke had done Jerry O'Neil's cross country course in the week prior to the contest and felt confident and on top of things, however a scare on day one, when landing back for a relight and forgetting about stopping distance with water on board, knocked his confidence and left him battling to get his composure back. Although he did get flying again it wasn't until the wave day on day four that things came together again. He made a rookie mistake of thinking he had rounded the second turn because he had looked down and seen it. He didn't check the GPS. He hadn't entered the circle so only got points to the first turnpoint.

Luke describes the contest as a big steep learning curve. Flying his own glider, an ASW 20, (which Luke doesn't recommend as a first glider) he says he put too much on himself to do well. However he now feels happy and comfortable to fly again. Luke too flew at Joey Glide in 2006 and will be joining Wilson for this year's competition.

Luke and Wilson will be writing a report on their Australian exploits for the next issue of SoaringNZ.

George Wills

15m/Std Class. Son of Gavin Wills, George has grown

Left Wilson Ellery and Bob Martin discuss tactics Top Mike Bird and G Dale prepare for flight Bottom Luke Tiller and his ASW 20.

up around gliding. He started gliding himself when he was sixteen but even so had only around 160 hours logged at the start of the contest. He thinks he must have over two hundred now it is over, which is he says a huge increase in hours and experience.

Entering the contest was the result of a New Years Eve resolution. It was a bit scary, especially as he would be flying one of his father's gliders. A week's preparation and familiarisation of the area and turnpoints with Gavin and G Dale was invaluable; as was a thorough reading of the rules and learning the correct procedures for starting and turnpoints.

While his overall placing was middling, George won day 2. It was his second day in his first contest. He says he got tinny and that it was the most fun day in the contest because after his initial climb he didn't have to make a single turn.

The contest was a worthwhile experience. He learnt more in the week than in the two years flying previous. A lot of that is what you learn from the guys racing he says. They are all happy to share, the good pilots even share their decision making and usually their plans for the task. Their plans, George says, were always different from his.

"A competition also makes you focus on getting to the turnpoints, you really have to get there and can't give up if it gets a bit hard." George would recommend contest flying to anyone, with one proviso: "Do your preparation first."

"A competition also makes you focus on getting to the turnpoints, you really have to get there and can't give up if it gets a bit hard."

Kevin Bethwaite

Club Class. President of the Canterbury Gliding Club, Kevin flew the club's LS4 in the contest. Kevin is older than the other new pilots profiled and represents the pilots who have discovered the joy of soaring as adults. He was not the only new contest pilot in this competition who fit into this criterion. An Air Traffic Controller, Kevin came to gliding just over five years ago when his brother Warwick gained his instructor rating and needed someone to practise on. Kevin had some PPL time but couldn't get over the thrill that gliding gave him. He quickly progressed to solo and was lucky that at that time there were few other club members wanting to use the LS4. People joked that it was his glider.

Kevin did a cross country course with Jerry O'Neil last year and was quite scared about going away and landing in paddocks until then. Jerry, he says, showed him what to do. He flew the Regionals in the back seat of the club's Janus with Matthew Dimmock two years ago and that was a big step in his learning. It was great to sit back and absorb lessons from a great cross country pilot. Feeling he needed another challenge to his flying, this contest was Kevin's first on his own. He was very competent and comfortable about distance and landouts but had never been forced to go to points. That meant, he says, that he actually had to think about how to get there and that pushed him another step.

On the grid

The most valuable part was the debrief and discussions with other pilots afterwards. They have all been trying to do the same thing as you and you can discuss how different things worked for them, he said. Kevin thinks he has really grown. After day one he discovered his time was half that of the experienced guys so speed became a personal challenge for the contest. Unfortunately on the last day he was too fast for an AAT task. He will be more aware of the rules next time and says he still has a lot to learn.

Kevin was responsible for gaining the sponsorship of Airways for the contest and is sure the relationship between glider pilots and the corporation will continue to be beneficial for both parties.

RESULTS			
OPEN CLASS			
1	Doug Hamilton/Karen Morgan	ASH 25	4572
2	Chris Richards	Ventus CM	4403
3	Theo Newfield	ASH 25M	4217
15M/STD CLASS			
1	Dane Dickinson	LS 8	4413
2	Peter Chadwick	ASW20c	3911
3	Warwick Bethwaite/Matthew Dimock	Janus Ce	3427
CLUB CLASS			
1	Wilson Ellery	Grob Astir 102	2053
2	Kevin Bethwaite	LS 4b	1995
3	Bob Martin	Discus 2b	1865

Soaring NZ

Terry and Abbey Delore soar “Athena”, Steve Fossett’s ASH 25 now owned by Delore above the Arthurs Pass highway. This was Delore’s maiden flight as owner. Note the tribute to Fossett on the tail.

Photo John McCaw

THE TAUPO CENTRAL PLATEAU SOARING COMPETITION 2-8 NOVEMBER 2008

by Ross Gaddes

If you were basing your decision to attend the Central Plateau Soaring Competition on the weather forecast, then you'd be forgiven for not attending this year.

To be frank as the weekend approached it really looked like crap, weather wise, and it seemed fairly bleak even for the whole week.

However, whether it's to do with the time of year, the remembering of previous events or the attraction of being staged in a tourist centre, a group of around 25 pilots made their way to Taupo and settled in for the first competition of the 08-09 season.

For me this event is as much about getting away after a long winter and I think that attitude holds for many of the punters that attend. This laid back attitude seems to add to the atmosphere and relaxed nature of the event.

As Saturday was very average for flying, most of us left our gliders in the trailer and went our various ways until the 6 pm evening briefing. At the briefing, organisers were introduced to those new to the area or those competing for the first time. The meet director, Tomas Anderson, held our attention as he introduced those close to the event but to be honest the most attention paid was to the weatherman, Roland VanDerWal.

Roland was cautiously optimistic about Sunday and maybe even Monday as well, but predicted poor soaring midweek with improvement towards the week's end. This is the third time I've attended this event and I've really learnt to respect Roland's weather skills. He is careful not to build too much hope but is still prepared to put his (quote) "balls on the line".

Well he was not wrong about Sunday – the day started un-startling but the promise of an improvement had about 25 of us rigged and ready for the task at midday. About 22 pilots were fully entered with another 3 or so flying on a day by day basis. I was to be using the Auckland Club's Duo – Delta Xray. However my flying partner Nigel McPhee, was still driving down from Auckland at 12.30 pm so I have to admit to stalking the gatepost at the entry. The tension finally dropped when I actually saw his car, and DX, approaching in the distance.

The good thing is that Taupo starts real late and we were soon rigged, at the back of the grid and ready for action.

Day 1 – Monday

Fast – Start A – Kawerau – Te-Awa camp – Whakamaru – Aratiatia Dam – Finish North 152-367Km

Club – Start A – Kawerau – Te-Awa camp – Finish North 122-244 km

It was a better day than it looked from the grid. Strong thermals locally however did not go much above 5500 ft. This isn't that high in this area and many gliders were soon grovelling low near Rerewhakaaitu, which was on track towards the western turn. The track around the Tawarewa Mountain and lake is very scenic and an interesting glide over the volcanically strewn landscape. A few extra feet of altitude would have been nice, but that's always the case in this sport.

Coming back from Kawerau saw many of us at those same low points again. I was continuously searching for a safe landing while Nigel scratched around for a lift out of trouble. Finally it got better and as we breathed the rancid air from the Ohaaki geothermal power station the stress level in the cockpit gradually reduced. There were lots of wings nearby too and apart from a turbo

pilot (or two) that pushed that button we all moved towards better conditions again.

The Te Awa Camp turn was designed (I guess) to steer us away from the lower 4500 ft Rotorua airspace but unfortunately that was where most of us had to go to make our way into the Whakamaru circle. Nigel and I went as far as we dared into the 20 km circle and returned elated with some good soaring despite it being a rushed start into average looking thermals.

The Club Class had had a difficult time and struggled when crossing the long periods of inactive air. However at the morning briefing DX had won the fast class with 201 km at 80.4 kph. Bhrent Guy landed out in his trusty DG100 UY won the club class with a land at the 30 km mark. He actually did really well considering it really was a day for those with a higher l/d.

Day Two – Tuesday

This day started really bleak and even those who know Taupo well felt it just too hard and too late in the day to set a course. We wanted to fly anyway so we rolled onto the grid and had a wonderful flight south towards the Kaimanawa's and the high country in the Central Plateau. Most of the others had great flights as well but ventured down towards Bennydale and Tokoroa in the North and Northwest.

Day Three – Friday

Well, you don't have to be psychic to guess what the last two days had to offer but Roland had warned us and a few went home. I got some work done that had to be done anyway. Friday seemed ok but not startling, however we all rigged & patiently waited for the task to be set.

Fast & Club – Finish Nth – Kaingaroa A/S – Tiverton Downs – Whakamaru Dam – Aratiatia Dam – Finish Nth 73.3km/256.7km

Note that the task setters decided to use a small circle around the Finish Nth turnpoint to enable a start to be made from a variety of areas. This prevented crowding and meant climbs not available locally could be still used. This particularly helped the Club Class get good starts.

Nigel and I set off determined to keep our track record but the conditions were pretty hard. It was windy from the east and I felt sorry for those with smaller lighter craft as we passed Hugh DeLatour in the Taupo Club's PW5 – what a battle he was having.

We enjoyed our day but we got thrashed in our class with Marc Morely blitzing around with 102.8 km/h at 213.9 km in his ASW27 GB.

Hugh had actually battled and battled the wind and won his class with 54.1 km – this is Hugh's (PW5 SD) first comp and his retrieve was interesting as well. However that did not prevent him entering the clubhouse with a big smile late that evening. Martin Lindley also did really well to drive his Phoebus 52 km into a deserved second place.

Day Four – Saturday

The weather gods left the best for last. Again Roland's sensitive body parts were on the chopping block, but quite safe, as this day had promise. In fact it was a wonderful morning and the task was set to enable

a flight around the lake and into some great soaring territory. In truth this is the country I just really love to explore. The task was set.

Club – Finish Nth – Goudies – Poronui A/F – Start C Quarry Rd – Finish Nth Total: 48.8km/209.0km

Fast – Finish Nth – Minginui A/S – Poronui A/F – Bennydale – Aratiatia Dam – Finish Nth 165.9km/376.9km

To do any good in our class we knew that going to the end of the circles was our only option here. Trouble is everyone else knew this too. It was a good day; the trip out to the east took us to Galatea where the circle ended. This was a great run along streeting clouds. We were easily able to get to the airspace ceiling of 6500 ft and often to run at 90 kts plus. I didn't see a lot of gliders (suspicious) except for Dane at Minginui, a remote green spot amongst some serious native forest and mountainous countryside.

This was fun; we sped along the higher country southwards and into the circle at the very southeastern corner of it. The air here was getting colder and climbs were harder and broken. I hope airspace can be less restrictive for the Nationals in 2010 because 6500 ft is not very high in there. We elected to make our way to the next turnpoint via Taupo as the Western side of the lake seemed blue and the possibility of an out landing quite high.

We were wrong, as Dane climbed to 9500 ft in an unrestricted area we struggled in the high country and

THANK YOU

Tomas Anderson – Meet Director
Trev Terry & Stew Cameron – Task Setters
Roland VanDerWal – Weatherman
Dennis Cook – Score Keeper
(never even brought his glider but toiled by the computer just to help and have a fun, few days off work)
All the tow pilots & clubs who loan the tow craft.
The Taupo Club – all those partners of pilots who try real hard to make this event such a success.
We also should thank those pilots who, despite a pretty dodgy forecast, hung around and were rewarded by some reasonably good soaring. I've yet to experience a really great day in Taupo but if it exceeds the days I have already experienced, so early in the season, then it will be really, really, good.

almost landed by a large high country dairy unit. Meanwhile Dane Dickinson, Stew Cameron and Brett Hunter (Discus 2cT VM) took the scenic route, which also was the best choice as it turned out.

We still had a wonderful day as we eventually got away with a very low save and got back into some great lift which took us back past Taupo and out into the last big circle. We were late though and chose a final glide with not really enough km's covered to do so well. We did 324 km at 100 kph and were still only seventh for the day. This day showed what Taupo can offer even on a 50% day.

Dane won the day with 381 km at 117 kph, with Brett close behind with 345 km and 109 kph. In club class Bhrent did 152 km at 76.1 kph, closely followed by Peter Cook with 150.8 and 68.1 kph. This is better stuff for Club Class who were getting a raw deal earlier with weather that was not allowing them get longer flights. Even Colin McGrath in his Skylark BX did 108 km at 54.1 kph, which I'm sure he was happy with.

In fact we were all happy and it showed at the final dinner which, due to a lot of hard work, was much appreciated by the pilots and in fact everyone who came that night.

The prize-giving revealed Bhrent Guy as the winner of the Club Class and Dane Dickinson (fresh back from a Euro summer of flying) took out the Fast Class.

This event was a pre-cursor to the Nationals so there were many requests for pilot feedback from the organisers. My main request would be for better airspace access.

This is an issue that is ongoing and a huge threat to running decent competitions almost anywhere in NZ. Let's hope some better agreements can be forged in future.

As last year, the organisers and those invisible but effective helpers ran a fine event despite what were actually quite average flying conditions for Taupo.

Advanced Soaring Made Easy

by Bernard Eckey
Hardcover
200 x270 mm
173 pages
92 graphics
55 photographs
Eqip Werbung & Verlag GmbH, Germany
$68 rrp

Many books have been written about gliding, but since Helmut Reichmann's classic, Cross- Country Gliding , not much has been published in the English language on this somewhat advanced topic. Bernard's new book "Advanced Soaring Made Easy" is therefore a welcome addition.

Bernard is highly qualified to give advice on all aspects of our sport. He is a German trained glider pilot and a long time resident of South Australia where he is Head Gliding Coach. With almost 3500 hours of safe gliding experience to his credit Including multiple 1000 km flights in his beloved ASH 25 he is more than qualified to explain the entire theory behind soaring across country.

He writes simply explaining the theories and techniques that the soaring pilot needs to master. He delves into some advanced ideas about how thermals function and discusses interesting topics such as soaring on convective shear waves. The book bridges the gap between the first solo flight and flying cross-country and makes the difficult art of XC soaring seem easy.

With almost 120 topics covered from flight preparation, reading weather and landing out to thermalling, wave flying, ridge running and dynamic soaring, Bernard draws on his vast coaching experience to help the reader better understand his topic. The book even prepares the aspiring pilot for some of the psychological hurdles associated with early cross-country flying.

As well as making a complex subject appear simple Bernard has included examples and anecdotes from his own outstanding gliding career to help the reader understand. By implementing the suggestions contained in his book the aspiring glider pilot will undoubtedly benefit immensely and go a very long way towards realizing his (or her) potential. The book is also a helpful reference for gliding instructors and coaches.

Beautifully presented in hard cover "Advanced Soaring Made Easy" has almost 100 excellent graphics and is illustrated with many pictures from gliding expeditions around the world. It would make a great Christmas present for any soaring pilot's library and essential reading for the post solo student.

Gavin Wills, Omarama

Copies available from Glide Omarama.

the coastal

The classic low run along Auckland's west coast is not something that many pilots attempt. Over the years there have been some exciting stories of beach launches and beach landings, some spectacular photographs of gliders barely ten feet above the waves and of course stories of 300 km flights along the coast, not for the faint hearted.

For this issue's soaring aotearoa Andrew Mackay of RNZAF Auckland Aviation Sports Club tells us how he did his first Raglan run. Mackay has 300 hrs, is QGP and C Cat instructor. This was his first solo flight over 100 km and he is looking forward to another coastal run.

Andy Mackay and his Bride ... the lady not the Astir

After much planning and weather watching, Saturday 18th October dawned with a breezy 25 knot south-westerly, and four pilots from Whenuapai Aviation Sports Club rigged their machines for a planned Muriwai beach to Raglan and return west coast ridge run. Dave Todd (Kestrel HU) and the author (Std Astir MP) were guided by Steve Wallace and Lionel Page (Mosquitos KT and ON) for the attempt.

After turbulent 11 minute tows to Muriwai at 2500 ft, we all met up at the southern end of Muriwai beach and started the run. While it was possible to float along at the 2000 foot level, we gradually increased speed to run the coast at between 600 and 1000 feet, easily maintaining 70 knots. Bethells, Piha and Karekare beaches soon slipped behind until we slowed and occasionally circled to climb to 1500 ft for the Manukau Heads jump just under the TMA for Auckland International. We noticed the southern facing spurs and bowls were working slightly better than the pure western ridges, the wind being 210-220° at 25 knots.

The next section from Manukau Heads to Port Waikato involved lower, more uniform ridges and soon I was looking a long way ahead and down for the Kestrel

run

Photos Andy Heap

and Mosquitos. Thankfully they orbited at several stages for me to catch up. The jump across Port Waikato was into wind and out to sea to get around the southern headland, and we arrived there at 600 feet, but with a leeward landing option if necessary. Here we got to hear from the Drury based Duo Discus PX also enjoying the run.

The next stage down to Raglan involved higher and steeper cliffs, with fewer landing options. It was still possible to maintain about 1500 feet, but with experience could be run at ridge top level and high speed. I'd describe this last section southbound as the most scenic, although my (first) IPAQ battery gave up the ghost. Turning around just 2 km short of Raglan, we headed north, hearing from the Duo on 133.55 and several light aircraft in the area.

The northern run was made easier and faster by the quartering tailwind, although a fiddly battery swap, and an awkward 'ballast dump' made things 'interesting'. We dodged and waited out several squalls rolling through, waiting out three before we got to cross the Manukau Heads after climbing to 1500 ft in weak coastal thermals. Again I was surprised at how much I underestimated the LD performance of the Astir.

Karekare to Muriwai was a great run, with higher and steeper ridges, and we were soon all back at Muriwai for the final thermal climb to make the downwind dash home. Gaining the necessary 2000 ft in weak coastal thermals took a good 30 minutes and made this the most challenging part of the flight. I got hammered about 5 km inland, with the vario flicking between 8 kts up /10 kts down before arriving overhead at 1100 ft closely followed by Lionel, Dave and Steve.

That day, I rigged up a small external battery for the IPAQ and got online for some MEC crew-relief bags.

Brett Hunter of the Tauranga Gliding Club was the New Zealand competitor for this season's Tasman Trophy clash fought out at Kingaroy in Queensland. Brett has around 900 hours and has been gliding since 1990 with a six year break at one stage.
He is a pharmacist and enjoys cross country and competition flying.

TRANS-TASMAN TROPHY – KINGAROY '08

The Trans-Tasman trophy battle was held during the Australian Club Class Nationals at Kingaroy, Queensland in early October. I arrived at the airfield and took a check flight in the club's new Duo-X. The highlight was thermalling with some pelicans – at 8 kg apiece you wouldn't want to hit one. I met up with Sandy and John Griffin (my crew) and Cliff – an ex-pat Kiwi from Paraparaumu and owner of the LS3 I was to fly.

The practice days were frustrating – the first day I landed out on the second leg. Those ploughed fields are excellent to land in, but the fine ochre red soil gets everywhere and is very difficult to remove. It was my only landout and I was pleased I got it out of the way on a practice day. I was having instrument issues and the second practice day was cut short with a complete electrical failure.

So competition day one coincided with my first decent cross country flight. A reasonably long task in variable blue conditions. I flew conservatively – especially the second leg to the north taking us over large areas of forest and scrub. I took a 20 km deviation to avoid unlandable terrain and was the slowest finisher. I landed to the unusual sight of John doing a war dance – it turned out my opponent was among the landouts, giving me a small but useful lead.

The next few days were a blur of short 2 or 2.5 hour Assigned Area Tasks (AAT), blue thermals, and flight computer problems. I was getting around but giving away points due to stuffing up final glides – one day I landed 7 minutes early on a 2 hour AAT task which cost me nearly 200 points.

Then the drought broke and we had 3 days of rain. I used the opportunity to stick 2.5 kg of adhesive wheel-weights to the tailskid so I could thermal at less than 60 kts, which made a huge difference to the handling of the glider. I also sorted out my flight computer. It was nice to finally have an audio variometer and to be able to use my iPAQ. Maurice Weaver arrived from Tauranga and we all did the tourist thing for a few days.

We were keen to get back to flying and the weather turned it on with nicely marked thermals and convergences for the next few days. Thermal strengths were good (for this North Island boy anyway) and cloud-bases 5000–6000 ft AGL. The task times of the AAT's were disappointingly short – mostly 2 or 2.5 hours (one day we were back on the airfield at 1:30 pm), but cross country speeds were high. My raw speeds for the competition ranged between 82 kph and 104 kph. Water ballast would have been great.

Day 5 was a ripper – thermals well marked with cu to 7000 ft and streeting well. There seemed to be energy everywhere and I circled very little. My task speed was 132 kph with only 25 km to go on final glide when I ran into a sustained sink and fell below glide-slope. I circled over Kingaroy for 15 minutes at 700 ft until I gained the height required to make the control point 10 km past the airfield and back to the finish, dropping my raw speed to 104 kmh. This cost me the day win and ultimately the competition.

My opposition was a charming thirty-something Aussie sheila called Jo Davis. Jo owns an ASW-19 and has amassed 800 cross country hours since she started gliding only 6 years ago. She flies out of Darling Downs and apart from her landout on day one flew consistently fast, scoring in the top three on three of the six competition days. She shows great potential and we enjoyed the competition – the lead changed between us three times.

I went into the final contest day 2.6 points in the lead out of about 4000. You don't get too much closer than that. The weather looked iffy after another rain day – I should have been doing a rain-dance but I was keen to fly. As it turned out it wasn't to be my day. I started well

but ran into difficulties 70 km out at the tip of the Bunya mountains where the ground came up and the air went down. By time I dug myself out my average speed had dropped to 49 kph and I knew I would lose if I carried on as the day was turning out to be a cracker. So I flew back to Kingaroy and re-started. It was a 2 hour AAT but it was 2:30 pm when I re-started and the thermals tend to stop about 4pm. It all turned to custard on the last leg and I was a bit lucky not to be sitting in a paddock in the dark. So Jo deservedly won the trophy. It was a great battle and it went down to the wire.

The contest management had the problem of setting common tasks for the Sports Class and Club Class fields, with sailplane performance ranging from Nimbus 4DM's to Libelles and ASK21's. Their answer was to set AAT tasks with turn-point radii of 20 to 40 km and short task times. This got most contestants around but highlighted the downside of AAT's – it was possible for gliders to fly widely divergent tracks and experience quite different conditions – with the effect on scores amplified by the short task times (average was less than 2.5 hours). There was an excellent safety culture and there were no incidents during the competition. Other highlights include an excellent speed-flying lecture by Hank Kauffman, Beer-can chicken on the BBQ, thermalling with wedge-tailed eagles (4-5 ft wingspans) and the number of skilled female pilots competing. In fact the entire competition was run by women.

It was a great learning experience and my appreciation goes to the Sailplane Racing Committee for organizing my participation, and to the GFA who paid for my contest entry fee and glider rental. Thanks also to John, Sandy and Maurice for the crewing and company.

Would I go back? In a flash. With my own glider and water ballast.

Trans-Tasman Competitiors, Brett Hunter and Jo Davis

WOMEN OF KINGAROY

Sandy Griffin (short for Sandra), President of Tauranga Gliding Club and pilot herself, went with her husband John to crew for Brett Hunter at Kingaroy, Queensland, Australia. It was the Australian National Sports/Club Class 2008 Contest. It was a contest, she discovered, run by women. She tells the story from her perspective.

John and I hired a glider and took turns competing while the other stayed behind to crew for Brett. It was a great contest and Brett Hunter and Jo Davis (short for Joanne) had a close-fought battle for the cup. Unfortunately for Brett and NZ – Jo won – but it was neck and neck all the way. Two evenly matched pilots.

However, what was amazing for me was that a group of women had set out to run this contest. As well as running it many of them were also competing in the contest. These Australian women have become part of my gliding family, role models and mentors. I finally feel a sense of belonging in the gliding community. Some of these pilots have competed internationally, are also tug pilots, have husbands (some of whom are also pilots), children and careers. They are inspirational, friendly and supportive and their attitude to flying is great.

Like these women, I too loved the Kingaroy Soaring Club (I have been two years in a row now). Part of what makes the Kingaroy and many other Australian soaring clubs great is that you have to travel two or more hours to get there. Many come out to Kingaroy for the weekends and have a social time on Friday and Saturday nights after gliding and their families are included. John and I plan to go back again next year and make Kingaroy our gliding club away from home.

I will go back to Kingaroy next spring and try, for the third time, for a 300 or 500 km badge flight. I will aim to obtain my Gold badge and then Diamonds (a girl's best friend – so I hope they are big sparkling diamonds).

All the organisers of this contest, from contest director through towpilot and safety to bar manager were women. There were other women pilots, wives, partners, girlfriends and daughters there too – all helping out or flying.

Some of these women's achievements:

Pam Kurstjens holds many women's world records and several 1000 km flights.

Lisa Trotter has competed in 16 state, 14 national and 3 international championships, teaches two speed flying courses per year and currently holds two Australian distance and speed records.

They all have many gliding accomplishments and hours and records to their credit.

These women have opened my eyes and encouraged me, without even knowing, to realise my further potential and self confidence as a woman glider pilot.

Watch this space!

Women in gliding. Sandy Griffin 4th from right.

A VINTAGE KIWI PROJECT

Ann Johnson's record breaking Ka-6 now on display at Classic Flyers — Tauranga. Ann Johnson, Gary Hoekstra and his son.

On the 1st February 2007, ZKGFD unfortunately became another statistic in the NZ aircraft accident files. A Kaikohe Gliding Club pilot lost control whilst landing and FD was written off as it pirouetted into an embankment at the Kaikohe airfield. Only the wings, tailplane and canopy survived. Roger Brown of Piako tells how it went from write-off to star attraction.

Roger is himself nearly vintage having learnt to fly in a T31 back in 1965. He has been flying gliders and a member of the Piako Gliding Club since the '60s. He is a foundation member of Vintage Kiwi.

Ann rang me with the sad news one night and between the two of us we came up with the idea of having a go at 'saving' the glider as a permanent museum display at Classic Flyers – Tauranga.

After a number of phone calls over several months a plan was slowly formulated for Ann to purchase the wreck and for a 'non flying' rebuild to be undertaken at the museum. A Vintage Kiwi donation fund was established to finance the project. For $100 'you could be part of history'. However at this time neither Ann nor I were aware of anyone local who had the skills to undertake such a task. In desperation the thought was to marry another part fuselage to what was left of FD's and to bring in Jevon Snowden from Wellington to perform the transplant. However deep down we both knew if we did that it would have been an FD mock up. It just didn't seem right. FD had to be rebuilt in total.

"Ann rang me with the sad news one night and between the two of us we came up with the idea of having a go at 'saving' the glider as a permanent museum display at Classic Flyers – Tauranga."

Ann was also now starting to look for a retired boat builder who might be looking for some different project to keep himself active. The task had to be done on an honorary basis with all the materials required being financed by the donation fighting fund. On reflection I can now see how Ann successfully achieved her many record flights in FD. Determination! This aircraft was going to be put back together. There would be no other options.

The first job was of course to retrieve the wreck from Kaikohe. Past owner Paul Rockell volunteered to retrieve it from Kaikohe to the Whangarei Gliding Club's site at Puhipuhi using FD's original but now very dubious trailer. Then Barry Hamilton was to drive up from Waiuku, pick up the trailer and return it to Drury. However the trailer only barely made the far shorter first part of the journey, and would never have made the four plus hours journey back to Drury in South Auckland. I was told it virtually fell apart at journey's end at Puhipuhi.

A quick phone call was made to Robin Britton and Robin McRae who did not hesitate to make available their own Piako based KA6 trailer to help with the cause. This duly arrived at Drury a few weekends later and Barry did the honours of bringing the remains of FD back to Drury. Ann, along with VK member John Dolphin, arrived a week later to take FD back down to Tauranga. A great team effort.







As they say up in the winterless north, 'Waste not, want not'. FD's old trailer, mainly because it could not be moved any further, has now become the club's implement shed. This classic 1960's design is now on permanent 'display' at the Puhipuhi airfield.

A few months later Classic Flyers decided to run a modelling contest, which was open for anyone to enter. On a day that Ann was on volunteer duty at the museum, a man arrived with his young son who had made his own model aircraft and had brought it to enter it in the contest. Ann jokingly said that she had a much larger 'model' that she was hoping to rebuild for the museum. The person that both Ann and I were searching for had been found. The father was immediately interested.

Gary Hoekstra is a highly skilled wooden furniture restorer and aero modeller and on sighting FD volunteered his services straight away. This was a project that really excited him and he just had to be involved. Another bit of good fortune to come FD's way was a set of KA6 plans that the McRae syndicate had tucked away. These were given to the project and the rebuilding of FD at last got started. The end result is a real testimony to all of Gary's skills.

FD in fact looks better than brand new. She looks incredible. Part of the brief was to have FD painted in her original flying colours of her record making days. Gary has certainly achieved this and it is as if one is looking back in time and viewing her for the very first time. A further testimony to Gary's building accuracy is the fact that FD is just so easy to rig. It just clicks together like a well-built Swiss watch. The actual presentation day was the first time it had been rigged. There were no 'pre rig' accuracy checks done during the rebuild.

FD was duly presented to the Museum with an 'Aeronautical Unveiling'; the local press were in attendance and a good number of past and present gliding identities who were associated with or remembered FD as she once was.

It could be argued why FD was not rebuilt back to flying status. The simple answer was cost. For $800.00 we now have a great example of a KA6cr, once the backbone of the NZ single seater fleet. The glider has such a great story to tell. From being won many years ago in a 'John Roake' NZGA raffle, to becoming the holder of numerous women's records, this aircraft will now never again be lost from our rich gliding history.

Finally, Ann would like to acknowledge Peter Fiske, President of the Kaikohe Gliding Club, for all his help and support with the negotiations so Anne could reclaim her once beloved aircraft for this project.

Mark Wilson, recently retired
Wellington Gliding Club CFI.

Yet more on spinning

This brain dump was inspired by articles by Arthur Gatland, comments about aerofoil shape and angle of attack, and Peter Thorpe's article on spin training. I've also noticed that many pilots, instructors included, cannot make a glider spin.

Another observation is that not all aircraft perform the same as the K21, K13, Blanik, T31, or Primary you learned in, or did your last BFR in. When was the last time you checked out the low-speed handling and response to 'abuse' of your nice, new, carefully optimized at 30% aft limit, single seat high performance racing machine? Some are rather better mannered than others. Some are so marginal (rapid speed build up, low Vne) on the recovery that they shouldn't be deliberately spun. Make the effort to get comfortable with the spin entry characteristics of the various gliders you fly.

During flight training you will have been told how a spin is the result of one wing stalling to a greater extent than the other, resulting in a increase in drag on one wing, quickly followed by 'auto rotation' (or incipient spin). If this is allowed to continue, the rotation builds and results in gyroscopic forces that can raise the nose and hold the aircraft in a spin. The reason for the asymmetric stall is often stated as 'stall with yaw present'. You will then (I hope), have been shown how a spin is easily entered by 'over ruddering' in the turn.

Classic Spin Entry – Stall with yaw present.

Start straight and level, approx 10 kts above the stall. Bring the speed back slowly at about 1 kt per second. The attitude should be slightly higher than 'normal'. As the aircraft starts to enter (but not after) the stall, apply full rudder and keep the stick hard back. Enjoy the ride. Recover as normal. The key trick is to realize that the stall must be asymmetric as it occurs, not try and make it so afterwards. Also important is that if the stall is too steep, the nose will often pitch down and unstall the glider before the spin can develop.

At another, earlier point in training you will have been shown how using aileron alone, particularly at low speeds, results in 'adverse yaw'. You will then have been introduced to, and immediately distracted by, really tricky concepts like stick-rudder co-ordination. What is not often fully appreciated is that the ailerons at low speed (high angles of attack) are equally as effective at producing 'yaw' as the rudder, plus have the added bonus of directly changing the aerofoil section to one which stalls at a lower angle of attack. Add in the fact that you are already rolling into a turn (which does what to the angle of attack on which wing?) and use aileron to attempt to reverse the turn.

Sometimes Spinning is a good thing
Taken gliding over New Plymouth. We were at 19500 feet with the canopy fully iced over and decided to spin down a few thousand feet to de ice. Pilot's were Nick and Grant Wisnewski in a Blanik.

Classic Spin Entry – Over-ruddered turn.

Start a moderately banked turn, again about 10 kts above the stall. Bring the speed back slowly at about 1 kt per second. The attitude should be very slightly higher than 'normal' – don't enter a spiral dive! As the stall nears, over rudder the turn slightly. As the aircraft stalls and drops the inner wing, attempt to pick it up with aileron. Keep the stick back but centralize aileron once spinning. Some gliders require full rudder to maintain the spin. Recover as normal.

Not often heard:

If you do need to move the stick forward on spin recovery, do so in a smooth, controlled manner. Simply relaxing the back pressure is often enough and many gliders will want to 'Bunt' sharply on recovery and may even go negative G. (Janus, Puchaz, Junior, DG1000 with heavier pilots). Read the flight manual.

The standard spin recovery technique is PROVEN to WORK on all types during certification. It is not necessarily the most efficient, minimum height loss method for every type of glider. Read the manual.

Things change at altitude. The increased true airspeeds mean greater yaw and roll rates to generate the required angles of attack on the fin etc. This also means faster rotation, more rapid height loss etc. Think about this next time you are ridge soaring Mount Cook!

Buggering around with the ailerons in and/or sustaining a spin beyond three rotations can have some unpredictable results. As can higher altitudes. I really don't recommend exploring these effects. A friend nearly spun in an LS4 from something like 5000 ft this way (he was a very experienced professional test pilot).

Dodgy Alternatives – exploring the effect of bad habits on YOUR aircraft:

Rudder is powerful at the stall

Start a moderately banked turn. Bring the speed back slowly at about 1 kt per second. The attitude should be slightly higher than 'normal'. Over rudder the turn slightly. As the aircraft stalls and drops the inner wing, keep the stick hard back and pick the wing up with a boot full of rudder. Now recover from the reversed spin ...

Ailerons yaw the glider.

Fly straight and level. Bring the speed back at about 1 kt per second. Keep the stick and rudder very nearly central. The glider enters a stall and a wing naturally drops. Keep the stick hard back (the ridge is near) and rudder central (too much rudder spins you the other way) and instinctively pick the wing up with aileron only. Try letting the roll reverse, keeping the stick back, and then pick the other wing up, again with aileron only. Interesting? I had a LS7 spinning against full OPPOSITE rudder like this. Suicidal – very nearly. Fortunately, releasing the back pressure worked.

The Puchacz Special

Always fully un-stall the glider on recovery. Very dodgy, flick roll certified gliders only: Enter a spin using normal methods of choice. Apply full opposite rudder, but neglect to release the back pressure on the stick – i.e. keep the stick hard back on recovery. Now recover from the resulting secondary (but reversed) spin properly.

It's the angle of attack that matters, not the speed.

Very dodgy, flick roll certified gliders only: This used to be part of the BGA pre-solo syllabus as a demonstration, but somebody realized how few training gliders were certified for the manoeuvre. Enter a reasonably nose-high 'wings level' stall. As the nose drops through, keep the stick hard back, but push in at least half rudder (ailerons neutral). A secondary higher speed stall (check aircraft limits for max entry speed) with yaw present will result. This often ends up with the glider doing a half-flick.

It's the angle of attack that matters, not the speed. Low speed version.

Winch site instructors should all know this one as its part of the 'how not to handle a launch failure'. Start with a simulated winch launch at altitude. Do this by diving to around 70-80kts and raise the nose to a 45 degree climb – as you pass through minimum winching speeds, push forward to normal gliding attitude. The glider should be well below normal stall speed, but not yet stalled as the stick isn't back. Pull the stick back to the stops to maintain NGA and over rudder a turn. This is a good way to get 'unspinnable' gliders like the K21 to misbehave as the stall can get quite deep.

So what's the point?

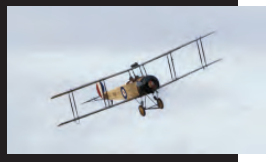
We all know aggressive, un-coordinated flying at low speed risks a spin and an argument I've often heard is that 'Pilot X' flies co-coordinated so much he can't un-coordinate and make the glider spin (or side slip). However, having a good understanding of how your glider handles and feels (and how you react) as it departs from controlled flight can be very useful when maintaining control in tight, rough thermals at minimum circle diameters.

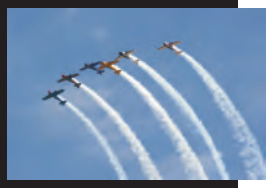
For a maximum performance ridge (or glider) avoidance turn at low air speed, move the stick slightly forward before rolling. This reduces the angle of attack and improves the aileron / rudder balance of the aircraft (it's the same as flying faster). It's surprising how many pilots don't know about that one. Very good for extremely fast thermal centering when slow in rough conditions – particularly in aircraft with low aileron power – i.e. a Libelle ...

This one can't be stressed enough. If you inadvertently encounter an unexpected wing drop, or are having problems rolling due to a gust, wind gradient etc. Move the stick forward slightly. THEN roll as required. Spins are best avoided in the first place and prompt 'stall recovery recovery' works even at the incipient stage as the wing first starts to tuck in.

Taupo Flying Proms Flying Ahead
on Valentine's day 2009

The Taupo Flying Proms for 2009 is flying ahead on Valentine's Day, Saturday 14th February 2009, much to the delight of the organisers and air enthusiasts around the country.





Magnificent men in their flying machines meets the highly entertaining musical magic of a Night at the Proms in a unique event combining spectacular and breathtaking aerobatics, aircraft and vintage car displays, and entertainment featuring the popular music of the Central Band of the Royal New Zealand Air Force, and the Great Lake Big Band.

A family–orientated day out combining music, flying, wine, food and fun, the Taupo Flying Proms will soar to new heights in 2009!

Building on the success of the 2008 inaugural Picnic in the Park event, organiser Hugh de Lautour says he "is absolutely delighted that we are able to repeat the Flying Proms. I firmly believe that it is a great concept which will eventually become one of the highlights of Taupo's, if not New Zealand's, event calendar. I am very grateful to everyone who has worked so hard to make the dream a reality, especially the Taupo Gliding Club without whose cooperation it would not be possible."

The concept of an informal picnic atmosphere while watching an airshow set to music, then a real Proms concert in an outdoor setting complete with a fireworks finale is a winning formula which was begun by the world famous Shuttleworth Collection in the UK, but had never before been done in New Zealand. All who attended last February's show – the participants as well as the audience - were so enthusiastic that the organisers decided a repeat performance was justified, and intend to stage it every second year after that.

The Taupo Flying Proms will feature a spectacular display of aircraft and aerobatics, alongside a full proms concert from the 60+ strong Central Band of the Royal New Zealand Air Force.

With its huge pool of talented musicians and impressive instrumentation, the Central Band of the Royal New Zealand Air Force is the largest and only full symphonic band in the country, performing proms favourites, popular music and film themes. There's music in the air!

A special attraction of next year's show will be an appearance by the world famous "Red Checkers" aerobatic team of the RNZAF and an explosive fireworks finale.

There will also be appearances by local artists and performers, as well as other displays and features such as classic and vintage cars.

The Taupo Flying Proms is fortunate to have the full support of the Taupo District Council and the Taupo Gliding Club who have generously allowed the use of their runway for the flying display, and also will allow private aircraft to land there to attend the show, making it a unique opportunity for the New Zealand aviation community to fly in to a concert!

The performance stage will be within the Taupo Racing Club's racetrack immediately adjacent to the airfield, making it the safest possible venue for watching an "up close and personal" airshow of mostly vintage aircraft and gliders.

With tickets priced from $30 for adults and $12 for students (under 5 free) be in quick for an extraordinary entertainment event.

Tickets will go on sale next week at Ticketek. Contac:t Carol Tombleson on 027 242 7 222 or info@taupoflyingproms.co.nz for more information, interviews and photos.

AIRSPACE

GNZ Airspace Committee Chairman Trevor Mollard makes the following report.

Do not let Controlled Airspace restrict your soaring pleasure

November 20th sees a substantial revision of the controlled airspace in the North Island, in particular the Waikato Area which is of prime concern to soaring pilots in the upper North Island. GNZ argued long and hard to restrict the latest increase in controlled airspace but has only been partially successful.

It is important that glider pilots do not regard Class D airspace as a no go area. Recreational airspace users such as cross-country glider pilots have as much right to use controlled airspace as anyone else provided they follow the rules and are properly equipped. It's very much in GNZ's interests that pilots exercise their rights to enter controlled airspace when appropriate.

One would be excused for thinking that the progressive expansion of Class D airspace reflects an increase in Instrument Flight Rules (IFR) traffic but this is not the case. IFR traffic in the provincial areas has remained static for the past 10 years. Entry clearance into controlled airspace is seldom refused because of conflicting traffic. More often it is because the controller is busy sorting out traffic elsewhere and has insufficient time to attend to a particular glider pilot's request.

By their very nature radio calls to ATC are brisk and somewhat intimidating to the uninitiated but don't be put off. The controllers are mostly a friendly bunch and they will try and help when they can. It's up to us to make it as easy as possible for them to say yes to a clearance request.

Here are some tips.

Give ATC some advance warning of your intentions. Glider pilots are not required to file flight plans like IFR pilots so the controller has no clue as to your intentions. Turn your transponder on then tell the controller where you are and which way you are going and how high you plan to climb. This is important as it gives the controller time to enter your aircraft into the ATC computer system. If you are within radar coverage it is likely that a discrete transponder code will be assigned at this time. If it subsequently turns out that you are unable to enter Class D airspace it does not matter but remember to say goodbye so the controller can delete you from his display.

Ask for clearances in small bits. You are much more likely to receive a clearance if you clearly define the limits of how high and how far you intend to travel in the next 30 minutes or so. If you are unable to climb above 6100 feet because of the prevailing cloud base, restrict your clearance request to "Not above 6500 feet". This leaves the 7000 foot level available for IFR traffic and makes it more likely that you will receive your clearance. Where possible reference your track to IFR reporting points or VOR radials and distances. These are displayed on the controller's display whereas place names and mountains are not. Before you get to your clearance limit ask for a bit more distance or altitude in plenty of time so the controller can consider the likely conflictions and be in a position to say yes to your request.

Read the clearance back and listen out. As best you can, read back the clearance word for word as given to you by the controller. If there is any confusion or ambiguity resolve it then and there. Remain listening out on the controller's frequency and reply promptly if called. If you need to pass a message on glider frequencies ask for permission to leave the frequency for a short period then check back in on your return.

Always say goodbye. Not only is this good manners but it is an essential part of the ATC system. Having an aircraft in the system with which they cannot communicate makes a lot of work for controllers and causes unnecessary anxiety. If your VHF radio should fail, select 7600 on your transponder and vacate controlled airspace. If your battery dies, vacate controlled airspace then call the ATC Duty Manager on 03 358-1694 with your cell phone or as a last resort by land line after landing.

Record instances of clearance refusal. Having done all we can to make it easy for controllers to issue clearances into controlled airspace it is important to record those instances when clearance is refused and the reason for the refusal. Airways Corporation has been chronically short of controllers in recent times and many anecdotal reports have been received concerning clearance denial due to controller shortage. With the recent increase in Class D Airspace it is important to document if this is a continuing problem. The Executive is in the process of forming a club based system for collating airspace reports both good and bad but in the meantime could you email me details of any refusals to mollard@clear.net.nz

All the best for a successful and safe soaring season.

A QUESTION OF SAFETY

DOUG HAMILTON NATIONAL OPERATIONS OFFICER, GNZ

Magazine articles

It seems the article written a few issues ago on lift and what makes a glider fly has prompted some debate over what is the correct theory of flight to be taught. If one reads the books, as Brian Chesterman has pointed out, you will find both theories referred to. As a fixed wing instructor I was trained to teach Bernoulli's theory. But the downwash theory was referred to at times.

Far be it from me, as someone without a physics degree, to say which theory is correct. My main concern is that many of our instructors (yes, old and new) can't adequately explain either theory to a student anyway. So what is worse, debate over what to teach or poor teaching standards?

Keep the articles coming, the debate is great!

Along these lines: if clubs and instructors wish us to run theory and instructing techniques courses, without flying, then again we need to know. So contact your ROO with any requirements.

Instructor privileges

Another topic that comes up regularly is, who can do what when instructing? Well the simple answer is ... you can do what you have been approved to do! That means just what is says and applies to all instructor grades. As you should be aware, if you are the holder of a C Cat rating you can only teach what your CFI and/or instructor trainer has approved and signed you off for. When you upgrade to a B Cat instructor rating you are not automatically approved to do biannial flight reviews! You have to be authorised to do them. The same applies for different launch techniques, cross country training or aerobatics. All approvals and authorisations need to be documented in the instructor's logbook.

Flying Season

The cross-country and competition flying season is now with us and as most of you have probably noticed, the weather has been rather extreme so far. I know this first hand! In particular the strong winds, which have caused havoc all over the country already this spring. Big winds mean big turbulence and bigger takeoff and landing problems, particularly outlandings. So be careful out there.

A cautionary note here to contest organisers as well, think ahead of (read 'for') the contest pilots who may be too preoccupied with 'being there' to note any extreme weather.

Be careful out there!

S A F E T Y S A F E

SPOT TING GLIDERS

By Roy Edwards

Tauranga Gliding Club member Brett Hunter was preparing for his trip to participate in the Trans-Tasman Trophy in Kingaroy in Oz. A number of members were interested in following his progress so, rather than rely on the contest organisers or Brett being able to download tracks, send emails etc., it was decided that he would take a SPOT Tracker.

All and sundry could then look on the appropriate website and view his progress. For $50 USD we paid for the automatic 10 minute blips option. The first day out we only got a few blips as Brett had not been told that to activate the 10 minute tracking he needed to hold the OK button down for 5 seconds. From then on it went fine.

All went well and we had a number of "well done" emails, and phone calls as various people had a quick look at the tracks.

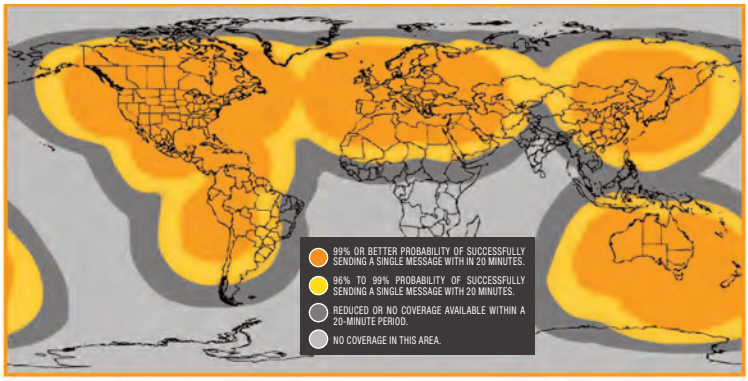
On the final day I was in my lounge (in Tauranga) at 7 pm with my laptop open. A phone call came from Kingaroy ... "Gidday, are you near a computer? ... Everyone else is home and we haven't heard from Brett in an hour, people are getting twitchy." (Did I mention that I hadn't given the web address to the support crew? Big error!)

A quick look at the website and I was able to report a blip less than 10 minutes ago 78 km south-east of Kingaroy. I told them, "I will text you when I get another blip." It seems 20 minutes is a long time in Queensland ... I got another call. "Have you had another blip? They are thinking about launching a search."

Okay, by then it was 30 minutes since the previous blip! I said I would send the webpage if they could give me an email address. No sooner had I sent this than another blip arrived. He was 52 km from Kingaroy.

Everyone relaxed, Brett was on his way home.

Moral of the story: SPOT trackers help keep contest organisers from getting overly excited and save on costs for search aircraft which aren't needed.



READY AND WAITING...

Jan Mace details the new changes at the Matamata Soaring Centre

Matamata Soaring Centre is a familiar name to most NZ glider pilots. It's a conglomerate (Incorporated Society) of several gliding clubs based around the Piako district: Taupo, Tauranga, Piako, Hauraki, Whangarei, Auckland, and Aviation Sports (Whenuapai). It was formed to arrange competitions in this wonderful gliding area of the country. Of course provision for some other basic necessities was also deemed essential – the airfield being in a more 'country' setting – storage of radios (this was pre-computer times), tea making facilities (this was pre-coffee drinking times), a fridge to keep the beer cold (this was pre-wine drinking times), a place to sleep where the possums couldn't get you, and most of all a toilet. And so, the 'Accommodation Block' was conceived, built, added onto, and furnished. With bunks. After all, we're blokes and only need a place to lie down and sleep ready for flying again tomorrow.

Then, as these things happen, the local council came along, and built the very necessary ablution block. Now cooking and showering, even laundry, could take place. There was room for caravans and tent sites, a play-ground for the kids, and the all important hangars. Paradise was born!

But that was a long time ago. By 2008, whichever way it was looked at, or investigated, the bunkrooms were in need of a face-lift. The basic structure was intact and rated OK. It was still in line with the original intentions to provide budget accommodation. But times have changed. Expectations have been raised and those old mattresses were very old! An overhaul was commissioned. New beds and mattresses for the six northern-facing rooms were to be purchased, along with furniture and basic bedding to provide some creature comforts!

As you can see by the photos, the job is complete. Rooms 1-4 and D1-D4 now have different configurations, new beds, bigger beds, in some cases more beds, duvets and pillows, even lazy boy chairs etc. You will be pleased to know that most rooms now have bedside lights and a multi-power board conducive to recharging batteries. You can now go to the new website, see what's what, and book for your specific requirements. This is strictly on a first-come-best-served basis. Check it out and check-in with Accommodation Manager, Ralph. www.glidingmatamata@nz.co

Ralph Gore 07 888 1766 or gore.family@xtra.co.nz

Rooms 5-8 have not been changed. They still have four bunk-beds. It is envisaged that, after a settling period and annual performance review, these rooms may also get a shake-down to fit requirements. Feedback or recommendations from users would be welcome – in line with the principle that add-ons incur additional fee increments.

When are you coming? Regional competition 30 Nov – 6 Dec? Xmas Camp hosted by Piako Club, starts Boxing Day 26 Dec – 4 Jan? MSC Competition 16 Feb – 1 March?

Every Wednesday and every weekend there are club flying days. This is all part of the Matamata Airfield Experience where the Piako Gliding Club would welcome you to stay and enjoy the flying. Perhaps I'll see you at the New Year's Eve Dinner?

CLUB DIRECTORY

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

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

Auckland Gliding Club
Club Website www.glidingauckland.co.nz
Club Ph (09) 294 8881, 0276 942 942
Club Contact Ed Gray airsailor@xtra.co.nz
Ph (09) 237 8151 (027) 608 4156
Base Appleby Rd, Drury
Flying Weekends, Wednesdays, Public Holidays

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

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

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

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

Gliding Manawatu
Club Website 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.rbergersen@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 bmog@paradise.net.nz
Base Omaka Airfield, Blenheim
Flying Sundays and other days by arrangement

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

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

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

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

Piako Gliding Club
Club Website www.glidingmatamata.co.nz
Club Contact 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/rotoruagc/RotoruaGlidingClub.html
Club Contact Mike Foley
roseandmikefoley@clear.net.nz
Ph (07) 347-2927
Base Rotorua Airport
Flying Sundays

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

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

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

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

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

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@hvpc.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 rockelkaym@xtra.co.nz
Base Rockelkaym Ridge, Gibbs Road, Puhi Puhi
Flying Weekends and Public Holidays

GLIDING NEW ZEALAND CLUB NEWS

Deadline for club news for the next issue 10 January 2009.

AUCKLAND CLUB

Spring has everyone jumping into action; we have had several good soaring days already, interspersed with the odd easterly blows which is not our preferred quarter.

After the Taupo Instructor seminar recently, we welcome four new or re-categorised instructors to the club effort in Vincent Vingerhoeds, Norm Duke, Rae Kerr and Ian Williams. We also welcome returning member Dave O'Brien and the younger Sophia Gribben to our club.

The Central Plateau Contest at Taupo in the first week of November saw four club participants: Marc Morley in his ASW27, Nigel McPhee/Ross Gaddes in the club Duo Discus X, Julian Elder in the Ventus cT and Tony Timmermans in his Ventus bT. Marc and Nigel/Ross achieved podium finishes, congratulations.

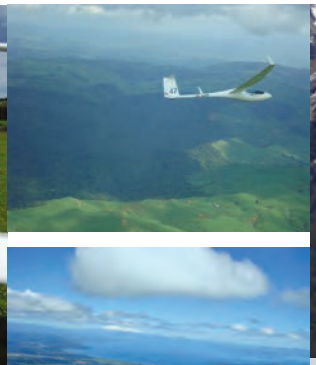
We have a busy November ahead of us as I write, with the Venturer Scouts Flying Day, Club Safety Seminar, Corporate Hospitality Flying Day, and Local Competition Day followed by barbecue and annual bonfire and, of course, the Northern Cross Country Course and Regional Competitions to look forward to.

The Pawnee tow plane is being feverishly being worked upon by Ian Williams and others, to get it back to flying status as soon as possible despite the difficulty in obtaining rare parts. Our club website is getting a makeover under the guidance of Matt Williams, Leighton Duke, and David Hirst, and we know that they have big plans in that department. One idea is to go live with a club booking system and make available for download, locally produced airspace files for soaring computers in the widely used text files OpenAir (*.air) and Tim Newport-Peace (*.sua) formats.

Enjoy the season ahead.

RT

Our newest and youngest Auckland club member Sofaia Gribben (11), and her father Vincent Vingerhoeds, our Auckland club Vice President in the club KR 03A Puchatek. Some photos from Marc Morley, an Auckland Club entrant in the recent Central Plateau Contest at Taupo in his ASW27b (GGB), he was placed second, just 10 points in front of the third placed McPhee/Gaddes combination.




RNZAF AUCKLAND AVIATION SPORTS CLUB

At long last we have emerged from the longest, wettest, unglidable winter I can recall. I'm sure those who have been in longer than me will recall worse. As the weather improved so the rain came during the week and the weekends were passable fine, we got back into the gliders.

Labour weekend saw our customary deployment to Matamata, to share the fun with the Piako club. Arrival day on the Saturday saw horrible weather gradually lift until a good ridge day emerged around 3pm … and so did all the gliders. Great soaring flights that it seemed could have gone on for ages were curtailed to be back in time for a Jan Mace roast chicken dinner and the great company of the Piako club. Sunday proved disappointing although it lightened up enough for a couple of flights. Monday was the best weather, if not quite the best soaring and many flights were done. One of our young almost-QGPs, Ben Kistemaker, gave the 50K a go aiming for Thames. He did not quite make it but did an excellent first 'for real' outlanding and waited for the retrieve boys to collect him on the way home. They were flying and were not coming back early just for some outlanding.

Our new students Kris and Nikki are off to a flying start as are our 'old' students getting back into it after winter. Four of us, Andy, Graham, Adam and Terry are off to the Piako cross country course at the end of the month looking to stretch our wings. Roll on a great summer.

GL

CANTERBURY

A very successful camp was held at Flock Hill Station beside Lake Pearson during Labour weekend. As usual a cold southerly change went through on the Saturday evening but the four day visit was mostly sunny with thermals and a little westerly providing nice soaring. Several pilots from the Marlborough club were in attendance and also had soaring flights.

The westerly prevailing on the Monday inspired John and Jill McCaw to hire a chopper to carry them to the top of the mountain adjacent to the strip, where they captured masses of pictures of a procession of sailplanes flying around in front of them. They were pleasantly surprised how quickly their 'heli' climbed in the hill lift! I don't know if the pilot found sink when he recovered them. Expect to see some nice shots in future publications.

Back at Hororata the better spring weather has had members out to enjoy the soaring. Canterbury Youth Glide members Alex McCaw, Paul Tillman, Toby Read, Nick Oakley and Abbey Delore have been active not only in the air but also helping on the ground. Well done. Abbey has recently gone off in the Standard Libelle GK that Terry purchased and says she likes it very much.

New instructors Steve Green and Paul Jackson are now rated and are proving good value on the instructing team.

Neill Allison and several members have installed a weather cam in the clubhouse so members can check conditions before driving to the field, so if you are interested just log on to the club's site.

Rob Sherlock has written a computer programme to record flight times which, if found satisfactory, will replace the time-sheet book most of the time at Hororata at least. Information can be e-mailed direct to the people that do the charging out, write up aircraft logbooks etc., saving delays in their distribution.

Jerry O'Neill will run a cross country course at Omarama before the regionals for more advanced pilots with a view to them taking part in the regionals afterwards.

Stewart.

FIVE RIVERS

Thermal time again at Five Rivers, it has been worth the wait. Much of the recent weather has not favoured weekend ops, but not to be beaten we have made up for that by flying both weekend days when it has been good, for some brilliant early spring action. Interestingly, convergence and wave conditions have outweighed the ridge soaring but the few days when we have had 15 knots straight up the strip have been very worthwhile. Have had several weekends of aerotowing, including memorable tows behind the Croydon Aircraft Company Tiger Moth based at Mandeville. The Tiger came over one afternoon and was well up to the task with launches for both the single and twin seater. Thanks to Colin Smith and his crew Lochlan and Ryan for facilitating that action.

Another aerotow weekend, conditions switched on for memorable cross country flights for our visitors from Omarama and Central Otago, flying area from the Remarkables, Eyre Mountains, Mavora and the Takitimus. Have seen a number of trial flighters including Ines and Rica, young German frauleins visiting NZ, who want to come back for more. And one new club

Regular Club News *continued on page 46*

Canterbury: C J McCaw in his LS6 over Flock Hill


Five Rivers: MO winch climb


Aviation Sports Club: Andy McKay (on truck) and Bob Cridland filling rabbit holes on the runway

Five Rivers: IC Tiger tow

member Tom, moving on from his paragliding. We were expecting to share our skies recently with the touring DC3 but unfortunately WX was not playing ball so the event had to be postponed till another time.

HAWKE'S BAY

The Hawke's Bay Gliding Club has slipped under the radar but has continued flying. We have had very little wave this year and long distance flights have not featured. Some members have even shown divided loyalties by travelling overseas or skiing. Your scribe qualified for a free mountain pass this year and that combined with excellent snow tempted him away from the airfield more than once.

We have eventually replaced the tow plane's engine but despite vigorous fundraising we have seriously depleted our cash reserves. No aviation projects this size seem to run smoothly and we are still chasing the source of a vibration especially under load.

We lost an enthusiastic Craig Hunter to Manawatu but welcome Gerrit van Asch back to the club. His father was a founding member and Patron. His 90th birthday celebration was held too close to the Napier Approach Path for us to repeat the full fly past we managed for his 80th. Our secretary Nelson Pomeroy has been welcomed to the instructor ranks.

We have enjoyed hosting school parties with the aero club and other operators. Parkvale School are pictured but we have also had Rudolf Steiner pupils experiencing glider flight. Events ahead include the ATC camp in the last week of January and the Central Districts Contest in the first week in February. Both of these are held at Waipukurau. This creates challenges as their club has few active members left. We particularly miss Bavel Peacock who is no longer able to fly. His service to gliding and ATC camps in particular has been outstanding. The final details of the contest will be finalised and will be available on our website together with entry forms. We had an excellent turnout in 2007 with good weather and look forward to meeting new pilots. The terrain is friendly and we shall do our best to make it another enjoyable contest.

David

MARLBOROUGH

Summer still has not arrived, although the incidence of good flights is definitely on the rise; gliders are starting to appear picketed down on the airfield, and we are starting to see good sized gaggles again.

It was a most frustrating day when six of us were trying hard to escape the 4000 ft cloudbases in the Waihopai while listening to Frank Saxton telling us about his 9 knots to 9000 ft just over the hill. Grrrrr!!!

Mike Dekker flew across to the mountains west of Nelson Lakes after an Omaka takeoff, and repeated the exercise a few weeks later – nothing to it really; should have tried it years ago. Another 1000 km attempt for him ended with the usual Lake Coleridge and return jaunt – must learn to get it right one day. Not long after that, Ray Lynskey flew to Westport and back.

Jamie Halstead and Brian Mogford did find some of the season's first wave. Per Rold went out to Hanmer and almost needed the engine on the way home when his four-limbed ballast misjudged the conditions. Ray Lynskey went out to the Puketerakis north of Hororata and almost needed his engine on the way home too; except that he didn't have one.

Mark Robertson, Carl Jackson, Luke Tiller and Jamie Halstead joined Canterbury for their Labour Weekend Flock Hill away-trip; and tested out our refurbished Twin Astir trailer.

Annual club trophies were awarded to Chris Richards (best flight), Norm Sawyer (most improved), Ray Lynskey (advancement of the club), and Mike Dekker (cross country flying). We nominated club treasurer and tow pilot Pete Nelson for the Marlborough Sports Administrator of the Year.

Hopefully, I can report on lots of super flying in the next issue ... or the next ... or …

Mike

NELSON LAKES

As is general, we have had unpredictable weather instability in the past few weeks. However, we have flown one day most weekends, sometimes with hefty wind changes or rain showers, but no more snow. We have had some good flying days, with seven gliders airborne for longish flights one day, with a number of pilots getting into wave. What seemed not long ago, we had several newly solo pilots, these same are now having good soaring flights despite the weather.

Hawkes Bay: Parkvale School pupils under the watchful gaze of past president Brian Kelly.

Marlborough: There are two ways of protecting your glider from the frost. You can make it wear big brother's pyjamas, or you can tuck it under Mummy's wing.

We had one day with good thermal lift all around the strip to about 5000 ft but some thermals dumped their moisture here and there when they got to that height. This caused some delays, and speaking personally, it showed how laminar flow wings hate rain. The Grob single I was in lost lift and descended at a spectacular rate. The rain stopped before landing and it was interesting to see that the front halves of the wing upper surfaces were then dry while the rear halves were still very wet.

There have been a couple of quite turbulent days with strong south-west winds. The turbulence and crosswinds have been managed satisfactorily by all pilots with many flights exceeding the hour, although it was not comfortable flying for lighter machines such as Ka6's. On the most recent of these days, there was rotor quite low down over most of our local flying area, but good wave above this for those who could work through it, and many did so.

Our Ka6 GFF is serviceable again, and our engineer had a good long test flight a few weeks ago. Repairs to Rhonlerche GBW are now complete. A test assembly has been completed satisfactorily and we await final covering and doping.

We have had few visitors, but are pleased to have new member Kerry Greig with his motorglider, and to have ex President Mike Strathern spend a day assisting and flying with us recently.

Miles Hursthouse

PIAKO GLIDING CLUB

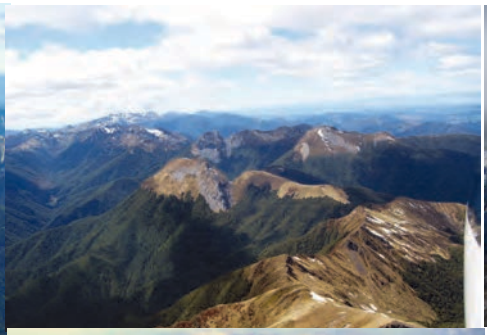
Flying gliders is what it's all about and the weather is now coming good; equinox for good Kaimai ridge flying and longer daylight hours for better thermal activity. However, not all the hard yards are performed from the cockpit, alas! We are constantly pushing our sport and club into the public view, making use of any exposure we can affordably lay our hands on. During October we manned a stand at Mystery Creek Event Centre for the AVEX Aviation Expo. By some subtle negotiations we obtained possibly the best-positioned stand, free of charge. With a black back-drop, a very white glider and a TV monitor constantly looping photo's and DVD's, the display looked awesome! Compared to some of the other exhibits (mainly microlights that looked like a cross between Heath Robinson's full washing line and a perambulator – apologies to microlight pilots!!), our aircraft looked sleek: a cross between a jet fighter, F1 car and a bird of prey … and get this – it was our PW5! Everybody wanted to touch its tactile lines and we let heaps of people try the cockpit for size; they varied from full ATPL's to GA pilots to infants.

Floor space in one of Hamilton's busiest malls for our next promotion during late November is already booked. Objectives here are Trial Flight sales for Christmas and raised awareness of our training courses. Concurrent to this promotion, we are nominees in the Matamata/Piako Sport Awards, for club of the year, and Bill Mace for best Administrator – we're just going to keep plugging away!

Recently we catered to the social club of a multi-national company (breakfast, trial flight and lunch) for thirty employees who wanted to experience gliding. Net result: thirty very happy guests – one very happy PGC club treasurer!

Our new transportable flight control centre (the caravan) is now ready and looks super in club livery and mobile EFTPOS equipped to boot.

Dom



Above: Nelson Lakes: Heading North on the Raglan range taken by Frank Saxton is the cover of our 2009 calendar. These are on sale now - terrific shots, one for each month. Available at our Website: www.glidingnelson.co.nz

Left: Nelson Lakes: 26 October was blowing easterly at Lake Station with some dirty looking weather to the east so it was always going to be a case of "go west young man". I got a thermal to 8,000 feet just off the winch launch which took me to Mt Owen where I topped up to glide over to the Arthur Range. In a thermal climb I took this photo looking south to Mt Patriarch. The next photo looks north along the Arthur Range with Mt Arthur at the northern end of it. This Range was not working as such but gave a good energy line on which to pick up good 9 knot thermals to 9000 feet in places. Beyond Mt Arthur is Golden Bay where a seabreeze was busy at work. The last photo is one of the Cobb Dam behind Golden Bay. Frank Saxton GTH.

PIAKO GLIDING CLUB

I'm not quite sure if the halcyon days of gliding in New Zealand have been, are here now or are coming? Regardless, at Piako Gliding Club I think we're pretty fortunate with our lot! We have some excellent facilities, good social scene and a great venue to fly gliders from. Like most other gliding clubs, there is a huge amount of work done behind the scenes by various teams: a functional committee and a proactive instructor panel. Historically, we have had a first-class leadership and currently the status quo is the same. Recently, much of our hard work has been recognised: during mid-November at the Matamata Piako District Sports Awards we won the category for best club and Bill Mace won the award for best administrator.

Geographically, placed at the southern end of the Hauraki plains roughly 182 feet ASL, we're about 35 km east of Hamilton, the same again west of Tauranga and approximately 10 km north of Matamata township. Rather interestingly, rumour has it that the reason for the location of the airfield (which was apparently for use by the US in WWII) was for its blue cloud-free skies overhead!

Piako Gliding Club was founded by Lew Hale in 1957 and has maintained a fine providence with a good dose of fiscal prudence to boot. Our membership loiters between mid eighties to nineties with a high level of privately owned gliders ranging around the 35 mark. From the outside looking in, it's sometimes easy to confuse Piako Gliding Club and Matamata Soaring Centre. The latter being a collective of Gliding Clubs from around the North Island who, when competing in the North Island Regionals and Nationals from Matamata airfield, required club rooms and accommodation for their members. So they rather obligingly funded the buildings we like to call home. As an example, we may host competitions at Matamata but they are organised and run by MSC.

Whilst being symbiotic in sharing our home with MSC, we are completely autonomous and have our own hangar and fleet of aircraft. Although we have a winch, our preferred launch method is via our 265 hp Pawnee from our 1089 m long main runway (10/28). There is a second runway (04/22) but it's almost exclusively used by the resident aero-modellers club who, amongst others (such as a commercial parachute outfit and an aero club) share our airfield. Local power plane traffic is on the increase, a large UK owned commercial pilot training organisation known as CTC (based at Hamilton airport) more often than not frequents us hourly through the daylight period. Possibly not a bad scenario, as it forces us to improve our airmanship in and around the airfield.

Good airmanship comes with high-quality training and it's the regularity that we've looked at over the past couple of years for our ab Initio pilots. The syllabi and tick-boxes remain the same but the packaging is more tailored: we now run

Our patch of dirt from above, with the small town of Waharoa at top

6-8 consecutive weekend courses with classroom lectures and modern PowerPoint presentations for the A and B certificate programme. It appears to be working with good results and our instructors prefer the better use of their time, as opposed to students turning up for lessons ad hoc.

So, having strapped a glider to ourselves and set to fly 'far from the madding crowd' and into our playing field, what can one expect? Well we're often thought of as 'flat-landers' and by comparison to other parts of this country we probably are. A glance at the VNC chart C3 Auckland (we're in the bottom SE corner) and C5 Bay of Plenty (top NW corner) will give the lay of the land. The time of year sometimes dictates the places where we can fly, but ordinarily we are able to fly all seasons. With predominant winds from the SW to NW and a short aerotow, we can ridge fly all day fairly reliably on the Kaimais. These are 11 km to the east, their average height being about 1200 feet. The Kaimais run about 90 km north to Coromandel and heading back south begin petering out about 25 km SSE of the airfield where the forestation surrounding Tokoroa and Kinleith covers much of the terrain. Ordinarily we would seldom fly no more than a few kilometres beyond Thames to the north which is at the base of the Coromandel peninsula and barely as far south as the Tauranga road. When strong westerly winds allow, the more experienced members ride the wave on the eastern side of the Kaimais where heights over 15000 feet are the norm.

Coming back onto the Hauraki plains, during the summer months cloud bases of 6500 feet are not unusual and heading north to the Firth of Thames is in the capabilities of most cross county pilots, over-flying the 'swamp' en route, where reliable thermals abound. The only fly in the ointment are sea breezes. Good ground convection draws in the cooler air which leaches into our flat recreational area from several points, namely: to the north from the Firth of Thames, from the western harbours of Kawhia and Raglan (and even punching in from Port Waikato flowing along the Waikato river) and from the east it can climb over the lowest point of the Kaimais at Thompson's Track. By early afternoon the technique is get high and stay high to avoid

The Pawnee towing our Puchacz

Flying early evening in the Easterly wave. Rotor below, cap cloud above, ridge to the right.

getting caught out by the sea breeze. However, paddocks of good landable size are abundant on the plains, so landouts aren't really a problem.

Heading longer distances further south of the airfield beyond Putaruru and tracking for some of the often used racing turnpoints such as Mangakino or Atiamuri, the ground elevation begins to rise to about 1300 feet ASL and 'tiger' country abounds in the form of hilly, densely forested land. A good knowledge of available landing spots is a must as the options are few and far between. Much the same can be said of the terrain stretching out west to south west from our base. Step in a little nearer to the south west and the conical shape of Maungatautari at 2614 feet with Lake Karapiro bent like an elbow around its eastern base will usually kick-off some late afternoon trustworthy thermals. It's a great playground! www.glidingmatamata.co.nz

Dom Stevens

View up the valley from above the airfield to TeAroha and the Kaimai Range.

Taranaki Discus Day

SOUTHERN SOARING

Despite the global financial crisis, it is fortunate that we have not seen any downturn in business. This is good news and we're hoping we can continue to buck the trend. Last month was our best October on record with flight numbers and revenue up some 30% compared to the same month last year.

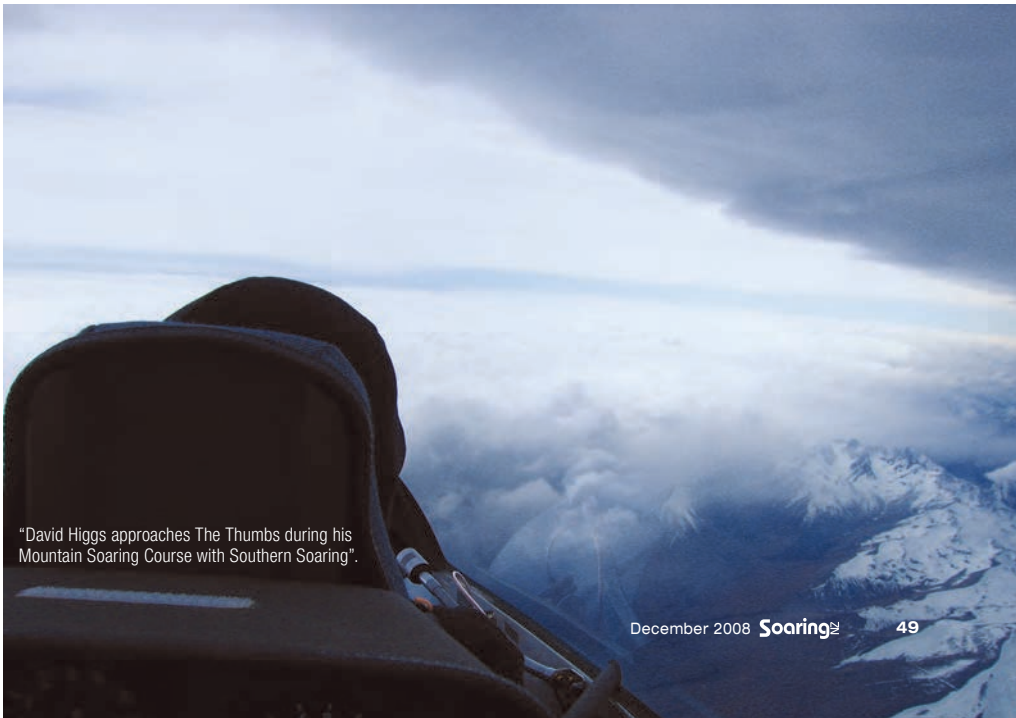
Bookings for our Mountain Soaring Course are also up significantly this season. This is encouraging, as demand has now increased to the point that we have confirmed bookings for 2009/2010.

This summer we are improving and upgrading our equipment. This follows the purchase of our Pawnee at the end of last season and the purchase of additional hangar space last month to allow for future fleet expansion. Included in the upgrade is the installation of second-generation FLARMS in all our aircraft. These units do away with the bulky box that sits on the dash (a similar unit being hidden from view) and have small indicators that can be mounted in the instrument panel.

Our ASW28 has also received an upgrade with the installation of an LX8000 and transponder. Mark King recently purchased the LX8000 in the USA and we have now done several flight tests. It's a stunning piece of equipment with a full colour display that automatically alters the brightness depending on ambient conditions. The best thing about the new unit is that it's very easy to use.

Finally, we wish to congratulate Doug Hamilton on his outstanding 1500 km flight. The relief on Doug's face when he had completed his "flight from hell" was unforgettable. It was a stunning achievement, not only in concept but also in execution. It just goes to show what can be achieved with good planning, determination and vision. Well done!

Chris



"David Higgs approaches The Thumbs during his Mountain Soaring Course with Southern Soaring".

Regular Club News *continued from page 49*

TARANAKI GLIDING CLUB

How nice that the season has begun so well, with several days now of good flying weather. Accordingly, there have been some good soaring flights with John Tullett leading the way in the Twin Astir with a 3 hour 53 minute flight in, at times, rather fickle conditions. The Discus has had several good outings including a tour over the ski field in the course of a splendidly long straight-line flight.

Will Hopkirk is busily doing circuits in the Blanik and soon will be giving the current PW5 drivers a run for their money. Tim Hardwick-Smith took the Discus to Taupo for part of the Central District comps. Peter Cook came second in the Club Class with his Libelle. Our tow plane was there on towing duties and became friends with a host of starlings intent on nesting. Maybe they liked its new windscreen.

A big welcome to Andrew Skene and Glyn Jackson who are now well on the way learning the intricacies of glider flying and have enjoyed some good soaring flights along the way. Also welcome back, Peter Cook and Matthew Connor. There are a few more in the wings as well, so to speak. On a sad note, our sympathy to Tim and Sue Hardwick-Smith and family on the death of Tim's father.

PJM.

TAUPO GLIDING CLUB

This year our club has had a steady increase in numbers, maintaining membership; the winter has not been very good financially, mainly through bad weather – showing improvement now so we are looking forward to a good summer season.

In July we heard about a lady Leoni Teasdale who was having her 100th birthday and had been saving a few dollars a week for a flight on her birthday, so the club sent her a free voucher. The flight took place on a beautiful day and Leoni's words were, "I want to see God's beautiful creations from the air," so we took off with best wishes from all the family. In the air I asked what she would like to do – she answered, "I want you to give me all you can afford to give me!" My reply was "you can have the works." We did 3 loops, 6 chandelles, and she loved every minute. I had never met a 100 year old person before and I wondered how many other 100 year olds had taken a glider flight and done aerobatics???

Our Central Plateau Competition was well received with 23 pilots taking part – we managed to get 3 comp. days and 1 no comp. day. Dane Dickinson (Wellington) was overall winner for Open Class and Bhrent Guy (Taupo) for Club Class. Hugh de Lautour (Taupo) in his first competition was placed third overall Club Class. Competition results on club website.

Some of the pilots managed to go fishing on Lake Taupo and even caught two trout, which were smoked and enjoyed by all at the club later.

Thanks must go to all competitors and personnel who assisted in making this a very successful week for the Taupo Gliding Club and with the coming National competitions in 2010 it was an excellent test, proving that we have the capability and the soaring site to make 2010 a year to remember.

We are having a Christmas Camp as usual beginning Boxing Day through to the first weekend in January, followed by the Vintage Kiwi Rally from 3rd January 2009.

Thomas Anderson

VINTAGE KIWI

Vintage Kiwi is all about getting old gliders back in the air and so it is great to report excellent progress at the Nelson Lakes Gliding Club in restoring three gliders: two Ka6's and a Ka4 "Lark" that suffered damage. In the early days of gliding, repairing wooden gliders was a common club activity, often undertaken by club members, or in one club I know of, the local undertaker in a reversal of his normal role.

The Vintage Kiwi Collection at "Classic Flyers" in Tauranga continues to grow and now totals four gliders with the addition of Ann Johnson's record breaking Ka6 FD . The story of this addition is well described in the article elsewhere in this issue. In addition to "Classic Flyers" gliders can be seen at a number of museums throughout the country, whilst others have gliders in store pending space and enough pressure from VK. We are always interested in hearing of any glider that requires repair, and if it is uneconomic to return to flying, trying to find a display home for it.

The importation of the MG19 by Croydon Aviation in June gave NZ its first gull winged glider, followinged earlier imports of a Weihe, Olympia and a Skylark 3f to join Dick Georgeson's record breaker. Other imports of aircraft new to our fleet could follow but this would be subject to fundraising.

Our 2008-9 Rally season hit off in November with a three day 'Mini Rally' at Raglan that 12 gliders, two tugs (including a Tiger Moth) and over 30 people were expected to attend. This event will be reported in the next issue, although unlike our last 'Mini' at Norfolk Road, no engagements or other assignations are expected. In January, 3rd - 10th, our National Rally will take place at Taupo and anyone with a vintage or classic glider is welcome to attend. Classics, for those of you not in the know, are white shiny plastic things designed pre 1975 and that covers quite an economic chunk of the NZ fleet.

South Island pilots, and intrepid ones from the north, will be catered for at Nelson Lakes from 21st to 28th February for a popular event in the mountains. That includes future vintage such as Duo Discus and ASH 25's sitting behind their ancestors in the launch queue.

Further Mini Rallies are anticipated for other holiday weekends so if your club would like to host one, they are great fun, just let us know.

Our AGM is to be held at Taupo GC at at 7.00pm on 3rd Jan 09, the first day of our National Rally. All are welcome at both.

Ian Dunkley

Taupo: Leoni Teasdale after the 100th birthday flight. Soaring is really hard work.
Top 1944 Weihe after arrival from England. Expected to be out of restoration shortly. Bottom KA4 BW after the cow.

GNZ members are eligible for one free non-commercial classified advertisement per issue.
Deadline for receipt of advertising for our February issue is 22 January 2008

Soaring NZ

FOR SALE • WANTED • SERVICES • EVENTS

Next issue we expect to have the reciprocal arrangement with the GNZ website operational again. Placing an ad with either the website or the magazine will ensure your ad appears in both places.

HANGARS

18M HANGAR SPACE OMARAMA, EASTERN HANGAR • Offers to Don Mallinson. Email donald.mallinson@gmail.com or 021 297 5044

OMARAMA HANGAR SPACE FOR RENT • 20m slot. Great neighbours. Third hangar (closest to campground). Please contact Chris at Southern Soaring (03) 438 9600 or (021) 248 8800.

CARAVANS

CARAVAN BASED AT OMARAMA AIRFIELD • 16ft, single axle, double bed, two single bunks, fridge, awning, registered with current electrical WOF $7000 ono email: nigel@shotoverengineering.co.nz or phone 0274 321 314

CARAVAN 18 FT OXFORD • on site, fridge, gas cooker, heaters, comfy queen size house bed, hot/cold water. Available $25 per night. Contact Mike Gray, Ph 027 417 7932. mike@chemsafety.co.nz This van also for sale $14,000 ono (with lease site at Omarama)

GLIDERS

NIMBUS • Kilo Victor ready to go fully equipped with Chute, M Nav computer, large O2 bottle and A8a reg, full panel Turn and slip, etc, ELB old type, needs 406 on next annual, tow out gear, light weight trailer. This ship is a proven performer, many 1000ks,1500ks and a world record machine. PU wings and tailplane. Tidy condition. Will deliver to Picton if required. $38,000 ono. Contact Mike Gray, phone 027 417 7932. mike@chemsafety.co.nz

LS6C • fully equipped, Cobra trailer. $130,000. Phone Ivan Evans (03) 539 6232 email: ivan@ts.co.nz

ASW20CL GRS • 16.6m extensions & winglegts. Cambridge 302. Oxygen bottle, transponder. Recent annual, polish & replacement mylar seals. Excellent finish – refurbished as personal aircraft of Jason Shields. Hangared in Auckland. Trailer in good condition and tows well. $62,000 Contact jonathanc@xtra.co.nz

LS4A • Superb original condition, no accidents. Excellent aluminium top Cobra trailer. Full panel, Volkslogger, Oxygen system. All tow-out and rigging gear. Asking price $59,000. New annuals and avionics certs. Also Strong parachute available. Contact David Laing 027 434 0074 / 03 466 7173 email : laing.braeview@xtra.co.nz

AWARDS OFFICER

Edouard Devenoges is now the GNZ Awards Officer.
Ed's contact address is gnzawards@xtra.co.nz
40 Eversham Road, Mt Maunganui 3116.

GNZ AWARDS & CERTIFICATES

OCTOBER — NOVEMBER 2008

QGP				
3033	Andrea Grogg	Tauranga	01/10/08	
3034	Martin Lindley	Wellington	08/10/08	
3035	Luke Tiller	Marlborough	10/11/08	
SILVER DISTANCE				
Mats Henrikson	Canterbury	29/09/08	LS4	
SILVER DURATION				
Maurice Weaver	Tauranga	18/10/08	Discus CS	
Sandra Griffin	Tauranga	18/10/08	Discus CS	
Bruce Little	Tauranga	26/10/08	LS4	
SILVER BADGE				
1128	Sandra Griffin	Tauranga	4/11/08	
1129	Mats Henrikson	Canterbury	7/11/08	
GOLD DURATION				
Sandra Griffin	Tauranga	18/10/08	Discus	
Maurice Weaver	Tauranga	18/10/08	Discus	
GOLD HEIGHT				
Clinton Steele	Taranaki	25/10/08	ASW 15	
Mats Henrikson	Canterbury	03/10/08	LS4	
GOLD DISTANCE				
George Deans	Canterbury	12/10/08	DG 808	
GOLD BADGE				
302	George Deans	Canterbury	30/10/08	
DIAMOND HEIGHT				
398	Mats Henrikson	Canterbury	3/10/08	LS4
1500KM DIPLOMA				
Douglas Hamilton	Sth. Canterbury	28/10/08	ASH25	
NZ RECORD				
FREE TRIANGLE DISTANCE				
Max Stevens	Discus b	16/09/08	414.1km	
AIR NZ CROSS COUNTRY CHAMPIONSHIPS				
SPORTS CLASS				
George Deans	DG 808	320.4	417.6	
OPEN CLASS				
Douglas Hamilton	ASH25	1504.3	2374.7	
George Deans	GG 808	320.4	417.6	

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SCHEMPP-HIRTH

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phone 09 294 7324