

NEW ZEALAND'S PREMIER SOARING MAGAZINE

# Soaring **NZ**

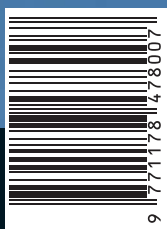


## **SOUTH ISLAND REGIONAL GLIDING CHAMPIONSHIP**

**CENTRAL PLATEAU CONTEST**

**SOARING 100**

**AVIATION MEDICINE • CLUB NEWS**



issue 25 december 2011/january 2012

# *IMAGES THAT SOAR ABOVE THE ORDINARY*



John McCaw – aviation and agricultural photographer

**McCaw** MEDIA

Tel +64 3 322 5222

Mob 0272 804 082

[www.mccawmedia.co.nz](http://www.mccawmedia.co.nz)

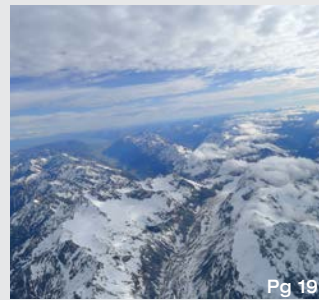
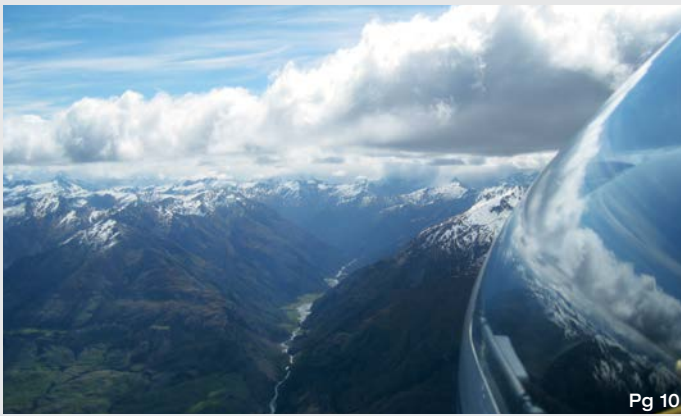
COMMISSIONS AND STOCK LIBRARY SPECIALISTS

## FEATURES

- 9 Swedish Youth Camp
- 10 South Island Regional Gliding Championships
- 16 2011 Central Plateau Soaring Competition
- 19 Advanced Cross Country Course
- 22 Looking for lift when low
- 24 Flying 2G
- 28 From Matamata to Whenuapai behind the iron thermal
- 30 Youth Glide New Zealand
- 32 Developing Springfield Part 2
- 34 From Furniture to Flying Machine
- 36 Soaring 100
- 38 Aviation Medicine Part Two The Inner Game

## REGULARS

- 6 Log Book
- 42 The Register
- 44 Gliding New Zealand Club News
- 50 Classified Advertising



# Soaring

**Publisher**  
McCaw Media Ltd

**Editor**  
Jill McCaw  
soaringnz@mccawmedia.co.nz

**Annual Subscription Rates**  
New Zealand \$75  
Australia/South Pacific \$112  
Rest of world \$135

Advertising, editorial and  
subscription enquiries  
McCaw Media Ltd  
430 Halswell Rd  
Christchurch 8025  
New Zealand  
soaringnz@mccawmedia.co.nz

Tel +64 3 322 5222  
John - 0272 804 082  
Jill - 021 1261 520

**Printer**  
Blue Print

**Design**  
RGBdesign & Print Ltd

**Proof Reading**  
Melanie Henrikson

SoaringNZ is a bi monthly publication produced by McCaw Media. Advertising statements and editorial opinions expressed in SoaringNZ do not necessarily reflect the views of McCaw Media Ltd unless expressly stated.

©SoaringNZ is subject to copyright in its entirety. The contents may not be reproduced in any form without written permission of the owners.

All material sent to SoaringNZ will be assumed to be publishable unless marked not for publication. SoaringNZ invites contributions but accepts no responsibility for unsolicited material.

ISSN 1178-4784

Several exciting things have happened recently. I'll start with the non-gliding excitement. A few weeks ago, more than a year after our house was broken in the September quake, we finally learnt that we will be able to rebuild on the site. We had been told that we would be able to do this and had actually been ready to start rebuilding in March. The February quake derailed the whole city, not just our rebuilding plans but it was frustrating to return to square one. EQC even visited and wrote our house off again. As time went on, and the whole stretch of land along the stream we live on was parcelled together for assessment, there was a possibility that the land would be zoned red - which means never to be built on again. Other land near ours is very badly damaged. We had to try not to worry too much because after all, it was all completely out of our control.

Finally, and about six weeks before we were expecting to hear anything, we discovered via the media that our land is safe. We are now officially zoned green/yellow, which means rebuilding is okay without further assessment but with particular specified foundations and building processes. All of which the insurance company will cover. So now it is only a matter of time before we can demolish the old house and get on with building the new one. The plans are ready; the builder is doing another house first. The consent still has to be formalised but we do know that it will happen. Things are moving on in Christchurch.

Now on to the exciting gliding happenings... There are two and they are related. The first thing is that we have made Youth Gliding into a national organisation. You can read all about that on page 30. But there is something even more exciting. My son Alex and his mate Nick Oakley entered their first gliding contest, flying in the Club Class in the South Island Regionals. And they did really, really well. In fact, Alex won. Of the six days flying, Alex won four days and Nick won two. What a pair.

Alex doesn't want anyone to make a fuss. In fact, Alex thinks people are probably tired of reading about him. I pointed out that if he was anyone else's kid I would be doing feature articles about him and suggested he write about the contest in his own words. He may yet do that. It was great to see the boys working together. Alex and Nick were ably assisted and crewed for by Abbey Delore - the ultimate gliding threesome. These three grew up on airfields, absorbed gliding wisdom alongside their parent's bad jokes and have a huge head start over others who come into the sport without that background.

Seeing these kids do so well in their first contest has made me



wonder what a few more years of experience could allow them to do. I usually try to stay away from things that could be construed as political statements but as Dane Dickinson pointed out in Issue 22 it costs hundreds of thousands of dollars to make a successful bid at a World Gliding title. Alex and Nicholas have the potential to be World Champions, in fact, short of Dane himself, they are probably the best potential New Zealand has seen in quite a while. I admit to bias regarding this issue (how could I not?) but I feel that GNZ ought to be plundering the coffers and making sure that these young men and others like them meet their potential. Unfortunately, neither Alex nor Nick has parents in the position to be able to provide the funds needed, although we would dearly love to do so.

I am not advocating a free ride. They would certainly have to keep performing consistently well, at whatever level of competition they are flying. There would have to be a system in place to audit funds and ensure money was well spent. They would also have to be prepared to be poster boys and role models, the faces of GNZ. World Champion pilots in this day and age are professional sports people. I argue that if New Zealand really wants World Champion pilots, we have to be prepared to pay whatever it costs to make that happen. The outcome however would allow for more media coverage, a raised profile of the sport in this country and other spin offs such as increased funding and sponsorship.

These are, of course, very personal statements but I will be interested to see what others think. Alex is, after all, the youngest pilot to fly a FAI 1000 km distance flight. He won the highest handicapped speed of any pilot in the South Island Regionals - 182 kph with a real speed of 137 kph - in a Club Astir! That is certainly a sign of a champion in the making. He has received accolades and congratulations from pilots around the world about that. Tenacity and competitiveness are characteristics of a McCaw. Alex has the potential to make the McCaw name as great in gliding as it is in rugby.

Well done son. Well done Nick. We are all enjoying watching your progress.

To all our readers, enjoy the silly season. Merry Christmas and all the best for the New Year.

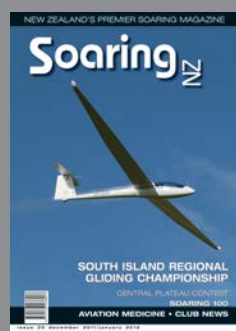
Stay safe

Jill McCaw

## next issue

North Island Regionals, Queenstown  
Chief Airtraffic controller goes gliding  
and Youth Soaring Development Camp.

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



Australian Graham Parker finishing  
at the South Island Regionals.

Photo Geoff Soper



## CORRECTION

Last issue's centrefold was not, in fact a Minimoa, as the photographer informed us, but in fact a Hutter H-28. Dave Goldsmith of Vintage Gliders Australia says, "It is a beautiful glider, whatever the name. Don't feel too bad - Gliding International had a Minimoa in their centrefold in May 2010 and called it a Condor 4." That doesn't make us feel terribly much better.

## GNZ STRATEGIC PLAN DISCUSSIONS COMPLETE

Meetings have been held in both the North and the South Island, to look at future directions for gliding in New Zealand. Representatives from most clubs attended. Dave Jensen from Tauranga chaired the meetings and collated the material received. The three broad areas that were most frequently raised in the discussions were:

1) The volunteer structure of gliding in NZ. The sport - from duty pilots through to the National Administration - is predominantly dependant on volunteers. While this is very cost effective, it does create challenges with dedication to tasks, enthusiasm, and a dependency on a decreasing number of members with time to spare.

2) Club structure and the facilities clubs are able to provide to members and the public. A lot of what a club may do is duplicated in other clubs (treasurers, training, websites etc). How do we include other family members? What level of club activity and membership could be considered too small and when should amalgamation or closing be considered.

3) Pathway to Goals. How do we retain members past 'Going Solo' or a first Cross-Country? The increasing 'pull' of other sports or pastimes. The increasing conflict of 'doing the voluntary club stuff' vs 'the pleasure of going flying'.

The meetings then broke into groups to work through potential answers to these issues. GNZ is updating the Strategic Plan, to reflect the material generated at the meetings.



Photo: R McCaw

## SELF PORTRAIT OF A SUCCESSFUL MAN

The All Blacks Captain at Omarama, 24,000 feet over Mt Cook. Following all his hard work leading the All Blacks to victory in the Rugby World Cup, Richie McCaw retired to Omarama and gave his Discus an airing. He joined in the fun around the cross country course and flew in the Regionals, where he enjoyed just being one of the crowd.

Roger Read took to the airfield at Hororata with a lawn mower and two and a half tanks of gas, to send a message of support to Richie and the All Blacks before the semi finals of the Rugby World Cup.



**FOURTH ANNUAL MINDEN  
WAVE CAMP, MINDEN-TAHOE  
AIRPORT, MINDEN, NEVADA  
MARCH 25-31, 2012  
SPONSORED BY SOARINGNV**

Features daily presentations from highly experienced wave pilots, safety briefings, Wave Window operations, talking to ATC, high altitude oxygen and aeromedical factors, etc. Instruction and dual flight available, solo flight for altitude badges, badge processing on site. Cross Country in wave also possible. A real learning experience. All gliders are transponder equipped. Use our LS-4, Discus B, K-21, Duo Discus or bring your own transponder-equipped ship. US\$300 for Wave Camp, \$700 for Wave Camp and 6 nights lodging. [www.SoaringNV.com](http://www.SoaringNV.com) or contact Laurie Harden at 775-782-9595 or [info@SoaringNV.com](mailto:info@SoaringNV.com)



**270KM TRIANGLE FLOWN IN  
AUSTRALIA BY NZ PARAGLIDER PILOT**

Craig Collins took 4 hours, 23 minutes to fly a triangular flight of 282 km with an average speed of 64.5 kph. The flight started and ended at the gliding airfield at Benalla, Victoria.

**CHANCE TO GET INTO THE  
GLIDER MAKING BUSINESS**

For do-it-yourselfers and those with their eye on a business opportunity, AMS Flight announced they are selling the makings for the LS4 and LS6 series of gliders. AMS Flight's business is predominantly the production of the Carat motorglider and Magnus aircraft. They have been producing the LS4 and LS6 since 2003, when Flugzeugbau GmbH moved on to newer aircraft. However, due to company changes, they have decided to sell the know-how, rights and hardware of the LS4 and LS6 series programs, to focus on their core business.

The sale includes: manufacturing tools, moulds, jigs and templates (fuselage, rudder, wings, ailerons, horizontal stabilizer, elevator, cockpit and canopy composite parts, other internal ribs and different assembly parts, some welding jigs for metal parts), know-how and rights, the drawings for the complete glider construction, its parts, assembly and production certification and calculation files, manuals, other documentation, AMS Flight further technical and technology support, 10 consulting days, some glider parts in stock. See their website for more details.




**GAVIN WILLS**  
**MOUNTAIN  
SOARING  
SCHOOL**

Internationally acclaimed  
Soaring Courses and  
individual private coaching

The world's largest fleet  
of Duo Discus's including  
X's and the new XL

Crystal clear amongst  
the Southern Alps



*"You absolutely must go to GlideOmarama!  
No, really, you must go! Sell whatever it takes to get there, but go!"*

TREMAINE CALLIER - Lasham GC, UK

**ADVENTURE SOARING FLIGHTS**



**GLIDEomarama.com**  
New Zealand

**Inquiries and Bookings**  
free phone 0508 58 55 88 | phone +64 3 438 9555 | [www.glideomarama.com](http://www.glideomarama.com)

## INTERNATIONAL GLIDING COMMISSION (IGC) NEWS

Christof Geissler is the new chairperson of the Handicap Committee and OLC representative, and Juergen Knueppel is the CIMP representative.

The next Plenary meeting in Potschefstroom, South Africa, is now only three months away. Information is available on the website at about us/igcmeetings. If you wish to attend fill out this form and get it back to Oscar Goudriaan or Dick Bradley promptly, before Christmas gets in the way of planning for the New Year.

NOW is the time to send in your nominations for IGC Medals and Awards. Citations need to be with Peter Eriksen no later than December 31, 2011. We want to recognise and celebrate those

who have contributed to our sport. The website you need is: [www.fai.org/igc-awards/igc-individual-disciplines](http://www.fai.org/igc-awards/igc-individual-disciplines)

The Lilienthal Gliding Medal To reward a particularly remarkable performance in gliding, or eminent services to the sport of gliding over a long period of time.

The Pelagia Majewska Gliding Medal Awarded annually to a female glider pilot to reward a particularly remarkable performance in gliding during the past year, or eminent services to gliding over a long period of time.

The Pirat Gehriger Diploma Awarded annually for eminent services to international gliding.

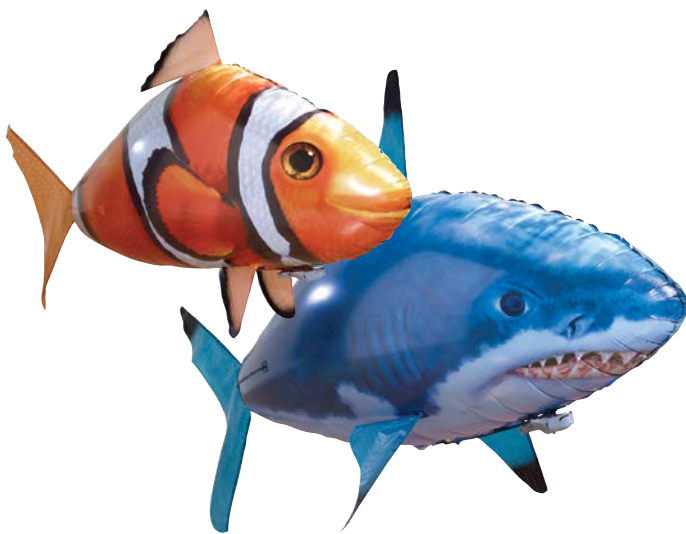
The calendar for the SGP Qualifying Series for 2012-2013 has been set:

Country	Venue	Dates	Contact	email
Romania	Brasov -Ghimbav	29 Apr to 6 May 2012	Bogdan Sorescu	<a href="mailto:bogdan.sorescu@aeroclubulromaniei.ro">bogdan.sorescu@aeroclubulromaniei.ro</a>
South Africa	Pilanesberg Airport	20 Sep to 6 Oct 2012	Bruce Greeff	<a href="mailto:bruce@wird.co.za">bruce@wird.co.za</a>
Australia	Lake Keepit	12 to 18 Nov 2012	Chris Bowman	<a href="mailto:Chris.Bowman@pcce.net">Chris.Bowman@pcce.net</a>
Chile	Santiago Vitacura	Dec 2012 or Jan 2013	Rene Vidal	<a href="mailto:rvidal@bombatek.cl">rvidal@bombatek.cl</a>
Slovakia	Prievidza	26 May to 1 Jun 2013	Jozef Snirc	<a href="mailto:snirc@aerospool.sk">snirc@aerospool.sk</a>
France	TBC	TBC	Philippe de Pechy	<a href="mailto:philippe@depechy.net">philippe@depechy.net</a>

## TOYS FOR XMAS (or whenever)

This is a toy you'll really want but won't be able to buy. Google 'Spherical Flying Machine'. I'm sure some of you will be trying to figure out how to make one of these yourself.

And secondly, something I foresee a few people just having to have this year. Go back to Google and look up 'Air Swimmers'. I really want one of these. I can just imagine all sorts of mayhem with these at the Christmas Camp.



## DG FLUGZEUGBAU GLIDERS IN THE MILITARY

DG Flugzeugbau has announced that the Indonesian Air Force has ordered three DG 1001 Club gliders. This follows the nineteen bought by the US Air Force academy.



Photo DG 1001 Club in US Air Force Academy Livery.

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



# SWEDISH YOUTH CAMP



Photo Eliška Machová

Swedish correspondent Kjell Folkesson is actively involved in Swedish Youth Soaring and development camps. He shares some photos and news from this year's camp.

This year's junior camp for the clubs in the western part of Sweden took place in Křižanov, in the Czech Republic. We went there for two weeks with nine junior pilots and a DG 500, a DG 1000 and a Duo Discus. Our poor European summer gave us just eight flying days but five of those were in reasonable weather where we flew cross country flights with tasks between 150 to 320 km.

One of my best flights during this week was when I first flew with 17 year old Maja Karlsson. We got dropped off in a thermal close to the city of Velké Meziříčí. Maja, who recently gained her gliding license, made her first launch in the Duo Discus. She was flying well but had problems keeping the speed down in the strong thermals. Also in the air that day was the vintage aircraft Zlín Z-24 Krajánek which had junior pilot Tomas at the controls. The Krajánek belongs to the museum in Brno. Tomas does research in aerodynamics at Brno University. He is also chief engineer and a gliding instructor in Aeroklub Křižanov.

The Krajánek is a beautiful aircraft to look at and it was lovely to fly near it. Flying above us was 21 year old Eliška Machova, who took these photos from a Super Blanik. Maja struggled to keep our speed down so we flew on, leaving the Krajánek below us.

## Some data of the post war glider, a Zlin Z-24 Krajánek:

Total Length :	20.636 ft	6.29 m
Wingspan :	39.764 ft	12.12 m
Wing area :	145.314 sqft	13.5 qm
Max take off weight :	496.1 lbs	225.0 kg
Weight empty :	297.7 lbs	135.0 kg

## Performance data

Max. speed :	108 kts	200 km/h
Landing speed :	25 kts	46 km/h
Wing load :	3.49 lbs/ft <sup>2</sup>	17.0 kg/qm
Glide index :	18.00	18.0



Photo Eliška Machová



# SOUTH ISLAND REGIONAL GLIDING CHAMPIONS

12-19 NOVEMBER OMARAMA

By Carrie Miller

It was a fantastic friendly competition, with tasks flown on six of the seven days. It was good to see a few North Island pilots make the trek to compete, including Martyn Cook, Tony Van Dyk, Warren Dickinson, Grae Harrison, Hadleigh Bognuda, and Geoff Gaddes.

Several pilots were flying in their first contest: Phil Penney, Richie McCaw, Alex McCaw and Nick Oakley (Nick flew last year's Regionals with a 'supervisor' pilot). G Dale and Jerry O'Neill kindly acted as mentors for the rookie competitors, holding daily morning briefings/discussions. The talk of the contest was young guns Nick Oakley and Alex McCaw; together they dominated the Club class - Alex won four days and Nick won two. Both pilots exhibited skill, determination and good decision making, and they showed a lot of promise.

Thanks to the Canterbury Gliding Club, Geoff Soper, Kevin Bethwaite, Dave Tillman and Lex McPhail for organising and running the show; Lemmy Tanner for his weather briefings, the tow pilots led by Darren Smith, volunteers and glider pilots for a great competition.

## DAY ONE

It was a rocky start: a wall of rain swept in from the west around 5.30 pm, resulting in land-outs for the entire Club class, seven pilots from the 18m/Open class and all but one of the 15m/Standard class (G Dale/Per Rold).

More than one pilot (and glider) was thoroughly soaked in the deluge waiting for retrieves, but Robert Campbell in the Club class won the award for the most difficult retrieve of the day.

"It dumped down with rain when I got to the end of the Ohaus, which was fine," said Robert. "I was at 7,000 feet, I saw an opening on the other side and I thought I could punch through the rain and just nick the circle. When I got through, I couldn't get any lift and I couldn't see the two strips I had identified as land-out possibilities. I did see a top-dressing strip down below me, so I landed on that one. It was quite a difficult retrieve because it was a four-wheel drive track. I rang in at 5.30 and it was nearly 10 p.m. by the time they got to me. I passed the time shooing cattle away from the glider, played games I didn't even know I had on my phone, and then it started to get dark so I started trying to get warm, thinking I might spend the night in the cockpit. There was a hut nearby, but I didn't want to leave my glider alone with the cattle. The farm



Photo John McCaw



Photo John McCaw



Photo John McCaw

Top L: G Dale shows newcomer Carrie Miller how it all works. Top R: Young gun Nick Oakley.  
Bottom: John Robinson's Pik 20 always stands out.

# AL SHIP

manager of Glen Lyon eventually made it up the track with the glider trailer – she was fantastic. I went back the next day and had a cup of tea and gave them a bottle of rum as a thank you.”

**Day winners:** Grae Harrison 18m/Open, G Dale/Per Rold 15m/Standard, Nick Oakley Club Class.

## DAY TWO

The second day of the competition fined up and most pilots completed the tasks, although it was rough going at times. It was just one of many challenges for task-setter Jerry O'Neill who, on most of the competition days, had to handle delays, last-minute task changes and volatile weather patterns. “Being a task setter was a bit stressful, but by and large it was a great competition,” Jerry said. “It was very friendly. I think the Canterbury Club does a really good job of organising it and it was a good contest.”

**Day winners:** Aussie visitor Graham Parker 18m/Open, George Wills 15m/Standard, Alex McCaw had his first daily win in the Club Class, in his first ever competition.

## DAY TWO (NO FLY)

A front threatening to take over the South Island made the organisers and task setter a bit nervous. Jerry O'Neill went up in PY for a recce and the decision was made to cancel the day's tasks. The main concern was pilot safety and a potential mass retrieve for all 35 gliders. In the afternoon some of the pilots could be heard grumbling that the day was flyable, but most spent the day working on their gliders and getting some rest.

## DAY FOUR

George Wills kicked off the morning by presenting Contest Director Geoff Soper with the 'Girls' Blouse' award (a blouse George stole from his mother) for cancelling the contest the day before. Perhaps the Contest Director shouldn't have been taunted so enthusiastically: before Day 4 was over there was more than one pilot grimly wishing they had stayed on terra firma, rather than tackling the day's tasks.

Lemmy proclaimed the day flyable, with a bit of wind and some wave cloud to the West, adding that it might be “a bit bumpy out there”. A late launch was declared.

“I would have preferred to stay on the ground,” said Chris



Hadleigh Bognuda from Auckland



G Dale mentored the pilots new to contest flying



Weatherman Lemmy Tanner



Richards, winner of the 18m/Open class that day. "It was one of those days. But there was a lot of lift around - in two and a half minutes I climbed 6,000 feet."

The task for the 18m/Open was Mt Horrible - Dingle - Bush Stream - Omarama. Right around the third turn-point, Chris said, things started to get interesting. "It got very rough, so I slowed to 100 knots and just cruised home."

George Wills avoided having the blouse thrown back at him by winning the 15m/Standard class for the day, with a speedy time of 162km/h. Their task was Mt Horrible - Dingle - Macauley - Omarama. "It was pretty straightforward for me: I took the climb behind Magic Mountain, right to the top. I linked up with the Ben Ohau wave and it was straightforward from there. It was pretty rough on the third leg: at one point I had 20 - 25 knots down for a couple of minutes which was pretty scary; then I cruised home."

Alex McCaw had the run of the day though, completing his task at a fast pace (handicapped) of 181.5 km/h around the Club class task of Mt Horrible - Thomsons Track - Dobson - Omarama. "I got straight into wave. I flew with the brakes out, trying to stay under airspace of FL135. Crossing the Omarama Saddle, I got absolutely

dumped and fell out of wave but managed to get back into it; then it was pretty straightforward up to Mt Cook. Coming back, I pulled the brakes because my feet were getting cold; even so, I finished at 5,000 feet, or something like that."

The next morning, Contest Director Geoff Soper joked that Alex was being moved into the Open class.

Other pilots had a tougher time of it: Nick Oakley would have had a scorching flight but missed a turn point by 1.8 km, confused by task changes before launch. Jerry O'Neill had a frightening moment in the Maitland Saddle. He arrived at the BBQ at the Kahu Café looking relieved to be home safely. "You can usually fly straight through the Maitland, but the glider got tipped up by rotor. I poled over to keep the air speed up, the wing came over and I ended up inverted. Lesson learned: I'm not flying in there again!"

The evening at the Kahu was a night of great story-telling, with the day's adventures prompting stories of flying and land-out misadventures from previous years. It was nice to see most of the competition pilots relaxing with a well-earned drink.

**Day winners:** Chris Richards 18m/Open, George Wills 15m/Standard, Alex McCaw Club class.



Photo Geoff Soper

Tony Van Dyk



Photo Carrie Miller

Alex McCaw receives the Club Class trophy from Clayton Lightfoot, Chief Controller Queenstown Airport



Photo Geoff Soper



Photo Geoff Soper

Richie McCaw shares a joke with his mate CJ

## DAY FIVE

A swash of rain swept over Mt Horrible halfway through the launch, delaying it. The 18m/Open task was Mt Horrible – Tarras – Two Thumb – Omarama, and the day was won by Grae Harrison. “I always think the first turn-point of the day is the key factor,” Grae said. “I think that went well. There was a pretty stiff headwind coming home – 56 knots or so.”

Max Stevens, who had been battling a bad cold for many days, won the 15m/Standard class around the Mt Horrible – Tarras – Mt Hay – Omarama task. “I was the first to launch in the class and then the grid got held, so it allowed me to have some time to look around and see what the wave looked like. It didn’t look good, so I just used wave to get some height and have a good start.”

The Club class might have had the toughest turn-point of the day over Snowy Top, which was the nucleus for the rain and low cloud. Their task was Mt Horrible – Snowy Top – Omarama Saddle – Pukaki – Omarama. Once again, Alex McCaw won the day, but not without a bit of drama.

Alex landed out just as the last gliders on the grid were launching. Mum Jill, Nigel Ackroyd and Lex McPhail dashed out to make

the retrieve, de-rigging MQ and hauling it back to the airfield where Carrie Miller and tow-pilot Darren Smith helped re-rig. Alex stayed calm, went through all of his safety checks, and even managed to re-tape his glider before re-launching at 3.47 p.m.... with only four minutes to spare before the start gate closed.

“Nigel was a huge help,” Alex said. “He told me: ‘If we find ourselves hurrying, we’re going to slow right down. Stop even. That’s when mistakes happen’. So I just went about it as if I wasn’t going to make it, but in the end we were under time, so I had another go. I had screwed up and tried to get into the Lindis and just got dumped. The stupid thing was, after I got re-launched, I did the same thing again. But I finally made it around the front of Magic Mountain and just flew the cloud street along to the Benmores.”

After stories were shared (including Alex’s re-launch), a number of the pilots went to dinner at the Ladybird Café, followed by the Inaugural ‘Cut-Throat’ Chaos Uno Championship, held in the camp kitchen. (Contest Director Geoff Soper may have won that one but the verdict is out: allegations of cheating are still rife.)

**Day winners:** Grae Harrison 18m/Open, Max Stevens 15m/Open, Alex McCaw Club Class.



Trophies were presented by Queenstown Airport's Chief Air Traffic Controller Clayton Lightfoot. Top to bottom: Tony Van Dyke, Frank Saxton, Grae Harrison, G Dale.

## DAY 6

A strong south-westerly made for a challenging launch, with the wind almost 90 degrees to the airfield and gusting 10 knots. Landing was into a 15 – 20 knot cross-wind, with the wind switching direction 40 degrees. "Only twice in my gliding career has that happened," said Chris Streat.

The pilots who had an early start managed to get back, even if it was slower than they expected; several pilots who had to re-launch or who got a late start had a harder time of it. A special thanks to the tow pilots, for their help in safely launching the grid on a challenging day.

Theo Newfield and Alan Holgate won the 18m/Open task of Mt Horrible – Tarras – Kakanui – Grampian – Clearburn – Omarama. "We climbed in wave to 11,000 ft and a bit and really didn't turn at all until the second leg," Theo said. "We just followed wisps and hoped."

G Dale and Per Rold won the 15m/Standard class around the same task. "It was a pretty good day really," said G. "We got into wave straight away. What went wrong was that I ran myself out of climbing options in the third turning point, so I wasted some time turning and climbing. Otherwise, it was fun."

Once again, Alex McCaw won the Club class. "From tow I climbed straight up at eight knots into wave. The first turn-point was in cloud. I flew in wave to the second turn-point and just cruised, it was really easy. I missed the third turn-point because I wasn't looking at my GPS. I also managed to miss the finish line because I didn't have enough height to cross the finish and had to come straight in across the vector. I wasn't happy with that. I wish I had taken my last climb about 1,000 feet higher."

Kevin Bethwaite, who took over from Geoff Soper as Contest Director for the final two days due to Geoff needing to return to Christchurch for work, said that – overall – it was a good day. "It was great to see Roland, Richie and the others coming into the Kahu with huge smiles on their faces," he said.

The one black mark on the day was George Wills' 'attempted hill landing' – thankfully, George is all right, although his glider has a few holes in it. "I decided to try a hill landing on the Buscot Ridge because I decided that was better than spinning into the hill," George said. "I was coming around the ridge under 1,000 feet, which was pretty low, and I was still carrying full water, which was my big mistake. I came around this little spur and expected the wind to come up the spur, but it came from behind and my air speed dropped right off. I wasn't able to complete a turn away from the hill without potentially spinning in, so I put the under-carriage down and landed straight in.

"The glider was not pleased with the experience: my under-carriage collapsed and I ground-looped, which broke the fuselage 50cm back from the wing. I want to thank the retrieve crew who pulled the trailer up the hill to scrape me off. I was having such a good day and I just did something really stupid. Weather-wise, everything just changed. Damage-wise, I'm fine and the glider looks fairly repairable."

**Day winners:** Theo Newfield/Alan Holgate 18m/Open, G Dale/Per Rold 15m/Standard, Alex McCaw Club class.

## DAY 7

The last day was sunny, but tricky: there wasn't enough wind and a lot of high cloud. Grae Harrison won the 18m/Open task around Mt Horrible – Makarora – Tin Hut – Omarama. "Today everything was working the way it should and it was a nice glide home," he said.

G Dale and Per Rold won the 15m/Standard with a task of Mt Horrible – Makarora – Mt Cook airfield – Omarama. "If you launched



early it was easy to get up and get away. Today was just an absolute blast," G said.

Nick Oakley was pleased to finish the competition with another win in the Club class around the task of Mt Horrible – Old Man Peak – Ahuriri – Huxley – Omarama. "It was a good day, pretty straightforward really," Nick said. "An 8 knot climb on Snowy Top took me

to 10,000 feet, which made the rest of the day pretty easy. It was fun, a good challenge, and I definitely feel more confident. Today was pretty good. The day I missed one of the turns would have been even better, though. All of the days were pretty good actually."

The day was capped off with a fantastic awards dinner at the Wrinkly Rams Café.

## Gliding Hawke's Bay and Waipukurau is pleased to be hosting the 2012 CENTRAL DISTRICTS GLIDING CONTEST at Waipukurau from 19-25 February 2012

Saturday 18th is a practice day and Sunday 29th is a reserve day.

Waipukurau has an excellent reputation for settled weather in February with thermals and convergence predominating. It is an ideal early level competition with plentiful safe land out options. The CHB Aero Club provides camping/caravan accommodation at the airfield with good clubhouse facilities at \$15 per person/night. The entry fee has been set at one hundred and seventy dollars (\$170) reduced to one hundred and fifty dollars (\$150) for early entries before 1 January 2012.

Please pay Entry fees to HBS bank account 031355 0690287 00 or by cheque to Gliding Hawke's Bay and Waipukurau, 204A Knight Street, Hastings 4122. We look forward to seeing you there  
David Davidson  
Contest Director



# 2011 CENTRAL PLATEAU SOARING COMPETITION

29 OCT-5 NOV 2011 OPEN CLASS ONLY

By Peter Battersby

It was - once again - a chance for Taupo Gliding Club at Centennial Park, Taupo, to show off their facilities, great scenery and potentially wonderful soaring conditions, and to practice the organisation necessary for possible future National Competitions.

The Central Plateau competition is often seen as an opportunity to hone one's flying skills before the National Competitions. The ten competitors who took part certainly had a good opportunity to achieve this. They were assisted by the pleasant hospitality, coordination and organisation of the members of the Taupo Gliding Club.

We had variable spring conditions for most of the week. The contest started with moist northerly winds, then came strong gusty westerly winds, which caused some interesting soaring conditions throughout the week. It was noted that the weather got better as the week went on, with better speeds and distances recorded. Generally, the launch to the south on vector 022 provided better Central Plateau soaring conditions despite the strong south-westerly to westerly winds.

We had the use of the special airspace ROCPA-D GNZ Western and Central. This was opened by request for the contest and we received obliging and co-operative cover from the Bay Sector controllers in Christchurch. Our thanks to Airways.

All in all, despite variable weather conditions, the general feeling was one of great success. Everybody had a great time with five days flown, of which four were scored.

Tim Norman, TGC President was the Competition Director, Tom Anderson the Chief Tow Pilot, Trevor Terry, Rob Lyon, Roland Van der Wal and Ian Finlayson the Task setters. Gordon Griffin was the Grid Marshal and Safety officer, ably assisted by a great team of volunteers who ran wings, recorded starts, manned (or is that womaned?) the radios, made lunches and morning teas and did all the raft of other tasks necessary to run a soaring competition.

#### **The competitors.**

XP, Tim Bromhead, in a Discus B, from the Piako Club, Matamata. TT, Trev Terry, in a Duo Discus T, from the Taupo Club, with different co-pilots each day. XT, Adrian Cable, also in a Duo Disco T, from the Tauranga Club; a different co-pilot each day. VH, Roland Van der Wal, in a LS6/17.5m, from Taupo, (also our weather forecaster). RY, Alan Belworthy, in a Ventus 2ct, from the Piako Club. IA, Peter Cook in his Libelle from the Taupo and Taranaki Club. HN, Graham White also in a Libelle, from Hastings. VM, Brett Hunter in a Discus 2ct from Dury, Auckland. ZO, Ian Finlayson, in his ASW-27 from Piako. KF, Jeff Parker, in a PW5, from the Rotorua Club.





Alan Belworthy



Winners day four



Tim Bromhead - late for launch



Brett Hunter

## PRACTICE DAY

Most of the competitors arrived on Saturday for a practice day. They were greeted with cool temperatures, low cloud, no sun and occasional showers. Nobody flew - there wasn't even club flying that day.

## DAY ONE

The competition started. A very grey sky welcomed everybody and the forecast was not promising. We had a high pressure area to the north-east of New Zealand and a trough over the bottom of the North Island, drawing warm moist northerly air over the North Island. But things looked better by 1 pm; the sky gradually cleared towards the south west, so an alternative task was set with nine gliders launching from 2:30 pm. The sunshine rapidly heated up the ground, providing reasonable soaring conditions with a cloud base of around 4000 ft. The alternative task took them first to the northwest to Old Taupo Rd, to Goudies Rd before the Kaingaroa Forest, to Waikino Rd by the Pureora Forest then to Aratiatia to finish - min 121.9 km - max 317.9km (220.9km).

All gliders arrived home safely, though some elected to land back. There were no landouts. Tim Bromhead just squeaked around but missed the last turn point by only 100m, incurring a 25 point penalty. He scored 1st however (159km), followed by Trevor Terry and in 3rd place Adrian Cable.

We all enjoyed a fine barbecue organised by Trevor and Di Terry, with his legendary large cuts of steak.

## DAY TWO

We awoke to a better day, which despite its promise, started to overdevelop but a window of opportunity was seen and the launch made for 2 pm. The task took the competitors first to the north-east to Kaingaroa Headquarters, west to Waiehi, then south to the Western Bays Rd, finishing again at Aratiatia. 122.5/338.2km (228.6).

Eight gliders launched: four made it around, three landed out in local airstrips, one landed back. The overdevelopment - a very humid air mass, made for low cloud bases with slow progress and terrible visibility but there were some excellent convergences toward the end of the day. Local knowledge may have helped and Trevor Terry was placed first (192.4km) followed by Adrian Cable in second and in third place Alan Belworthy.

**Tuesday** A no go, the day was cancelled due to dark, rainy, horrible weather.

## DAY THREE

The weather looked unpromising, with a strong westerly forecast. Despite this, a launch was made at 2 pm, probably half an hour too late. I had the thrilling opportunity of co-piloting with Trevor Terry in Tango Tango. The task took us northeast to Kaingaroa HQ, south



Interested visitors



TT – ready to launch

to Rangitaiki, then northwest to Kinleith, finishing again at Aratiatia - a task distance of 105.1 km/332.4 km (221.3 km).

Low cloud bases and rough thermals with strong 15 to 20 kt gusty westerlies made soaring quite difficult, with a lot of time spent looking at small thermals, trying to make some height and headway. The weather 'coozed' in, with scattered rain and loss of lift. Nobody attempted the third turn point and all landed out or back.

The day was not scored. Roland the weatherman unofficially won, with a heroic distance of 79kms but an unceremonious score of zero!

Despite this, all had a great time - apart from Tim Bromhead, who landed out in the area of Orakei power station with his car keys in his pocket. Luckily for him, Bill Dawson hitched his car up to the trailer to do the retrieve. That night, there was a great roast dinner with all the trimmings. Thanks to Bill Kendall, Mary Legge and the other helpers.

#### DAY FOUR

The day that proved the weatherman wrong and turned out far better than expected. Predictions were for a repeat of the previous day, with overdevelopment in the afternoon. However, despite strong 15 - 20 kt westerly winds making rough and broken climbs, six of the eight gliders launched completed the task successfully. The two Libelles found the prevailing winds too strong and landed back.

The task took them to the northwest once again, to Waiohau in the Ureweras then south to Rangitaiki, northwest to Atiamuri Bridge, then home again. The task distance was 115.1km/378.2 km (248.5km).

The higher performance gliders had particular fun, ridge soaring down the west side of the Ureweras towards their first turn point and enjoying the beautiful scenery around the Galatea Valley, before returning by a convergence towards the second turn point. Then a quick climb and a fast glide out to the third turn and a skinny return home for some. The winner was Trevor Terry (224.0km), second Ian Finlayson, third Brett Hunter.

#### DAY FIVE

To quote Rob Lyons, "Another day out of the box."

Because he was tending to lead, Trevor Terry stood down from task setting and handed it over to Rob Lyons and Roland. The task

was again set to utilise the northern area, with the Urewera ridges behind Galatea pushing the gaggle well downwind. The next turn point was at River Lodge, which brought everybody just around the southern edge of Rotorua airspace before heading west to Mangakino and returning home via a tailwind final glide. Circle radii - 122.4km/327.5km (226.1km). Of the nine launched, three did not finish. Adrian Cable in his Duo Discus came first with (258.5Km).

We did briefly manage to lose one of our Libelles, piloted by Peter Cook, who landed near the 'Hidden Valley', Orakei-Korako. This is a rather deep and wet area surrounded by rough ground, with only one small strip, about 15km from home. The pilot's initial radioed GPS co-ordinates showed him to be somewhere in the middle of the lake, so our club CFI was despatched in a Tecnam to check his position and try to re-establish radio contact. After a brief search, plane and pilot were found safe and well in a small paddock on the northern side of the lake. The Tecnam crew guided the retrieval crew to the site by radio and maintained air coverage. All returned safe and well. A Special prize was awarded to Bill Kendall and Trace Austin for first class spotting!

#### DAY SIX

Cancelled after the task was set due to deteriorating weather conditions that afternoon. The forecast was for a strong cold south westerly, with rough, broken thermals to 5 500 to 6 000 ft. Cold southerly winds and showers passed over those waiting frustrated in their gliders on the grid. The task setters deliberated for up to an hour behind the lee of the caravan and finally called it off. Golf followed, then the evening dinner and prize giving.

#### Results

1.	TT	Trev Terry	Taupo	Duo Discus T	3281
2.	XT	Adrian Cable	Tauranga	Duo Discus	3004
3.	VM	Brett Hunter	Auckland	Discus 2ct	2735
4.	XP	Tim Bromhead	Piako	Discus b	2493
5.	ZO	Ian Finlayson	Piako	ASW 27	1914
6.	VH	Roland Vander Val	Taupo	LS 6/17.5m	1567
7.	RY	Alan Belworthy	Piako	Ventus 2ct	1194
8.	IA	Peter Cook	Taupo	Libelle	896
9.	HN	Graham White	Hastings	Libelle	848
10.	KF	Jeff Parker	Rotorua	PW5	0



# ADVANCED CROSS COUNTRY COURSE OMARAMA, NOVEMBER 2011

By Frank Saxton

Jerry O'Neill has been running his six day advanced cross country courses for four years now and they have settled into a routine that generates more interest each year. This year there were 16 pilots participating. The course runs in the week immediately before the South Island regionals.

The first day (Sunday) began with rigging gliders before the 10 am weather briefing by Lemuel Tanner. The group met for a one hour lecture, before a task for the day, a time to grid and then a launch time were set. A typical day would see the lecture finish by 11.30am and a gridding time of 1 pm with launch at 1.30pm. In other words, it was very similar to a contest day. The main difference was that there were groups of students lead by experienced pilots. The leaders were Jerry O'Neill, Ivan Evans and Davie Speight/ Roger Sparks with around four students each (and their own radio frequency to communicate on).

There were a couple of blokes from Auckland, with others from Nelson, Marlborough, Central Otago, South Canterbury and most from the big Canterbury Club.

This year I noted that the gliders people were using all had pretty good performance. None were of the first generation of fibreglass. The lowest performer would have been an ASW19. A couple of twins were there: the Canterbury club Janus and the Omarama club's Duo Discus.

The course is basically a 'hen and chicken' event. Often a number of chickens run ahead of their mother hen and may meet up with other groups further ahead on the task, but that is all pretty much OK. For me, the attraction of the course is doing tasks with good support on the radio, as well as being able to follow other gliders. I was in Ivan Evans group, along with George Deans, Brian Savage and Carl Jackson.

## DAY ONE

Jerry's lecture was an introductory one, where we got to know one another and also a talk introducing mountain soaring. Here is a sample:

"New Zealand lies in the westerly wind belt. Moist marine air comes off the Tasman sea. Low cloud bases. The air is processed by the mountains as it goes east: it is dried and warmed but still typically produces low cloud bases, not much above the ridge tops. This, coupled with the deep wide valleys left by retreating glacier, that we often have to cross, force us in New Zealand to often fly within the mountains, rather than high and safe above them, as is possible in many overseas places.

So we fly low in the lee of sharp mountains in the roaring 40's. My first and most important point is that, basically, we are in one of the most hostile environments on the planet for gliders to be. Arguably we should not fly at all here. Of course we do. The combination of the lee waves and ridge lift and strong thermals give rise to spectacular flights.

You should never get into a glider in these mountains until you know where you are going to land. This means knowing the recommended landouts, and having some way of measuring your distance to them and staying within at least half your glide angle to at least one of them. Preferably you will have walked on the landout areas beforehand. If you are relying on picking a paddock from the

Photo: Oliver Winkler



air, you are playing Russian roulette.”

The first day's task was a modest one, down to Mt Isa, at the southern-most end of the Hawkdun ridge. This ridge is some 36 km long and when it works it is the best ridge run I know of. Today was one of those days and with 80 litres of water onboard my Discus b, running at 100 knots, I was still not down as low as it is possible to get (but 100 knots is about max rough air speed). When we got around the corner at Falls Dam, the lift dropped off but was still good, so we were all pretty quickly down and back at Hugo's elevator, with the next turn point being Snowy Top. With a low cloud base and SW wind, it was a bit of a head scratch for me as to which route to take. Stay with the high ground via St Bathans and the Lindis Ridge, or head straight across the basin on track to the windward and sunny faces of Magic Mountain. Having got one of the first launches, I happened to be out ahead of my little group and I asked Ivan which way to go, and he said to go straight across. So I set my moving map way point to Longslip landout and looked up the little landout book and left it open at that page. This is a little psychological game I play, as I tell myself "I am off to land at Longslip, if I find any lift on the way, good - I will take it, but otherwise Longslip landout is my home base." This avoids me running back home downwind to Omarama if I get low; it keeps me on task and solving my problems ahead of myself, as it were.

As it turned out, it was a pretty benign trip across the basin and a climb in weak thermals at Magic....

## DAY TWO

Jerry's lecture was about thermals and how they work in the mountains.

We gridded for a late launch but it got even later as a front moved in over us. Jerry pulled the pin and went trout fishing. I went bike riding but most of the others waited a little and then went soaring in a magnificent NW wave day.


Oliver Winkler flew that afternoon:

"A few self-launchers took off to do their own flying and a group of us elected to hang in and wait a bit longer. Shortly after 4pm, the remaining group launched as the wind had finally picked up. We all climbed up on Mount Horrible or Little Ben, before most of us managed to transition into wave relatively quickly. From there, it was what the experienced pilots call 'the milk run' to Mt Cook, with one beautiful massive lenticular clearly marking the pumping Ben Ohau wave, leading straight to NZ's highest peak. Seventy minutes after launching, most of the pilots could be heard inbound, outbound or above the summit of Mt Cook. Happily it was not hidden by or piercing through clouds but instead presented itself nicely. For a few it was the first time they had seen Mt Cook in all its glory and for others it was the first time cruising above 20,000 feet, but for all it was certainly worthwhile to wait a bit longer and take a late launch."

## DAY THREE

Jerry lectured on convergences and how they might set up in the mountains.

The task was a 300 km task, so those who wanted to could get a badge out of it. It was a triangle: down to Cromwell and back up to the head of the Dobson and home. I got low after the Cromwell turn but was saved by the convergence just north of Black rocks. Back up north, the Ben Ohaus looked to me to be out of the



question, as the wind was blowing down the lake and it was all in the blue. However, Ivan Evans went first and reported them working well. I followed and they were so good. There was wave in the head of the Dobson and I went on to Mt Cook, which was cloud free and working well. Hadleigh Bognuda from Auckland was ahead of me, following Roger Sparks. It was Hadleigh's first time to Mt Cook and for Roger, about the 45th time, but the magic was still there, he said. Kerry Greig used the day to complete his 300 km diamond goal. At the briefing the next day, veteran cross country master pilot Ivan Evans asked the group, "Who completed the task yesterday" and 14 hands went up. "This shows an amazingly high level of achievement compared with past years, when only a select few pilots ever flew over 300 km," he said.

#### DAY FOUR

Jerry lectured on wave.

The weather was bad and nobody flew. I went off with a car load of others and looked at landout sites, out as far as the Maitland at the head of Lake Ohau.

#### DAY FIVE

Jerry lectured on tephigrams.

The weather was very disappointingly blue and stable and we flew locally.

We had a roaring barbecue party at Dagmar's café on the airfield in the evening.

#### DAY SIX

Jerry had an open forum to answer any questions.

The weather was bad and I didn't fly.

Oliver says, "Despite the weather problems, it was yet again a great week and good start to the Omarama soaring season. It was also a good warm up week for those competing in the South Island Regionals the following week. I have enjoyed participating in this course a few times now but it's always great to come back. The highlights are: catching up with fellow pilots from other clubs across the South Island, refreshing the rules of flying in the mountains or getting new expert advice on how to cover the ground more quickly and of course, flying realistic but at the same time challenging tasks together.

On Thursday evening we had a course dinner at the Kahu Café. Yvonne found the right words to thank Jerry and the other instructors for their continuing efforts of teaching us less experienced pilots safe cross country flying. Despite the less than optimal soaring weather for the second half of the week, Jerry said he was particularly pleased to see that fourteen pilots (including four instructors/mentors) managed to get around the 314 km task on the third day."



Photo Oliver Winkler

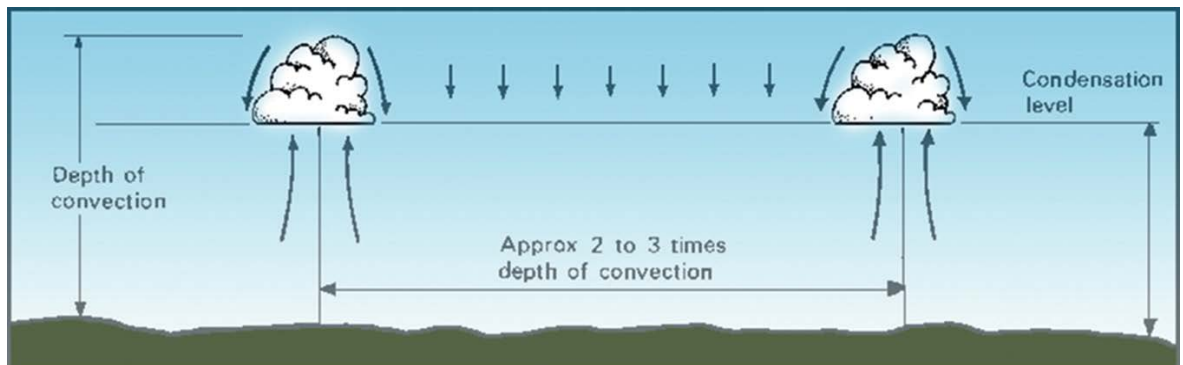


# LOOKING FOR LIFT WHEN LOW

The following article was extracted from the book “ADVANCED SOARING MADE EASY” by Bernard Eckey. He is keen to point out that it was primarily written to provide assistance for early cross-country pilots flying in relatively flat terrain. His hints for flying in mountainous areas will be published at a later date.

What constitutes low? An early solo pilot will most certainly view it differently compared to a seasoned cross-country pilot. An altitude of 2000 ft on a day with 3000 ft convection can not be considered very low but when thermals go to 12 000 ft we should be rightly concerned when the altimeter is approaching 2000 ft. The reason is, of course, that thermal spacing and convection height form a close relationship, which means that on days with rather low thermals we can expect to run into lift every few kilometres or so. The following sketch provides an illustration.

Whatever our level of experience, for a variety of reasons we sometimes find ourselves too low for comfort. The pressure is on



to find some lift and if it is not found quickly an outlanding could follow sooner rather than later. What can we do to keep the glider airborne and what tactics should be employed to return to a more comfortable level?

In such situations, it is imperative to remain calm and evaluate all options without undue haste. This is easier said than done, especially if the pilot has a low personal stress limit. Going into stress overload is likely to affect decision making, which in turn makes it difficult to keep a cool head, think clearly and apply all theoretical knowledge. To avoid mental overload, we first select a suitable landing field and ensure that it remains within range at all times. Such flying tactics immediately take care of the most pressing problem and allow us to calmly concentrate on thermal-finding again.

The following clues might prove helpful:

- ▶ Look for soaring birds or rising dust triggered by moving stock or farm equipment.
- ▶ Any form of smoke raises our suspicion, especially when two or more ground based indicators point to different wind directions. The smoke trail usually travels towards a nearby thermal.
- ▶ Dust devils within reach are good thermal indicators and if possible should be circled in the opposite direction to the vortex rotation in order to minimize our diameter of turn.
- ▶ Tractors ploughing dry paddocks are almost always worth a little detour as they sometimes trigger small thermals in quick succession.

Other gliders might provide useful clues and with a bit of luck fellow pilots might even direct you into nearby lift by radio. (Make sure you return the favour one day.) More than ever, we look for thermal sources and thermal triggers and search slightly downwind of potential areas of lift. If necessary, we circle in zero sink for a while. You might be circling over a hot-air reservoir on the ground ready to release a thermal.

Ignoring clouds when low is almost always a mistake, as they usually provide the best indication of lift. Try to fly from under the cloud directly into wind and if you find weak lift hang on to it as it might be the top of a bubble starting to rise. With a bit of luck, the weak bubble will turn into a reasonable thermal.

A random search dropping below our comfort zone is rarely productive. Because thermal spacing and convection height form a close relationship, we must fly on until we reach an area where buoyant air is evident. Only then does it make sense to perform a series of “S” turns, fly a figure 8 pattern or even conduct a fully blown clover leaf search pattern. If, on the other hand, we suspect to be in a sea breeze affected area, we are well advised to head further inland. With a bit of luck, we will contact the sea breeze front and get back to above average lift before we need to initiate an outlanding.

While we are still airborne, we have every chance of getting clues for lift and finding a flight saving up-draught. The closer we get to the ground, the earlier we will accept a thermal that we wouldn't have considered strong enough only a few minutes earlier. Now we are well advised to make a real effort to keep concentrating and put all our efforts into efficient thermalling. It is all too easy to breathe a sigh of relief on finding lift and promptly fall out of the up-draught. If we lose the thermal before we get high enough to continue on track, it is usually best to fly into wind and go back to the area where the thermal was first encountered.

But whatever we do, we must not fall into the trap of hanging on to this sub-standard thermal for longer than necessary. Beginners often cling to such 'lifesavers' for far too long and milk them for everything they are worth. However, more experienced pilots know that 'being low means being slow' and leave weaker thermals as soon as they are reasonably confident of finding stronger lift.

Now let's look at the safety aspect of flying low. Assume you are on a cross-country flight and the altimeter and your own assessment of altitude give ample reason for concern. Imagine you are about to enter the circuit when you feel a surge. Decision time has come – do you turn or land?

My recommendation is quite simple. If you can afford to lose 200 ft and still perform a safe circuit go ahead and initiate a turn – if not, you had better proceed with the circuit. Why 200 ft, you might ask. Well, if you turn in the wrong direction and you strike 6 kt of sink for a full 20-second turn, you are likely to lose about 200 ft. Remember, down low thermals are usually narrow and even if you turn the right way you are unlikely to climb all the way around. In fact, you will probably struggle to hold your own for a while.

On occasions like this, it is important to tap the altimeter from time to time and make sure that all your hard work is paying off. Especially with a sticky altimeter, it is all too easy to find yourself slowly descending and hence eroding any remaining safety margin. Safety should always be given top priority and therefore I would like to conclude by recommending studying safe outlandings in chapter nine of “Advanced Soaring Made Easy”.

**Fly long, fly fast, fly high  
and fly safe!** BERNARD ECKEY

# FLYING 2G

By Dieter Betz



This story and the accompanying photographs were sent to us by Dieter Betz, glider pilot and photographer who has previously worked as an instructor in Omarama.

Checking safety pins



Trim weight adjustment

Here are some photos of the magnificent flying machine 2G (two Gee) which was designed by two Danish glider pilots: Høgslund and Traugott-Olsen and first flown in 1950.

It was meant as an improvement of the old 1938 design, the SG 38 which was used by most clubs at that time. I learned to fly in a SG 38 in 1955 and we did not have a two-seater. So we did everything with the instructor standing on the ground the first time (and chewing his fingernails very short). Because of this we were constantly repairing the SG 38 after minor and sometimes major damage.

That all changed with the 2G. It also had an improved glide ratio of 1:13.

Sitting in the front of this glider is like riding on Pegasus' head - sitting in mid-space. Everything is behind you and being tied to the winch by a thin wire at 500 metres still gives me seconds of high anxiety. It is the ultimate outdoor experience. After release it's just pure fun, gliding at 60 km/h. It has easy handling and is well balanced. The nose points down. There is no reference in front of you, just the pitot and your boots, and you can look down between your legs.

I just got my 'check flight into the past' and am now instructing and flying for the Danish Vintage Gliding Club - with mostly elderly experienced pilots, who are coming for the thrill. My student and I can talk to each other as if we are driving slowly in an open car - there is no radio.



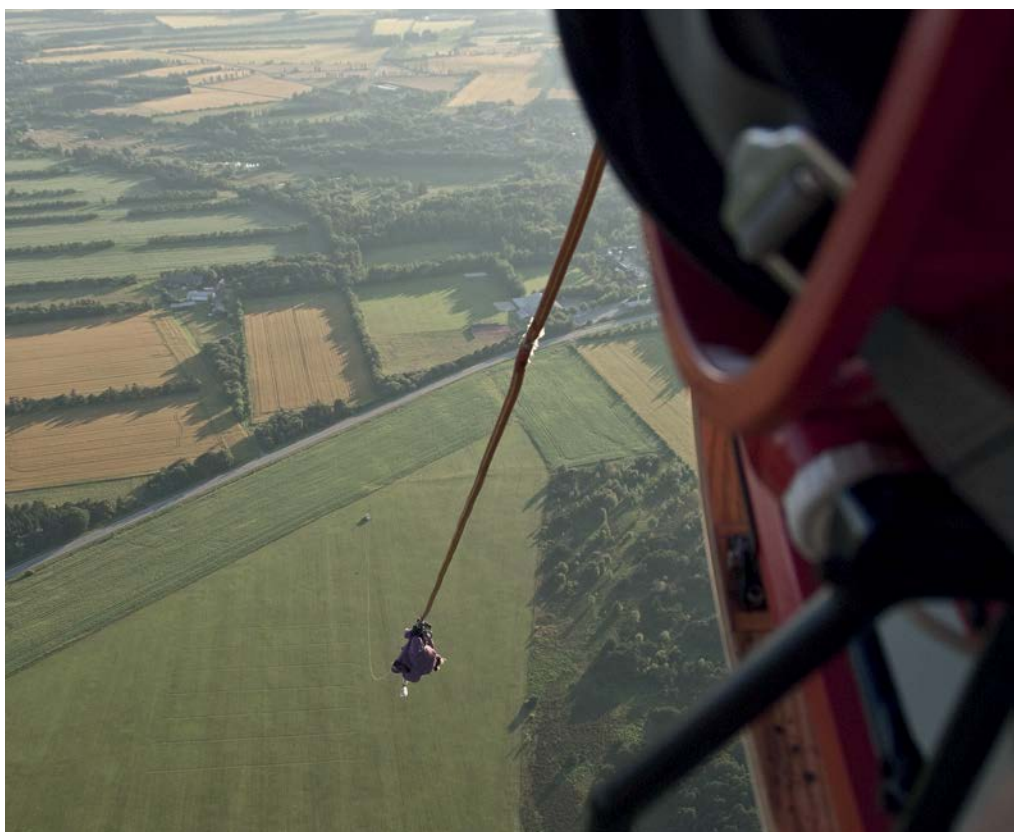


Sitting in the front of this glider is like riding on Pegasus' head – sitting in mid-space.



SOME TECHNICAL DATA

Empty weight:	160 kg
Stall with two pilots:	48 km/h
VNE:	180 km/h
Best glide:	58 km/h
Glide ratio	1:13



All the best wishes from Denmark and hello to my New Zealand friends, who I hope remember me.



# Soaring

Terry Delore at the South Island regionals.



Photo John McCaw



# FROM MATAMATA TO WHENUAPAI BEHIND THE IRON THERMAL

By Jay Harkness

Almost there. Into the sunset. FK9 RDW towing Twin 2 MW near the Auckland Harbour Bridge going home from Matamata



Musick Point, Browns Island and Rangitoto Island from the ASC twin 2 on aerotow going home.

The club's camp at Matamata wrapped up for lucky ol' me with a cross-country tow to Whenuapai.

The tow down was 'rough,' according to all involved, so despite Monday being a very different day to the Saturday, I was interested to see what the flight would entail. I have never flown a cross-country tow before. I've also seen MW return home in the back of a trailer many times, so I was pleased when Monday's weather was suited to our task.

We set off in the late afternoon, at the end of a great flying day. Rex Carswell was in the back seat and Peter Coveney in the tug. The sky had 'blued out' by the time we took to the air but that, of course, just made the whole thing a lot more scenic.

I spent most of the Hauraki Plains getting used to flying in the low tow position, something which took a bit of getting used to but which seemed to work better for the glider/towplane combination. We returned to a high tow around the base of the Firth of Thames, which again threw me slightly, having been (well) trained to always endeavour to keep the tug's wheels on the horizon.

Passing over some presumably fairly congested state highways was quite satisfying (I hope no club members were slowly losing their minds below) while flying across the water at the edge of the Firth felt odd. We did this within an easy glide to the



Low tow behind the FK9, Jay Harkness in the front seat of ASC twin 2 on the way home from Matamata.

paddocks ashore, which was good, as the life preservers we were wearing looked suited only for making sure that it would be a busy drowning.

The flight up the coast was super smooth, with no turbulence at all. We did hit some rough air as we crossed over the ridges at the north-western corner of the Firth, but it was really only notable because I wasn't expecting it. A twin-prop crossed our path as we were flying over Musick Point. If we hadn't seen it, it may have featured a bit more highly, as it was at the same altitude, and had been on a converging course.

The tow up the harbour and over the harbour bridge was something else. The sun was low in the near cloudless sky and Auckland City, despite its faults, looked great. Rex took the accompanying shots.

We landed 73 minutes after taking off from Matamata. A big thanks to all concerned; the flight made for a superb way to cap off a great day's gliding.



Auckland City and the Skytower under the wing of Twin 2 GMW.

# YOUTH GLIDE NEW ZEALAND

A national entity for youth soaring now exists

By Jill McCaw



Youth Glide New Zealand has been accepted by Gliding New Zealand as a committee with similar standing to the Sail Plane Racing Committee, Airspace Committee and others. Led by myself as Chairperson, the interim committee consists of the major players in the Youth Glide movement. Tom and Rose Shields and Gavin Wills were instrumental in the inception of Youth Glide, creating Youth Glide Omarama from the defunct Otago Gliding Club. Vern Grant, CFI of Gliding Wairarapa has worked closely with the NZ Qualifications Authority to create an educational crossover, so that young people learning to fly can receive credits both for their National Certificate of Educational Achievement (NCEA) and at tertiary level. Roger Read has been tireless in developing Youth Glide Canterbury, based on the Youth Glide Omarama model adapted to fit into an existing club system. He has also developed teaching aids and reworked the GNZ training manuals to be more youth orientated. For myself, both my husband John and I have been actively involved in getting Youth Glide started in Canterbury. We have had a strong motivation for making this happen - our two gliding mad teenagers.

Youth Glide, until now, has been made up of individual groups, sharing a vision but very little else. I have been keen to get the various key players together to share notes and ideas. In October this finally happened. We met together for the first time, with the intention of creating a national body, consolidating our understanding of exactly what 'Youth Glide' means and how it is done and then starting the process to create a Youth Glide package, which will be available to clubs throughout the country.

The meeting was in two parts. Vern Grant with Allan Moulai

of the Aviation, Tourism and Travel Training Organisation (ATTTO) gave us an overview of how students can use their training for NCEA credits. See next page for more information.

The second session of the meeting involved developing the Youth Glide idea into a national entity and brand.

All present felt that it was very important to emphasise that Youth Glide provides a community service by providing youth development, career pathways, healthy adult interaction, goal setting and positive reinforcement and many other benefits to young people. We felt this was actually more important than what Youth Glide has the potential to do for the sport of gliding. If clubs want to pick up Youth Glide, then they will have to buy into this philosophy.

All the Youth Glide groups (eg Youth Glide Omarama, Youth Glide Canterbury) will come under Youth Glide New Zealand with GNZ as a parent umbrella body. Each Youth Glide organisation will provide someone to the YGNZ exec. As the Youth Glide movement grows, we can change this to regional representation.

Youth Glide is a brand. We need to protect it and promote it. When a student says they are a member of Youth Glide, that should mean the same thing, regardless of which club they belong to. We need to set standards and procedures for YG groups to follow.

We see the need to develop a training programme that goes from the 1st day on an airfield, through traditional training, on a progressive path until the student eventually passes out of the YG programme - 'The Journey'.

It was recognised that over the last four years we have already had quite a number of kids through the system with positive outcomes and we need to list and promote them. We saw a need to nurture what we have already done and help kids that have already got most of the requirements for the Nat Cert in Aviation (without even trying) and get them through the last study requirements (possibly at the YG development camp in December).

There was discussion regarding the definition of Youth. Internationally, 'youth' is recognised as meaning up to the age of 25.

Following the GNZ executive's agreement to recognise us, YGNZ is now a brand of GNZ and the interim committee will stand until elections at the GNZ AGM in July. We will meet again at the Development Camp in December.

# Overview of New Zealand Qualifications Authority (NZQA) qualifications available for glider pilots and pilots in training.

The National Certificate of Educational Achievement (NCEA) has replaced School Certificate and University Entrance etc some years ago.

Level 1 -	=	5th form	year 11
Level 2 -	=	6th form	year 12
Level 3 -	=	7th form	year 13
Level 4 -	=	Polytechnic/university	

It is roughly accepted that one credit requires around 10 hours of work.

Currently there is a difference between achievement and unit standards but Vern says that will be changing.

NCEA credits and the National Certificate of Aviation are currently available for power flying and gliding and are expected to be picked up by helicopters, ballooning, parapentes and other aviation related disciplines.

For gliding students, units of study match the GNZ training system (but have been translated into 'education speak'). At the moment, any club CFI may sign off on these units, although YGNZ will look at a system of moderation to ensure an acceptable standard of work in the future.

Aviation, Tourism and Travel Training Organisation (ATTTO) is the standard setting body and provides resources and certificates.

## Funding - two pathways

### 1. Secondary/Tertiary Alignment Resourcing (STAR)

Schools receive a budget from the STAR fund

Schools appoint a Gateway Co-ordinator who finds interested kids and places them with appropriate programmes. (Many programmes available across a wide range of career options - eg cooking, car mechanics, travel industry.)

Wairarapa youth currently accessing the gliding focused aviation programme receive \$1000 each for their training. Funding can be used for anything associated with that activity - eg bus to airfield, as well as flying funding.

### 2. Gateway Funding

Pool of money allocated to schools

Provide books and assessments for aviation units (several providers of books)

Gateway Aviation training currently running with Canterbury Aero Club (through ATTTO). Over and above this, the youth pay \$499 and receive (from the Aero Club) log book, first 3 flights of PPL, and 12 months club membership. We envisage glider training to work in a similar fashion.

Course involves work place exposure, eg visits to control tower, Air NZ workshops, Fire rescue etc

Mention was made that kids appreciate things more if they have to pay something for it.

Kids can access all of this by approaching their Gateway Co-ordinator at school or the Gateway Website.

If a school is unable to do the processing of the units, then ATTTO will do it.

## National Certificate in Aviation

© New Zealand Qualifications Authority 2010

The student must earn a total of 42 credits.

There are three sections.

**Set A:** Aircraft operations and practical units.

Unit number	Unit Title	Level	Credits
26833	Demonstrate glider ground handling	2	3
26834	Demonstrate glider winch launching as a pilot	4	1
26835	Demonstrate glider aero-two launch as a pilot	4	1
26836	Fly a glider to achieve a GNZ "A" certificate (solo flight)	4	6
26837	Fly a glider to achieve a GNZ "B" certificate	4	5
26838	Fly a glider to achieve a GNZ QGP rating	4	5

There are 11 credits here and only 9 are needed. Some however take a long time to complete.

**Set B:** 14 credits are needed from this set and they are the core academic school subjects, ie, English, Maths, Science. Students will be doing these subjects anyway.

**Compulsory Units:** 17 credits are needed from this section. There are six units

- ▶ Demonstrate knowledge of aviation career and training options.
- ▶ Demonstrate knowledge of the principles of aircraft flight.
- ▶ Demonstrate knowledge of aviation industry law, systems and procedures
- ▶ Demonstrate knowledge of internal structures in the civil aviation industry in New Zealand.
- ▶ Describe the development of aviation from pre World War I through to current times.
- ▶ Identify aviation support structures, aircraft types and operations in New Zealand.

These are the units our young glider pilots will not have already collected by accident and they don't have to be studied at school. YGNZ will be providing the work books and giving some time to students at the Soaring Development camp to work through these units. We hope to have some students receiving the award in the New Year. Three students at Wairarapa have already received the Certificate, the first glider pilots to do so.



# DEVELOPING

By Warwick Bethwaite

The continuing saga ... When we last left our heroes they were facing a Resource Consent hearing. Could a farm at Springfield in Canterbury become a gliding site or would neighbours' objections shut them down?

A date had been set for the consent hearing and guess what? The rules changed. Without going into too much of the boring detail, an interpretation of the rules relating to the word 'ancillary' made all the difference. One day we were awaiting a fully notified Resource Consent hearing, the next we were told that what we actually needed was a certificate of compliance application for a discretionary activity i.e a gliding site. Without doubt, this made the whole process easier as far as the club was concerned and the planning to date could have been seen as a complete waste of time and money. However, I think in hindsight that the detailed analysis that was required for the now defunct RC hearing has had a positive benefit. It made the club very aware of its place within the community and the fact that we are the newcomers and need to make every effort to fit in with our neighbours and to mitigate any adverse effects we may cause them.

A certificate of compliance was eventually issued and finally





# SPRINGFIELD

we could get down to the real work. Hedges were removed, fences came out, cattle yards were dismantled, trees cut down, bonfires lit, conditioning crops planted, ground levelled, drains re-routed, concrete laid, vectors planted, new fences built, access tracks and carpark formed.

AND as we speak, camping ground, kid's playground, and gold plated hangar are in construction. We had to hire in some heavy machinery for some of these jobs, but a lot of the work has been done by a small number of dedicated club volunteers. It's taken a while but it's looking stunning and the soaring we're having from the site shows Jerry O'Neill's choice was a good one.

I'll use two of my recent flights as examples. My last flight was in the back of Terry Delore's ASH 25. We self-launched and hit the first thermal directly over the field, so promptly put the metal bits away. We soared to Mt Tapuae-o-Uenuku, just inland from Kaikoura and home. Prior to that, I'd had a flight with Greg Tucker in the club Janus. We aero towed into a blustery northwester. We got off about 1000' agl, in what appeared to be thermal or lee rotor off the Springfield ridge and climbed straight to 5500'. Heading into wind, we were quickly established in good wave and spent the next couple of hours flying between Lake Coleridge and Lake Sumner between FL150 and FL160. Not a bad flight for a three minute tow!

# FROM FURNITURE TO FLYING

By Mike Strathern



Nelson Lakes Gliding Club member Mike Strathern shares his joy in getting his 'new' glider into the air.

These photos are from my first flight of GTJ, which was imported from the USA by Tim Cosgrove in 2004. It was my first ever flight in an ASW20 (my 42nd glider type) but after five hours soaring around Nelson Lakes I was hooked! Everyone told me they were wonderful gliders and they certainly are. So easy to fly, with delightful handling - a true classic.

I purchased the glider from Luke Tiller in July 2011 (as GTL) and have had most of its bits on dining room tables and wardrobes in my house at some time, fixing a few things up for the season. It even made the GNZ web site when it was in my hallway for re wiring!

The plan is to learn to fly it well and fly in the Club Class Nationals in January 2012 (crew needed).



Teaching a frog to fly in a convergence



# MACHINE

## FOR IMMEDIATE SALE

READY FOR SUMMER  
DELIVERED ANYWHERE IN NZ

### VENTUS 2C ZK-GYD



**Fully flyable as new condition  
Based at Drury, Auckland**

- Normal 57mm Winter Altimeter, ASI and Mechanical Vario
- SN10B Flight Computer • Flarm with Swiss Bat display on the panel
- Dittel FSG 71M radio • Trig TT 21 'S' Mode transponder
- Oxygen bottle and M/H regulator system • Tinted canopy
- Tail Ballast tank • Tow out gear and tail dolly
- Immaculate Cobra trailer with SL options and carpet area on the floor

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

### DUO DISCUS ZK-GYL



**Fully flyable as new condition  
Based at Drury, Auckland**

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

No trailer but a new Cobra could be supplied as part of the package if required.

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

**Phone Ross Gaddes**

**09 294 7324 or 027 478 9123**

# SOARING 100

By Frauke Elber



Replica of the Wright glider

Soaring 100 was the name given to the commemorations of 100 years of soaring flight in America. The celebrations were held on the site of the historic Wright brothers' flight, Kill Devil Hills, North Carolina. The National Park Service counted over ten thousand visitors for the four day event. One of them was our correspondent Frauke Elber.

On December 17, 1903, the Wright brothers made aviation history with their short, controlled flight in a motorized aircraft. Test flights in gliders preceded that flight. Because of control problems in the powered plane, the brothers returned to motor-less flight in order to solve the problems. On October 24, 1911, Orville Wright soared in his fabric, wood and wire glider for nine minutes and forty five seconds over the sand dunes of Kill Devil Hills, North Carolina, setting a world record that would last for ten years, thus paving the way for numerous advancements in aviation and the sport of gliding and soaring.

One hundred years later, on the weekend of October 21 to 24 the soaring community gathered at the Wright Memorial National Park in Kill Devil Hills and Jockey's Ridge State Park to commemorate that soaring flight. The four day event was two years in the planning. Partners in the event were: The United States Hang Gliding and Paragliding Association, the Foundation for Free Flight, The Wolf Aviation Fund, The National Soaring Museum, NASA, the Soaring Society of America, The Academy of Model Aeronautics, the Vintage Sailplane Association, the Rogallo Foundation and the Outer Banks (where the activities took place) Visitors Bureau.

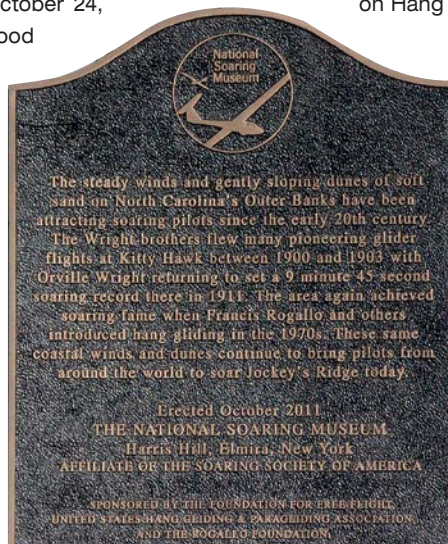
The festivities began on Friday at Jockey's Ridge State Park in Nags Head, North Carolina. NASA had an exhibit 'Driven to Explore'.

A moon rock was also on display. A 1911 Wright glider replica, a PW5 sailplane and a vintage hang glider were on static display throughout the day. Kitty Hawk Kites conducted their regular school operation, giving visitors a glimpse into this aviation sport. A series of lectures on Hang Gliding took place in the park's auditorium. Later in

the day, the U.S. Postal service set up a temporary station. Visitors could bring their mail for a commemorative centennial postmark. In the afternoon, the dedication of the National Landmark of Soaring served as the official opening for SOARING 100. The day ended with a Landmark reception, BBQ dinner and Old-Time Storytelling.

On Saturday, October 22, the activities shifted to the Wright Brothers National Memorial, part of the U.S. National Park Service. Sailplanes of different vintages, a replica of the 1911 Wright glider, models and a hang glider simulator/trainer were on display in the First Flight Pavilion. Presentations and films ran throughout the day. A NASA display and a moon rock were also in the pavilion. Susan Kilrain, NASA veteran astronaut, talked about "Space Shuttle - The World's most complex

Glider". There was Youth Story Time, a youth kite building workshop and flying the kites kept the young visitors occupied, so did the hang glider simulator. The highlight of the day was the fly-in of fourteen sailplanes, showcasing the evolution in sailplane design. These landed on the historic Wright Brother Field. The planes were then on static display and were a big spectator attraction.





The Wright Brothers' Monument during sun rise



Grunau Baby coming in for a landing



The 14 gliders on display



Marie Cowie taking off in the Grunau Baby



View from the Wright Brothers monument over the Wright Brothers Field. Parallel to the hangar you see four markers. They show the length of the different flights the brothers did on 17 December, 1903 of which the longest one made aviation history. It was all sand dunes when they flew there.

The following planes took part in that operation:

- 1931 Schneider Grunau Baby IIB
- 1943 USAAF TG-2 (Schweizer SGS 2-8)
- 1947 Schweizer SGS 1-21
- 1948 Schweizer SGS 1-23D
- 1948 EoN Olympia Mk II
- 1955 Schweizer SGS 1-26A
- 1963 Schleicher Ka-6E
- 1968 Glasfluegel Libelle H201B
- 1978 Schleicher ASW-20C
- 1979 Schleicher ASK-21
- 1993 Schempp-Hirth Duo Discus
- 2000 Schleicher ASG-29
- 2000 DG808B Motorglider
- 2011 Phoenix Motorglider

The yearly Barnaby lecture was held in the afternoon and the day ended with a Ragtime Gala Banquet, to which participants were encouraged to come in period clothing.

Sunday's activities followed very much the same pattern as the day before. Again, the fly-in of the fourteen sailplanes was a great crowd pleaser. The pilots were awed by being allowed to touch down on this historic ground. The day closed with a casual dinner party at 'Pamlico Jack's Hideaway.' (The Outer Banks of North Carolina were a former hiding ground for pirates of all kinds. This history is still reflected in village and restaurant names). The party provided an opportunity to meet and mingle with pilots and friends.

So far, the weather had been absolutely beautiful and many visitors took the opportunity to walk along the beach, admire the gorgeous sunrises and some brave people even dipped into the water.

Monday brought a change in weather and the planned fly-in had to be cancelled. In the morning, the Centennial Ceremony Commemoration of Orville Wright's 1911 flight began. The day finished at 3pm.



I was asked if I would write an article on what modern cognitive science can tell us about how to fly better. Rather than invent the wheel, I thought I really couldn't improve on an article which first appeared in *Soaring* about 20 years ago. It was reprinted in the Canadian journal *Free Flight*. The author, Alan Reeter makes the point so well that in our sport, indeed in any non-contact sport, you can never beat the competition – you can only perform to your potential and trust that on the day your performance will be better than your opponent(s). About the time the article appeared, Timothy Gallway had written a popular book called “The Inner Game of Tennis” in which he identified that match performance was largely about letting the ‘skilled unconscious’ play the match for you. Unfortunately, most of us are in fact skilful at doing just the opposite – trying to will ourselves to do things through conscious and active control. This article picks up on the ‘inner game’ idea and contains terrific advice for all flying, not just for the competition pilot.”

Contributed by SQNLDR Allan Baker. Now the RNZAF Human Factors specialist based at Aviation Medicine Unit. Allan used to be a ‘C’ cat and tow pilot back in the ‘70s and ‘80s for Canterbury and Auckland clubs.

## THE INNER GAME

By Alan Reeter

In the last issue we presented the first part of the historic article, *The Inner Game* by Alan Reeter. The article was looking at the prolonged and uninterrupted mental effort required for long glider flights. We had covered: Motivation, Goal Setting, Personal Mastery and Optimism.

The best competitors forget who they are competing against because they're so focused on achieving their own goals.

The article concludes...

### Dealing with Rumination

Rumination is the process of recalling and rethinking past events, usually bad ones. In the past, Bob would mull over mistakes, sometimes becoming quite agitated in the process. Rumination has three damaging consequences:

- ▶ It distracts the pilot from attending to the immediate tasks at hand.
- ▶ It can lead to fatigue, anxiety, and depression.
- ▶ Rumination reinforces the tendency to ruminate in the future. It reinforces the bad habit.

For some, ruminating is a hard habit to break. Dealing with rumination involves learning to become aware of when you are ruminating, and then doing something else with your mind. In flight, try directing your mind to look out in front of the sailplane toward the next challenge. On the ground, find something positive to think about. Bob Leve, PhD, Sports Psychologist for the U.S. National Soaring Team, says, “Give equal time to positive thoughts. If you find yourself ruminating about something negative, spend some time ruminating about something good that you've done.”

## Mood Management

Mood is a person's emotional state. In previous years, Bob would occasionally get in a bad mood. Like many people, he assumed that there wasn't much he could do about it. He'd think, "That really made me mad." This implied that he had no control over, or responsibility for, his mood. Now he manages his mood by consciously changing his attitude. Attitude is our readiness to behave or react to people, objects, and issues in a certain way. Unlike mood, attitude is the culmination of our conscious decision making processes. By becoming aware of and adjusting his attitude, Bob changes his mood. He does this by applying three attitudinal strategies. Since his goal is to turn these behaviours into habits, he practises them all the time in his daily life.

One strategy is to keep his inner language positive — practising a positive self-explanatory style and instant forgiveness, especially self-forgiveness. When Bob makes a mistake he immediately lets it go. If he picks the wrong cloud street, he avoids punishing himself. His full attention is on flying what is in front of him. Bob is also quick to forgive others. If another glider comes too close, he forgets about it as soon as the danger passes. Bob continues on, unfazed and calm. The calm is real as there is no internal distraction or eruption. Others recognize this as indicative of a winning style.

The second strategy is to pursue activities that have a positive effect on him. Bob discovered that listening to music or taking a walk worked well during the period between the pilots' meeting and launch. He made a mental list of other activities for other times. Again, individual pilots need to experiment to find what works for them.

Bob's third strategy is to manage his arousal level. Over-arousal can lead to fatigue and bad moods.

## Arousal monitoring and control

Arousal describes your level of activation or intensity. Sports psychologists tell me that elite athletes have the ability to monitor and control their level of arousal. New pilots often are too aroused. They get so 'psyched up' that they make mistakes. Experienced pilots sometimes aren't aroused enough. They have trouble paying attention. Most people have trouble matching their arousal level to the situation. Early in a contest, many pilots tend to be too aroused. (It's not surprising that the first couple of pilots' meetings will be marked by episodes of bickering and complaining.) This wastes energy. As the contest wears on some pilots begin to sag noticeably.

A low arousal level gives us a broad field of perception. At very low arousal levels we take in too many clues, including many that are irrelevant. The mind wanders and is easily distracted, "Gosh, look what's going on in that swimming pool down there!" A high arousal level will narrow the field of perception, causing perceptual tunnel vision. An overly-aroused pilot may miss task relevant cues. This is one reason why a student pilot's performance deteriorates when an instructor starts yelling. The ideal arousal level is one that helps you take in all the relevant cues without being distracted by irrelevant cues.

Many sports psychologists use the 'Inverted U' model of arousal to successfully teach arousal management skills to their clients. It says that there is one correct level of arousal for each flight task. Any more or any less results in decreased performance. Some sports psychologists argue, correctly, that this oversimplifies a very complex mental state. There are many types of arousal

that affect the competitor. Still, the consensus is that competitors benefit from learning arousal awareness and management.

Here is a training exercise that may help improve your arousal management skills. Draw a time line representing the period between grid time and start. On the timeline mark important events so you have a series of intervals. On the vertical axis make a scale of 1 to 10 for arousal level. Ten is maximum arousal, say a level necessary for handling a very serious emergency. Zero is totally relaxed (as I'll discuss later, this is commonly called the relaxation state). For each interval make your best guess at the arousal level you think is optimum for you. The performance/arousal relationship is highly individualistic. Some pilots may benefit from being at a very low arousal level prior to takeoff. Others will do best by maintaining a medium level. Remember that being at a high state of arousal can be exhausting. Bob decided that the preflight inspection requires a level of 5. That's what this pilot requires to do a decent inspection. After strapping in, Bob relaxes by going to a level of 2. Just before launch, he goes to an 8 in preparation for handling possible tow emergencies.

Try taking your personal chart to the glider port. Write down your actual arousal levels at each interval. Initially, you will probably decide to adjust some of your target levels. Working with the graph will increase your awareness of your own arousal levels. You will eventually find levels that are best for you. This exercise, and others like it, should probably not be performed once you go through the start gate. Sports Psychologist Lucy Jo Palladino says, "Trying to analyze your own mental processes on course is likely to interfere with your flying."

The goal is to become so good at managing your energy level that it will become instinctual and effortless. But there are exceptions. At times, it may be a good idea to consciously check your arousal level in flight. For Bob, one of those times is when he gets low. Like most pilots, he gradually becomes quite tense as the risk of landing out increases. Bob found that he became too aroused and didn't realize it. Now he consciously checks and, if necessary, lowers his arousal level to broaden his field of perception. This has helped him find more sources of lift and make more saves.

Controlling arousal can be tough in the beginning. For many, the key is to know how to get to the relaxation state. Many psychologists believe that if you can get to the relaxation state, then you can adjust upward from there. It serves as an anchor or reference state.

## Relaxation

Practising relaxation is an exercise in arousal control. Many pilots find it difficult to completely relax. After all, we are taught to be eternally vigilant and on guard. Yet, if you can't consciously adjust your arousal level there is a risk that external events and other people will control it. You may want to refer to the exercises found in a sports psychology book. It is the one technique found in almost all of the books and practised by most elite athletes. It's that important. After you know how to get to the relaxation state, the goal is to learn how to evoke it quickly and at will.

One effective method is to associate a simple word with the relaxation state. Pick a word that does not have a lot of other associations with it. Bob named it "calm." During relaxation practise, Bob reinforced the name. On course, Bob thinks or says "calm." He can easily adjust arousal up from there. Bob also learned to put a number with each energy level. By simply thinking "eight" Bob was ready to begin the tow.

## Imagery

Some studies indicate that one can achieve substantial performance gains through guided imagery, but using imagery is a skill in itself. You can't learn to use it overnight - it takes practise to master imagery and make it useful. There are two kinds of images: result images and process images. A result image is one where you see the results of your efforts, such as winning an award. Result images may be useful for motivation, but process images are the ones which will make you better. A process image is about the process of employing your skills. Guided imagery exercises must be done correctly in order for them to be effective. Performing this exercise incorrectly can reinforce bad habits and negative impressions. Here are some rules of thumb for guided imagery:

- ▶ Make a 'flight plan' or story line for the imagery exercise. It may be about making a start, centring thermals, or porpoising down a cloud street. Flying a whole task is too big of a bite.
- ▶ Begin the exercise by relaxing into a state that will eliminate distracting thoughts. Dr. Palladino says that relaxation is a gateway to the exercise; evoke the emotions that go with a successful flight task.
- ▶ Play the image in your head as realistically as you can. Smell the cockpit. Feel the air. See the environment. Add colour and motion. Feel the emotions. Rest your hand on the stick and fly the glider.
- ▶ Keep the emotions positive. Feel the emotions that accompany a well performed flight.
- ▶ Use the inside-out perspective - that is the view from the pilot's eyes. The outside- in perspective is an outsider's view.
- ▶ Keep the image positive. Don't rehearse mistakes. If an image takes you toward a difficulty, make a masterful recovery.
- ▶ Suspend critical analysis. This is a time for doing. Think about it logically later.
- ▶ At the end of the exercise, mentally reward yourself for a flight well done.
- ▶ Practise mental flying often. It's better to practise five minutes twice a day than to practise thirty minutes once a week.

Bob practised guided imagery to improve his flying and mental techniques. He made sure that his exercises included practising a positive self-explanatory style, instant forgiveness, and other mental techniques.

## Intuition

It is often said that many of the best pilots fly intuitively. They seem to 'just know' what to do next. George Moffat, five times U.S. National and two times World Soaring Champion says, "When you are on, it almost seems unfair (to other competitors), as though another self, intuition, has taken over." Almost all the experts on this phenomenon believe it originates from the nonverbal mind. Dr. Palladino says, "It (intuition) involves noticing, feeling, and trusting subtle inner cues."

The best advice on improving one's intuitive abilities seems to be to just avoid interfering with it. When I was an Air Force student pilot, a well respected fighter pilot warned me about thinking too much. He said, "Engineers usually make good pilots, but they seldom become great ones - they analyze everything. The best sticks (pilots)

are liberal arts types." At the time, this was disturbing news since I had just graduated from engineering school. Any engineer will proudly point out that conscious analysis has saved the world, yet it does have a serious limitation. It's a sequential process and therefore it can only handle a fairly small amount of information at a time.

The brain's parallel processes can take in and simultaneously process a tremendous amount of information. These processes do not utilize language, simply because language is sequential. As frustrating as it may be, this also means that we cannot easily inspect the workings of that part of our minds. Ideally, we would like to simultaneously take in and process many task relevant cues at once (a parallel processing task). We would like to see clouds, terrain, dust devils, birds, and other gliders. We would like to hear the air, audio variometer, and radio. We would like to feel g-forces and subtle vibrations in our wings. And we would like to make decisions and act without hesitation. When this mode of thought is working, flight decisions become effortless, automatic and effective.

Analyzing one's way through an entire flight is hard work. In addition, the internal conversations that accompany analytical thinking drown out the subtle cues that come from parallel processes. The result is less effective decision making. In reality, effective flying is a whole brain activity. Some flight segments benefit from nearly pure parallel processing. Others require a blend of parallel and sequential processing. The trick is in finding the right balance at the right times.

Don't mistake flying without an internal dialogue for mindlessness. Good flying is precise. Mindless flying is dangerous and sloppy. Poor airspeed control and clearing technique are indicative of mental sloppiness. Beginning pilots especially should carefully reason out strategies for reaching safe landing sites and handling other critical matters. Eventually, this will become second nature.

Bob tried to minimize the amount of time that he spends on sequential activities, such as talking on the radio and fiddling with objects in the cockpit. He also tried to eliminate unnecessary internal conversations and over-analysis. An example of an unnecessary internal conversation is one about the last bad decision. Over-analysis often occurs when the pilot is faced with two nearly equal choices. Bob used to get 'balled-up' mentally over the decisions that mattered the least. It's often better to just make a quick decision and not worry about it.

## The ideal performance state

The goal of using the mental techniques discussed so far is to achieve the optimum mental state for soaring. Sports psychologists





# JONKER SAILPLANES RECEIVE CERTIFICATION IN NEW ZEALAND

have several names for the optimum mental state including Peak Performance State and Ideal Performance State (IPS). Nearly all elite athletes describe the state using the same descriptors; physically relaxed, mentally calm, low or no anxiety, energized, optimistic, enjoyable, effortless, automatic, alert, mentally focused, self confident, and in control. Even though everyone uses the same words to describe the IPS, the methods of achieving it are highly individualistic. To learn what works requires personal study, experimentation, and practise. To learn more about IPS get a copy of Peak Performance, by Charles Garfield (Jeremy P. Tharcher Inc. 1984) or The New Mental Toughness Training for Sports by James Loehr (Plume, Div. of Penguin Books, 1994).

## The good team

The pilot and crew are a team and everyone should know what the game plan is. The crew decided to practise some of the same techniques Bob was using, especially the ones on arousal control and positive self-talk. Like pilots, crews can easily become overly aroused or negative. The pilot and crew can unintentionally transfer negative thinking back and forth. As a minimum, team conversations should be kept positive during the contest. Bob briefed his crew chief on psychological matters that he thought were important for the contest. The crew came up with ways to keep Bob from being distracted at critical times. For example, when Bob is sitting in the cockpit prior to launch, the crew intercepts walk up spectators to answer their questions. The team approach improves pilot performance, builds camaraderie, and makes everyone feel rewarded.

## Training

There have been instances where competitors have botched major competitions because they tried to adopt new mental techniques just before the event. They went into the contest doing things they had never tried before. They were thinking about what they were doing instead of 'doing.' They were distracted and off balance. It's important to work on mental techniques throughout your training program. Early in the season, do a lot of experimenting to find out what works for you. As contests draw near, begin incorporating the 'proven' techniques into your routine. That way, your later training sessions will be similar to actual contest flights. Remember, having fun is vital.

Just before the contest last year Bob had become proficient and confident in using his MegaData 2000. This year he feels the same way about using his most important instrument — his mind.



A CAA airworthiness engineer from New Zealand travelled to South Africa and spent three days inspecting the Jonker factory in South Africa. The three day programme covered a factory tour, aircraft inspection (the newly complete serial number 026 was presented), a structural design and certification presentation by Attie Jonker, a flight testing and certification presentation by Uys Jonker followed by certification documentation review. With a tight schedule the visiting airworthiness engineer worked tirelessly to review certification and supporting documentation in order to draft a Type Acceptance Certification (TAC) Report.



Highlights (say Jonkers) from the draft visit report were: "The certification of the JS1 Revelation has been carried out in a thorough and competent manner" together with "the standard of technical documentation produced by the company is very high." On 21st November 2011, the Civil Aviation Authority of New Zealand formally granted Type Acceptance of the JS1 Revelation. This enables JS1 Revelations to be issued with New Zealand Airworthiness Certificates (in the Standard Category) and operated without any special restrictions.



Here is Uys Jonker test flying Brett Hunter's JS-1B which will be the first on the NZ register.



## WHAT EVER HAPPENED TO THOSE MYSTERIOUS SLINGSBYS

As there are very few imports and changes of ownership to report, here is a story regarding the importation of Slingsby T31 ZK-GAI *Buttercup* and Slingsby Tutor ZK-GAJ. The Tutor is one glider you will not find in any logbook, as it did not fly here. Readers of my 50 year history of the Auckland Gliding Club, published in 1981, may recall reference to the two Slingsbys which reached New Zealand in late 1953, consigned to Jim Harkness (Auckland Gliding Club Secretary). They were registered to Auckland Sailplanes Ltd (the

purchasing arm of the club, formed to get around import restrictions in vogue at the time). They had come from Rhodesia (now Zimbabwe) in a crate, as deck cargo. When writing up the club history, Jim made out that no one knew who had sent the gliders to New Zealand and there the mystery stayed. Recent research by myself, Russell Thorne, and Richard Cawsey (in England) unearthed a comprehensive account of the background of these gliders from Ron Meadows (an early club member).



Photographs of the Rhodesian consignments supplied by Phil Chinnery-Brown.

In the 1930's there was a prominent Auckland Gliding Club member, Henry Lamond, who later served in the RAF during World War Two and beyond. In 1953, H W Lamond DFC was RAF Squadron Commander at 5 FTS Thornhill in Rhodesia. We will cover the very interesting story of Henry Lamond on another occasion and concentrate here on the Rhodesian Slingsbys.

### Ron gives an account of the Slingsbys

"Late in 1953, a large 'Chipmunk' crate arrived at Ardmore Aerodrome (home of the Auckland Gliding Club) and was positioned outside No. 1 hangar, so called because it was first in a row of three (see photograph). That Christmas, operations ceased in favour of a Motor Racing Grand Prix event held each year in early January. The crate became a viewing platform as gliding members had free passes to their property. The crate was duly opened but I was not present at that time, as my activities were heavily involved in repairing the Eon Baby ZK-GAF that had spun in, in July. I was informed that this crate had come courtesy of Henry Lamond who, as a former member, had flown the club nacelled Waco on a nearby hill at Alfriston (just N E of the present runway and subsequently referred to as Henry's Hill), for a record 15 minutes in 1937.

Earlier that year, Henry had been given orders by the RAF to disband 5 FTS Thornhill and get rid of everything. So, in memory of earlier times, he had the two gliders, a Tutor and a partly finished T31 kitset, bundled into a Chipmunk crate and shipped to Jim Harkness. As deck cargo, the gliders were subject to weather and the heat and moisture had got to the casein glue in the Tutor and it was mouldy.

However, the aerolite glue of the T31 had not been affected, so in due course the kitset was finished, largely by Neil Grant and Len Perry. On the 21st December, 1953, I attended the test flights by Neil Grant, with Len Perry driving the tow truck and became the passenger for the two-up flight. Thus, the club now had a second T31 two seater, ZK-GAI, which was just in time for the first Christmas camp at Waharoa. It was another milestone, in that it ended the solo ban that had been in force since the Eon Baby had crashed.

Jim Harkness knew very well who had sent the crate but decided to keep quiet for his own reasons. So, the T31 was a gift that cost the AGC nothing. In the aerial photo of Ardmore, which I took from T31 ZK-GAD *Rosie*, you can



Ron Meadows in front of the 'Harkness' crate that served as the first bar when gliding was finished for the day (With natural lighting and ventilation!)



Ardmore Aerodrome in 1953 by Ron Meadows in Rosie. The 'Harkness' crate can be seen in front of hangar 1.



T31 ZK-GAJ "Buttercup" in the early 1960s at Gordonton. Mitch Begley seated. Lou Cadman leaning on the wing. Photo supplied by David Begley.

see that the twin taxiway strips between the western ends of the runways, have three hangars on both sides. The club initially had access to the most northern one on the nearest side, as an extension of the Air Force grant to the Olympia pair (Gordon Hookings and Ralph Court) for a 'peppercorn rental'. Later the club had number 3 hangar at the other end of the same row as well. That was good because it had offices attached, which meant there was a bar and sleeping quarters available. Roy Kemp took upon himself the role of sleeping over on Friday and Saturday nights. By the time others arrived on the weekend days, Roy had D.I.'d the gliders and got out the tow wire, awaiting the arrival of wingtip runners to get the gliders to the launching point. A keen man!"

Thank you Ron, for shedding light on what may have forever remained a mystery.

The T31 was sold in 1956, to the New Plymouth Aero Club and eventually it was written off at Clark Field, Gordonton on 1 February, 1965, while landing in gusty conditions.

Meanwhile, the Tutor had been assessed in 1954 as not worth repairing. According to engineer Phil Chinnery-Brown, it was put on a bonfire and set alight. Its registration was cancelled on 9 May, 1956.

The second ZK-GAJ is a Grob 103A Twin 11 Acro. It was registered as such to the Nelson Lakes Gliding Club in 2007, in recognition of Arthur Jordan's sterling service to the club. I provided the club with information on the demise of the Tutor, to assist them in securing the re-use of the registration letters.

Acknowledgements: Russell Thorne, Richard Cawsey, Ron Meadows, David Begley and the late Jim Harkness and Phil Chinnery-Brown.

# SoaringNZ 2012 CALENDAR

now available



calendars  
**\$22.50**  
plus postage

order form 2012 Calendar

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_ Postcode \_\_\_\_\_

Email \_\_\_\_\_

Contact phone: \_\_\_\_\_

Credit Card Number (Visa and Mastercard only) Card Expiry Date \_\_\_\_\_

Name on Card \_\_\_\_\_



Calendars ready **now**

**Contact:**  
McCaw Media Ltd, 430 Halswell Rd,  
Christchurch 8025, New Zealand  
Tel +64 3 322 5222  
Email soaringNZ@mccawmedia.co.nz

SoaringNZ

# CLUB DIRECTORY

Link for club info [www.gliding.co.nz/Clubs/Clubs.htm](http://www.gliding.co.nz/Clubs/Clubs.htm)

## Auckland Aviation Sports Club

Club Website [www.ascgliding.org](http://www.ascgliding.org)  
Club Contact Peter Thorpe  
pborp@xtra.co.nz Ph 09 413-8384  
Base RNZAF Base Auckland (Whenuapai) 021 146 4288  
Flying Weekends, Public Holidays

## Auckland Gliding Club

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

## Canterbury Gliding Club

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

## Central Otago Flying Club (Inc)

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

## Glide Omarama.com

Website [www.GlideOmarama.com](http://www.GlideOmarama.com)  
Contact Gavin Wills [gtmwills@xtra.co.nz](mailto: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](mailto:wayne_fisk@xtra.co.nz)  
Ph (04) 567-3069  
Base Kaitoke Airfield, (04) 526-7336  
Flying Weekends, Public Hols., Mid week by arrangement

## Gliding Manawatu

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

## Gliding Wairarapa

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

## Hauraki Aero Club

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

## Hawkes Bay and Waipukurau Gliding Club

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

## Kaikohe Gliding Club

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

## Marlborough Gliding Club

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

## Nelson Lakes Gliding Club

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

## Norfolk Aviation Sports Club

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

## Omarama Gliding Club

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

## Otago/Youth Glide Omarama

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

## Piako Gliding Club

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

## Rotorua Gliding Club

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

## South Canterbury Gliding Club

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

## Southern Soaring

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

## Taranaki Gliding Club

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

## Taupo Gliding Club

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

## Tauranga Gliding Club

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

## Wellington Gliding Club

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

## Whangarei District Gliding Club

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

# GLIDING NEW ZEALAND CLUB NEWS

Where is the club news? There are twenty-four gliding clubs in New Zealand but you'd never know it from reading these pages recently. These pages are supposed to be by the clubs and for the clubs. This is your forum. This is where you can share with the rest of the gliding community your club's achievements: people who have soloed, made great flights, been re-elected, gained awards and trophies, made clowns of themselves at parties and worked hard at working bees. Use it or lose it.

Could each club please contact me with up to date email contact details of your club scribe. I am sure I have been sending my reminder notices out into thin air lately. I spend a lot of time trying to chase down club news and getting people to send pictures to go along with the text.

If the clubs don't want it and don't support it then these pages can be used for more in depth articles. Let's have a good showing of news next issue please. Deadline for club news for the next issue 11 January 2012.

## AUCKLAND AVIATION SPORTS CLUB

Spring is here and with it Auckland's four seasons in a day. Rain showers pass through with some lift and lots of sink. Others days are just solid rain but there are good days and we take full advantage. Four of our students went through the radio course and all passed. This ticks all the boxes for theory for all four on their way to QGP.

Our AGM came and went with a nice straight-forward meeting and little controversy. Most of the previous committee stood again, with enough volunteers to fill vacancies. Planning for our Labour weekend deployment to Matamata proceeded apace and we deployed in good order. Some drove down early and got to enjoy Friday flying with the Piako club, with some ridge work. Saturday turned out to be not as good and the cross country aerotow with our twin 2 GMW got a rough ride well into the Hauraki plains. It was an exciting ride for student Enya McPherson on her first cross country aerotow, Jay Harkness got a much nicer ride on the way home.

Enya progressed well during the weekend, taking a couple of flights with Steve Care of Piako to get spinning signed off. She must be close to solo. The rest of Saturday produced low cloud, drizzle and lots of chin wagging. We used the time to take some pilots on orientation flights in our tug, just to give them a look around the airfield and how to find the place.

Sunday was a better day and saw many flights, as did a similar day on the Monday. Neither was as good as we have had but it was enough. Ray Burns continued his instructor training, taking a couple of flights with Steve Care, as well as in his



Aviation Sports Club Aviation Sports Club Grob Twin Two GMW on aerotow over Auckland City on the way to Matamata, Labour weekend. Towplane is FK9 microlight ZK RDW. Taken by student, Enya McPherson.

beloved Ka6 BU. Sunday evening saw members of both ASC and Piako, full of an excellent Jan Mace roast dinner, spend an hour and 20 minutes firmly perched on the edges of their seats until finally the whistle blew and the cup was ours. Phew, the first breath in almost the whole game. Many thanks to Piako for their hospitality.

The return to home base has seen us back to the variable weather. A rainy Saturday but we did rig the singles and one excellent day. Almost the same the following weekend. It has to settle down soon, doesn't it? Still we are getting the jobs done.

GL

**CANTERBURY GLIDING CLUB**

Our Labour Weekend camp was held at our Springfield site this year, as the paddock had been ploughed up at Flock Hill. Changeable weather didn't prevent a most successful time being had by all. Again, the great organising skills of members saw us enjoying some good flying, with about 20 aircraft attending. Derry Belcher, who I understand comes from Auckland, Vaughan Ruddick from Wellington and John Robinson from Alexandra were there with their aircraft and we have been joined by George Wills, with his aircraft. A large marquee was hired from the Hororata Scouts, in which a magnificent dinner,

organised by Scott Ostermann, was enjoyed by members and friends on the Saturday night. Sunday evening was kicked off with a wine tasting party, followed by the assembled throng watching the Rugby World Cup final on a huge

screen supplied by Derek Kraak. The celebration prevented some of the revellers from flying the next day.

Jerry O'Neill's cross country course is being held at Omarama again and is proving most



Canterbury:



## CANTERBURY GLIDING

successful. This will be followed by the South Island Regionals and shortly after, Roger Read's camp for the Youth Glide members will take place at Omarama. This will be followed by the club's summer camp, which this year will finish about the third week in January, rather than in February. We wish all members a Happy Christmas and a Happy New Year, with lots of good, safe soaring and more great reading from this fine publication. Keep up the good work Jill.

Stewart

### HAWKES BAY AND WAIPUKURAU GLIDING CLUB

Back in May, we were hoping for more wave this winter but our wishes were not granted. Despite the rarity of wave, there have been some good days and reasonable activity for winter. Much of this centres on educating members in the use of GHB, our self launching club Grob 103C III SL. Engine problems have persisted but it is still a lovely glider to fly.

Our Club Captain, Grant Jarden, organised a spot landing contest that was notable for the number of disqualifications for landing too short. The winner was Gerrit Van Asch. Graham White was second and Grant Jarden was third. It is planned to include some Aero Club members flying with a gliding instructor to test their non-power skills in the next competition in a few months' time.

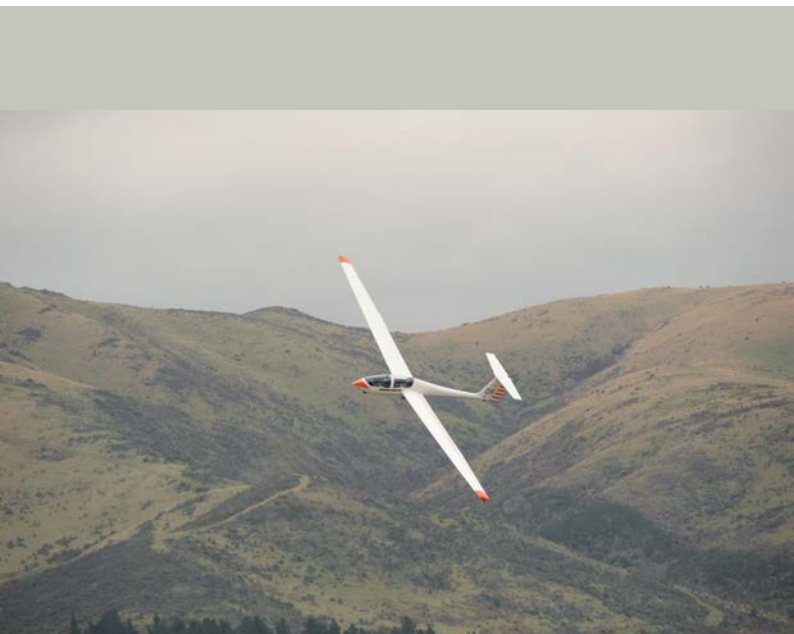
Our AGM saw few changes but we are delighted to welcome Gerrit van Asch as our new President. His father, Gerry Van Asch, was founding president and past patron of the club. Our secretary, Alex White, is off to university in the Shaky City (Christchurch) next year and we wish him well. His role is again being taken up by David Davidson, while John MacConville continues to be the financial wizard of the club as Treasurer. Grant Jarden remains as Club Captain, while James Foreman and Steve Holders have been reappointed as CFI and CTP respectively.

One of Gerrit's plans is to get a new website

up and running and he is working on this to help promote the club. We also gave a trial flight to the local cycling event, the Tour of the Bay as a spot prize, with every competitor receiving a club brochure. It will be interesting to see how much interest this generates.

George Lane held a very successful five day Instructors course, to refresh and up-skill existing instructors and introduce new instructors to the ranks. This required a team effort from the tow pilots and instructors to assist George. Jason Kelly, Gerrit van Asch and Grant Jarden should soon be recognised as instructors, while Bryan Malcolm will be upgraded. Richard Keir and John MacConville took the opportunity to refresh their training, which will leave the club with a good number of instructors. It was good to see that even a small club has the capacity to run a course and there is already talk of a repeat in 2012 or 2013.

As this is being written, a hangi is being laid to celebrate the 70th birthday of one of our



Hawkes Bay and Waipukurau Gliding Club

foundation members, Doug McIntyre. Now at the end of his career with Air New Zealand, he remains passionate about gliders and has helped many of our pilots to access and fly a single seater glider.

We shall again host the Central Districts Contest at Waipukurau from 19-25 February 2012. Further details will be available from dhcd@clear.net.nz and we look forward to seeing as many pilots as possible, to enjoy the brilliant local conditions with plenty of safe land out options.

**PIAKO GLIDING CLUB**

Our compulsory Annual Season Opening briefing was held on 24th September. We started this a couple of years ago to reinforce safety issues, bring club members up to date with things they need to know and encourage pilots to get out there and challenge themselves. It has developed into quite a social event, with everyone taking the time to reacquaint themselves over a

free lunch - which may not have been the case if the weather had been a bit more conducive to gliding. Amongst other things mentioned was the combined Christmas Camp with Auckland Gliding Club, running 26th Dec through to 21st January. Of course, anyone from other clubs is welcome to come and join in the fun. Bring a glider and we will get you in the air. Also, we have our annual camp at Raglan. The whole club will be going there from 7th Jan. Once again, tows are available to members of other clubs if they want to come and fly from this very picturesque site. With a tent site next door and shops a short walk away, what more could you want.

Along with a lot of clubs, our membership has taken quite a decline this year. Getting membership back up to its traditional level is the goal before us all. In view of this, Robert Munn thought it would be great if some of his work mates became glider pilots, so he talked ten of them into coming out for a trial flight last Monday. They all had a great time

and were enthusing about their flights when they left, so hopefully some of them will take up the challenge.

In the background, our winch is undergoing a rebuild. This was initiated when the diff needed to be replaced. That in itself requires a major rebuild, so it was thought that if we were doing that, we would convert it to synthetic cord. Progress is expected to be slow, as it is being done in spare time but at least it is being done, which is a whole lot better than it just sitting there.

It seems that most of the regular flying days have been barely soarable, but that hasn't



Piako Gliding Club



Photo: Tim Hardwick-Smith



Photo: Peter Miller

Taranaki Gliding Club: L) Peter Miller in the Discus owned by him & Tim Hardwick-Smith. R) Steve Barham, Julie Woods and Tim Hardwick-Smith talk over the flight.

stopped Peter Minor converting to our PW5 and having a bit of fun. David Muckle put in a good effort on the Kaimai challenge course, with Julian Mason in the rear seat. Given the weather on the day, 140km/h in the PW6 was very respectable. As I look out on an overcast and drizzly Saturday, I'd like to believe the weather will only get better. Have a safe summer.

**TARANAKI GLIDING CLUB**

We've had a reasonable start to the season, with some good soaring flights by various members. Even the students have been getting in on the act – Julie Woods, Trevor Pease and Brendan Pittwood, all getting longish flights. Good to see them sampling some of the best that gliding has to offer, early in their involvement. QGP lectures are now in progress for these three and they are about to be joined by a fourth – Stephen Smith – recently arrived from England.

A big welcome to him and we hope that he enjoys his flying with us.

Our AGM was a bit late this year. There was only one real change, Glyn Jackson is Club Captain. The Normona Cup was awarded to Tim Hardwick-Smith, the Most Improved Pilot award to Will Hopkirk and the Ranges Cup to Tim Hardwick-Smith and John Tullett. These reflect several good flights made during the year – one encircling the mountain – Tim; the Most Improved Pilot award went to Will Hopkirk – his flying including a fine cross country at Mata-mata. The last being the Ranges Cup, awarded for the best of several wave flights in which Tim and John Tullett got to 15000ft. Another project completed was the Hangar extension. It was straightaway filled with gliders.

To round it all off, Glyn Jackson has completed his QGP. Glyn has shown a commendable attitude, enthusiasm and attention to his flying.

Merry Christmas and a Happy New Year to everyone.

PJM

**TAUPO GLIDING CLUB**

The soaring season has started off on a good note; we have just successfully hosted the Central Plateau Soaring competition, with our

own local knowledge cross country expert Trev Terry coming first. Early variable spring conditions, initially moist northerly winds then strong westerly gusty winds, caused some interesting soaring conditions throughout the week. It was noted that the weather got better as the week went on, with better speeds and distances recorded. Generally, the launch to the south on vector 022, provided better soaring Central Plateau conditions, despite the strong south-westerly to westerly winds experienced.

All in all, despite variable weather conditions, the general feeling was one of great success! Everybody had great time with five days flown and of those, four were scored days.

Tim Norman, the President of Taupo Gliding Club, was the Competition Director; Tom Anderson the Chief Tow Pilot, Trevor Terry, Rob Lyon, Roland Vander Val and Ian Finlayson the Task setters, Gordon Griffin the Grid Marshal and Safety officer.

Since our last newsletter, we have had some notable achievements. We hosted a Taupo Nui Tia College group for gliding instruction.

September also brought the visit of David Smith from Nelson Lakes Gliding Club to undertake training in tow launches. In his own words, "The opportunity was too good to miss," and

he extended his stay to consolidate theory and practical training, as well as DI inspections on different types of gliders. This all culminated on a rare, wind-free winter's afternoon, with a series of flights between the columns of steam rising vertically to 3000 feet above Wairaki. What a way to go solo!

Many thanks to all the club members who diligently helped in the working bees leading up to the soaring competition; you had the place looking spick and span (the derivation of this term isn't clear and our best efforts to explain it so far are little more than informed guesses. Something to do with a nail and the tip of your thumb.)

Our K13 GS is out of service and cannot be flown. Due to the expense of her servicing, we may be unable to get her current as her costs outweigh her income ... any suggestions?

The 'Glidtel 2' is finally finished and ready for you when you're kicked out of home, or for other visiting pilots. It's highly likely that Denis will be back this summer but nobody is too sure about Sid, as he is still recovering from his knee joint replacement.

The Air Corps are coming - Rotorua ATC, with up to 40 cadets and officers will be camping and flying, with us instructing from Friday 9 Dec – Sat 10 Dec.







Tauranga: Wave over the Kaimais from both sides. I'm becoming a bit of an Oracle around the club with my weather predictions. I said the weekend before, that there would be wave and it would be talked about for many years to come. I was right. Steady climbs of 12 kts were recorded and the difficulty was getting down. 20,400 ft height by Patrick Driesson of the Auckland Club was the record. Maurice Weaver (Intrepid North Island reporter and frequent visitor to the south of late.)

### TAURANGA GLIDING CLUB

Tauranga's new Duo stretches its legs in the season's first contest.

The Central Plateau contest was the venue for Tauranga's new Duo Discus Turbo XLT's maiden contest. This excellent cross country trainer was purchased last December, with the intention of exposing intermediate pilots to their first contest and in some cases first serious cross country flight. Poor weather last season reduced its usage, but better weather of late has meant that it will exceed its expected hours for its first year.

Enthusiasm for Duo seats during the Central Plateau contest was such that the glider could have been filled four times over! This friendly contest over Taupo's spectacular vistas is a fabulous start to the soaring season and Tauranga's Duo has provided the best seat in the house.

Tauranga members have been able to sample contest flying as P2 with our experienced past CFI Adrian Cable as P1. Being P2 hasn't meant being a tourist, oh no! P2s have been expected to do as much of the flying as possible, often flying entire legs and making their own decisions over which energy lines to follow. Comments made have included surprise at the high level of concentration required and the accuracy of flying needed to maximise performance. (Adrian apologies to anyone who got shouted at.) At the time of writing, tomorrow is the last day and so far only one day has been lost to weather, let's hope this is a sign of a great soaring season to come!



We take our classifieds list from the GNZ website and from ads detailed with us personally. To update your ad, please go online or advise Roy Edwards, our webmaster. Ads notified to me will appear on this page but we are unable to make changes for you on the web page. Please contact the webmaster if your item sells.

## GLIDERS

**NIMBUS 2B GIW** • Immaculate condition. PU paint. All control surfaces sealed, mylared and tubulator tape fitted. Masak winglets, larger factory rudder, double bladed airbrakes, wing root and flap fillets. Fixed incidence tail plane and elevator, (not all flying). Tinted canopy and in flight adjustable seat back. L-NAV version 5.8 with G meter and temp probe, GPS-NAV version 6 connected to HP4700 Hi resolution PDA, installed with WinPilot version 12. Oxygen and mode C transponder. Comes with near new National Flat parachute, GME ACCUSAT MT410G GPS equipped PLB, 2x aluminium wing stands, electric rig cradle for inner panels. Good trailer. Maintained to the highest standard by Schempp-Hirth agents Sailplane Services. Genuine 50:1 performance. \$50,000 Contact Neil Stanford at hewstan@slingshot.co.nz or phone 021 703 839

**ZK-GWC LS6c SAFETY COCKPIT 48:1 L/D** • asking \$95,000 GST inc 15m with winglets, 17.5m straight tips, 15m straight tips for trailer, Cobra Trailer, always hangered. 1700hrs (Nov 2011) 1995 model, no damage history. We bought it off Pat Driessen, two lady owners before Pat and only flown to church on Sundays. Gel looks very good to me, only a couple of small patches of imperfection. I can provide panel photo of instrumentation, glider, etc. First flew at World Champs Borlange Sweden and didn't fly in wave until after arrival in NZ. Omarama syndicate a possibility but for outright sale, will consider trade for Discus, ASW 28 etc. Contact Chris Streat Tel 03 442 6789 day or evening or 0274 856 236 streatcg@xtra.co.nz

**ASW27** • Serial No 27103 (1999), no accidents and excellent maintenance history. 780 hrs 380 starts, Full panel includes ASI, ALT, LX5000, Mechanical Vario-Sage CVA, Microair Transponder Mode C. VHR Becker AR4201, A/H and compass. Fuselage centre water ballast tank and tray, full tow out gear and water fill pipes plus stand. Cobra Trailer twin axle. Tow out gear plus wing stand. Spar caps re-profiled. morley27@gmail.com

**For sale two very nice gliders looking for a new home** • Ronlerche K4. Slingsby Skylark 2. Contact John 06 758 2953

**DG400 GOI** • very good condition. Good avionics, Resurfaced wings. 17m tips. Clamshell trailer. Airframe approx 1300hr, engine approx 150hr. \$90k. Half share also available based in Omarama or Alexandra. email dg400@xtra.co.nz

**Janus 2 seat trainer glider** • Total time 3090 hours, 4500 launches. New towhook just fitted. 720 ch radio, transponder Cambridge electric vario, two HD batteries. Price \$52,000 or we will consider any offer. Contact Bill, 09 437 2807, bill@igrin.co.nz

**Duo Discus T ZK-GTT Low hours** • 1st flown Aug 2004 Immaculate condition. Complete panels. EDS oxygen. Autocryl finish. Komet Deluxe trailer. Hangered Taupo. Consider half share or full sale. Please contact Trev Terry 0274 908 566 or email trev@trevterrymarine.co.nz

**Cobra 15 (ZK-GJE)** • Very good condition. Recently refurbished trailer. Fully aerobatic, easy to fly and has a 38:1 glide ratio comparable with a Libelle or Standard Cirrus. Icom radio and a Borgelt B40 vario. \$13,000 ono. Contact Russell Jones on 09 575 9788 or email: PrismConsult@gmail.com

**One third share in PIK 20** • at present based in Whangarei. Come North and fly in unrestricted airspace. Where else can you get 40+ to 1

performance for \$8,000. In spite of what you may have heard this aircraft is not difficult to fly, only different. Phone Lester Chapman 09 435 6979

**LS8-18, ZK-GZN** • 15m & 18m wingtips. Immaculate. Competition ready, tuned for racing in every detail. Winner of several national and regional championships. Approx 1080 hours, 325 starts. Refinished PU mid-2006. Cobra trailer & tow out gear. Instruments: Becker Rx & Tx, 57 mm Winter mechanicals, Ilec SN10B, Volkslogger, FLARM, PDA, EDS oxygen. POA. Contact Dane Dickinson 0211 049 694 or dane@xtra.co.nz

**Libelle 201B #579 GIU** • Good condition 2358 hours and 1688 launches. Basic panel plus transponder, chute, O2, Trailer, \$18K Contact Paul 021 331 838

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

**Libelle 201B GIV** • One third share in based at Whenuapai Auckland. Reluctant sale due to health. \$6000. In good condition with trailer. Phone Terry 021 181 5664.

**Slingsby Kestrel T59D 19m, HQ** • This is a well maintained high performance glider with 1,500 hrs flying time off 646 launches. Glider is well instrumented and fitted with oxygen. Trailer and wing and canopy covers included. Price NZ\$20,000. Contact David Clark 021 108 0783, divandprue@netspeed.net.nz

**Slingsby Kestrel T59D 19m, ZS-GII** • Recently fully refurbished, #Launches 970, #Hours 2240. Aircraft Serial no. 1828 Instruments: ASI - knots, Altimeter- feet, Terra Transponder, Dittel radio FSG40, FLARM with remote display, Zander flight computer with VARIO, Volkslogger, Compass, Second vario, Oxygen system. Wing and canopy covers, logbooks and flight & repair manuals. Full tow-out gear. Enclosed Trailer with refurbished chassis. Price NZ\$30,000. Price incl shipping & insurance to any NZ ports. Glider currently hangered at Cape Gliding Club, Cape Town, South Africa. Contact Jacques du Toit, Mobile: +278 2418 8771, email j7dutoit@telkomsa.net

## HANGARS

**Drury hangar position for sale** • For under half the price of a new trailer you can enjoy the ease of a fully rigged glider! Concrete floor, power, water. Make an offer. Roger Sparks phone 0274 956 56

**Drury hangar position for sale** • Concrete floor, ideal for 15m sailplane, power for recharging batteries. Just tow your glider to the door and back in, no moving of other gliders. Offers phone Ross 09 415 4997

**South Canterbury Gliding Club** • has for sale its 15 metre Hangar Space at Omarama \$1,800 per metre + GST. Contact Paul 021 331 838

**15m hangar space at Omarama** • available for long or short term rental. Contact Annie Laylee or G Dale on annlaylee@aol.com or gdale247@hotmail.com

**Two adjacent 18m hangar spaces in the Omarama Hangar.** \$30,000 each or near offer. Contact Mike Hamilton Phone 03 962 1530 email: mike.hamilton@hamjet.co.nz.

## OTHER

**Parachute for sale** • Micro Softie 2005 harness with National Phantom 22 chute, rated to 155lbs, in very good condition. Contact Brian Kelly phone 06 876 7437, email: Erinpac@xtra.co.nz

**Norfolk Aviation Sports Club has a brand new, in the box Becker AR4201 Aviation Radio for sale,** at the discounted price of \$1,700+GST. Phone Clinton 06 762 4871

**Tow Plane for sale** • PA25-160 ZK-BWP Recently returned to airworthy status. New non-terminating C of A, 406 ELT, Tow Hook. Lycoming O-320, 220hrs to run. TTIS 3897, TSO 1779. \$50,000. Phone 0274 724 732 or 07 376 8298 evenings for further details

**Ipaq 3200(?)PDA** • with Winpilot including charger and leads Offers. kea.tours@xtra.co.nz

**Volkslogger flight recorder IGC/FAI approved** • \$995 ono. Contact laurie.kirkham@xtra.co.nz

**I have an L-Nav for sale** • Version 5.6, including 80mm display, (57mm if required) GPS Logger and display and an Ipaq HX4700 with See You installed. All available as of 12.12.11. Price \$1,900 ono. Contact Ross R.Drake@inbox.com

### WANTED

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

**I wish to purchase a competition glider body (only)** • to use as the basis for building a craft, using 2 x windsurfer sails, for an attempt on the world, sail powered Speed record. Please contact David on 027 666 0904 - or dhrbernard@gmail.com



## Gliding Canvas Artwork

Canvas prints last a lifetime, offer superior print quality and give a truly stunning texture to John McCaw's exceptional photography.

**McCaw MEDIA**  
430 Halswell Rd Christchurch Tel +64 3 322 5222  
email info@mccawmedia.co.nz  
www.mccawmedia.co.nz

## FOR SALE

# OMARAMA CHALET

Get a syndicate together  
– make it more affordable – enjoy a rental income when you are not using it.  
Under construction now  
Act fast to choose your layout  
available as completed shell to allow buyer to finish or completely finished to buyer specs.

*No more sites available*

**PHONE**  
**0274 774 885**

## FOR SALE



**GHS 15 mtr. Foka 4 Polish Built.**  
LD 34-1; VNA 141kts (aerobatic) Good trailer and ground gear. Just completed annual airworthy and bore-scope inspection. \$18,000 Glider plus free Taupo hanger space until 2021. Phone Colin 07 378 4862



## Golf Mike Bravo For Sale

**Grob G102 Astir CS77 Standard 15m Serial No.1768**  
Less than 1000 hours total time. Second highest performing Astir next to the Speed Astir ... a delight to fly. New ARA & inspections, carried out before handover. ADs and required maintenance all up to date. Custom built trailer; registered, Easy to use trailer attachments. Easy rigging system. Excellent ground handling tow out gear. \$28,000 ono. Contact: warrenpitcher@xtra.co.nz

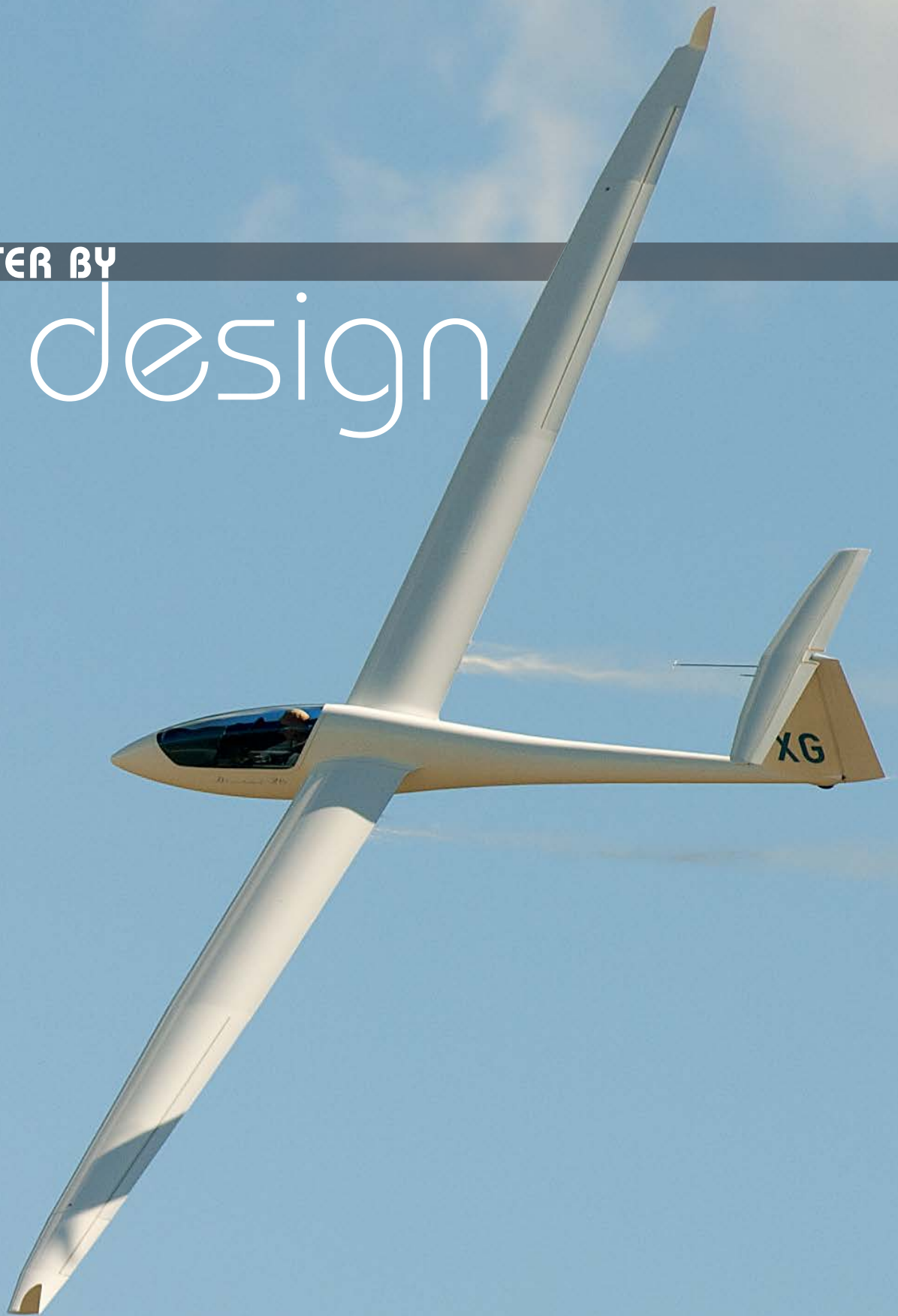
# OMARAMA CHALET

One of the originals, built early 90's, recently refurbished, with new carpet, tiled kitchen/bathroom flooring (heated). New kitchen with ceramic cooktop, dishwasher, sink waste disposer, fridge/freezer and microwave.

Enquiries to Alan Holgate.  
Phone (03) 454 2144 or 0274 367 442

BETTER BY

design



**NEW** – NZ AGENCY FOR LXNAV THE MOST ADVANCED SOARING INSTRUMENTS

We will be in our Omarama workshop in early September – please phone if you require service onsite at Omarama

**Sailplane Services Ltd**



**SCHEMPP-HIRTH**

email [sailplaneservices@xtra.co.nz](mailto:sailplaneservices@xtra.co.nz)

phone 09 294 7324