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Soaring NZ

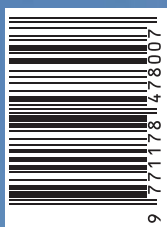


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issue 28 june/july 2012

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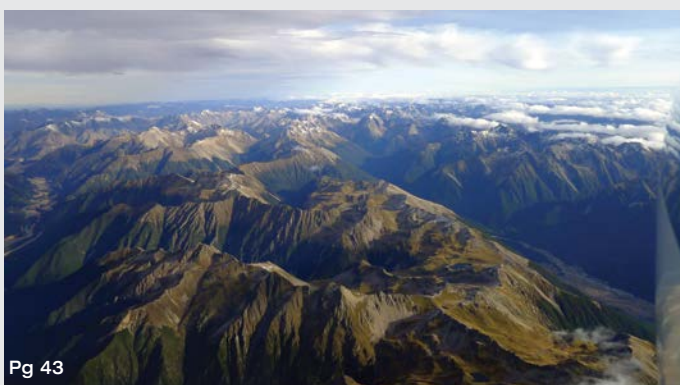
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from the editor

june/july 2012

It has been a glorious autumn. I'm not the only one that thinks so. Nearly all of the club news reports say the same. It seems that more gliding has happened in the last couple of months than it did all the rest of the summer. Thanks to all the club scribes who sent in their news this issue. I think this is the greatest number of club participants we've had for some time. This is what the club news is for, sharing the adventures and achievements of your club members.

Just a reminder to budding photographers, set your camera on the highest resolution setting you can. I've never understood why people feel the need to use a lower setting. You can always reduce the file size on your computer but you can never increase the quality once the picture has been taken. Every issue, we get sent some very interesting or scenic pictures that would have looked fabulous printed large in the magazine. Sadly, all too often they are low quality and can't be blown up. Go and set your camera to high res right now and then leave it alone.

Give a wee bit of thought to composition too. Try to think about where the edges of the picture are and make sure you've got your subject where you want it, not chopped off heads, or more frequently in our magazine, the ends of wings. The other thing is, with digital cameras you can take hundreds of images, just to make sure you've got the really good shot. However I caution you, unless you want to be continually filling up hard drives (like a certain photographer I know), just save the good pictures and delete the dross.

This issue could be called the Safari issue. As Roy Edwards tells us on page 23 safari is a Swahili word meaning a long journey. We have several stories of long journeys this issue. Roy is attempting to fly in to all NZ gliding clubs in his Pipistrel Sinus. Gary Wakefield made a road trip, from Auckland to the Canterbury Gliding Clubs' new home in Springfield for the recent Engineers' Course. His story starts on page 18. He took some good pictures along the way. Then, in what will possibly be the gliding safari to beat them all, on page 30 we meet English man Paul Tolson, who is going to cycle around the world, stopping off at gliding sites on the way. I find this a truly awesome idea and it makes me a little jealous that I can't run off and join in.

I've been doing a fair bit of travelling around the country in the last couple of months too. A glorious spot of autumn weather saw us at the Warbirds over Wanaka air show, page 10. We had a wonderful trip. Someone we know organised for us to house-sit in a fabulous home overlooking the lake. The free luxury accommodation, on top of a fantastic event, made it a weekend to remember.

In the middle of May, I flew up to Auckland for some business



Flying out of Whenuapai in the FK9 with Graham Lake.

meetings and got to spend Saturday with the Auckland Aviation Sports Club at Whenuapai. The weather was bleak and there was a bitter wind but the welcome was warm and I had a great little flight in the microlight towplane with Graham Lake. It is a BK Lightplanes FK9 Mark 4. I have to make sure I get that right because on my facebook page I mistakenly insulted the lady by calling her a Tecnam. After that, I managed a 17 minute glider flight with Ray Burns in my old training glider, Twin Astir MW. I used to fly her a lot, back in my days at the Auckland Gliding Club in the '80s. It was nice to put her rego in my log book again. We dodged showers, tried to climb in the leading edge of a squall and ended up landing in the rain. We don't do that much in Canterbury. I'd forgotten about flying like that. It doesn't sound like the description of a good flight but I enjoyed it and was pleased with my ability to land well, in spite of the conditions.

By the time you hold this in your hand, I'll also have been to Wellington with the good and the great of New Zealand gliding and an awful lot of us ordinary pilots too, at the GNZ AGM.

Happy flying. Stay Safe
Jill McCaw



Terry Delore flies past the Springfield Ridge.

Photo John McCaw

next issue

Interesting developments in glider manufacturing.

Concordia

JS sailplanes

Perlan

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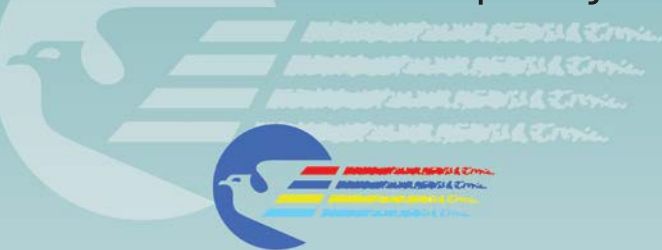
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I would like to commend Adrian Faulker on his article in the April issue of *SoaringNZ*. It is all too easy to be pressured into this hazardous position and even harder to recognise and accept responsibility for it. There is however, one paragraph, immediately before the 'Conclusion' which disturbed me.

In this paragraph, the suggested possible reason for the 'release problem' was "stiffness after ten years of never being used" and "six years at Omarama getting clogged with dust." The question I would have to ask, is, what happened to the maintenance? If the aircraft was previously privately owned, the minimum would be an annual inspection (TC22 & Manufacturers requirements + ARA). If the machine was previously a 'Training aircraft,' it would have been subject to a 'supplemental' inspection, minimum every six months. This being the case, I would recommend that Adrian review the maintenance on this aircraft and the advice given.

I doubt items such as this assist the NZGA bid for autonomy. At the GNZ AGM a recurring point of concern expressed by association officers at the 'Engineering' meetings and sometimes at the AGM proper, is the 'need to show competence' and consistency in those parts of our operation for which we have been delegated autonomy by NZ CAA

Bob Lock NZGA 397WMP/R

SoaringNZ welcomes letters from readers. You can send letters by email to soaringnz@mccawmedia.co.nz or post them to:
The Editor, SoaringNZ, 430 Halswell Road, Christchurch.

SoaringNZ reserves the right to edit, abridge or decline letters. Writer's name and address is required and a phone number is helpful.

RECORD BREAKING WOMAN PILOT DIES

Florida woman pilot Sabrina Jackintell died in January 2012. Born in 1940, Sabrina was a charismatic, adventurous woman. In 1979, she set the Feminine Absolute Altitude World Record, 41,562 feet in a glider; a record that stands today, despite 30 years of technological advances. Sabrina also held the United States Women's Land Speed Record in a car at the Bonneville Salt Flats for a period of time. (Yvonne Loader's NZ Feminine Absolute Altitude record was for 37,114 feet. Yvonne also holds the World Record for gain of height, 33,506 feet.)



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SOLAR IMPULSE AIMS TO FLY AROUND THE WORLD

On 24 May, the Solar Impulse, a solar powered aircraft, flew from Switzerland to Madrid, a flight of 17 hours. The aircraft's ultimate destination is Morocco. This flight is a warm up for an intended around the world flight next year. The aircraft has a 61 meter wingspan, sporting 12,000 solar panels, powering its electric engines and charging banks of lithium polymer batteries, which store energy to power the airplane at night. At the time of press (30 May) it didn't appear that the aircraft has yet taken off from Madrid to complete its flight.



PIPISTREL MAKES IT AROUND THE WORLD



In the last issue we told you of pilot Matevž Lenarčič's epic around the world flight in a Pipistrel Sinus. Lenarčič made it back to Brnik, near Ljubljana, Slovenia (the airfield from where he started his flight), on 19 April.

Here are some statistics from the flight:

Distance:	91 003 km / 49 138 NM
Distance flown over water:	33 100 km /17 873 NM
Total hours flown:	369
Average fuel consumption:	18.1 litre/hour
Average engine setting at average cruise speed of 145 KTS at FL100:	63% power, 4800 RPM, 30.5 MP
Average ground speed:	246.62 km/h /133.2 KTS
Average head wind:	22.2 km/h /12 KTS
Total fuel used:	6679 litres/ 1764 US gal /4942 kg/10895 lbs
The highest altitude:	8965 m/29,413 feet in vicinity of Mt. Everest (overhead Nuptse, Lotse, South Col)
Highest ground speed:	352 km/h / 190 KTS

FAI NEWS

NZ'S BOB HENDERSON TO LEAD NEW FAI COMPANY

FAI aims to boost air sports promotion and events with a new marketing and events company – FAI Air Sports Marketing and Events SA (FAME). The aim of FAME is to promote Air Sports and create economic value for FAI and its events, by actively exploring the sports market and developing new and more attractive events. “The creation of FAME is part of a long-term strategy of growth. It will bring benefit to all our sports Our immediate next step is to consider adding a sports marketing professional to the FAME team,” said FAI Secretary General Jean-Marc Badan.

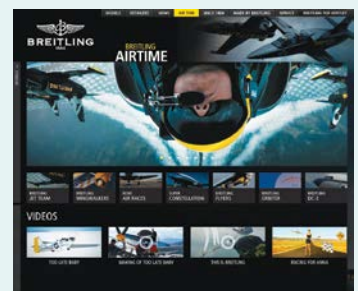
The FAME Board of Directors is: Bob Henderson (Member of the FAI Executive Board), Chairman; Jean-Marc Badan (FAI Secretary General) and Bob Clipsham (Member of the FAI Executive Board) with Rob Hughes (FAI Senior Sport Manager) appointed as the Secretary.

THE FAI TAKES OFF WITH BREITLING

The FAI has signed a long term partnership with the prestigious Swiss watch company Breitling.

Breitling, a renowned brand whose headquarters are in Grenchen, Switzerland, will become the first ever Global Partner of the FAI and will carry the status of the Official Watch of the federation.

John Grubbström, FAI President, said: “FAI is entering a new era in air sports management. Our relationship with an innovative and dynamic company such as Breitling is a perfect match for both partners.



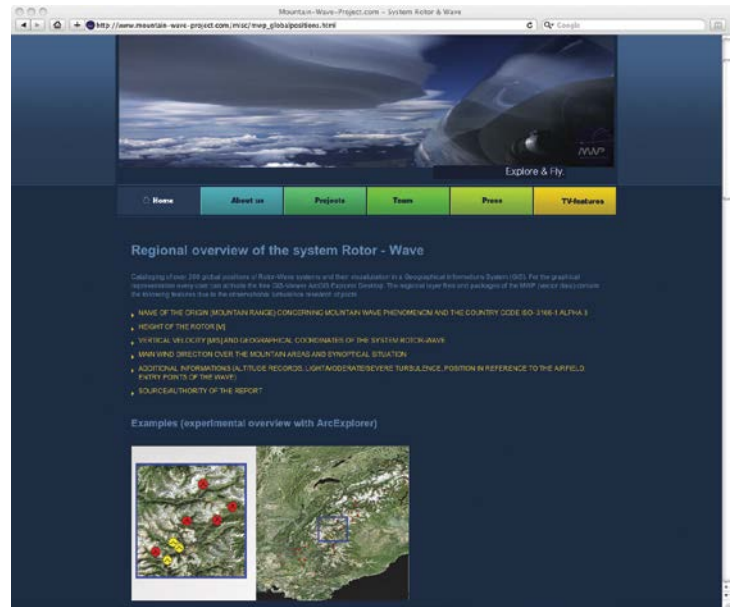
MAPPING THE WAVE THE MOUNTAIN WAVE PROJECT

René Heise and Klaus Ohlmann are compiling a database of the empirical positions of systems of rotor-wave. The intention is to add the data into a geographic information system (GIS) and make it available to the worldwide pool of pilots. The project aims to use the information to visualise, analyse, interpret and understand data in many ways, to reveal relationships, patterns and trends in the form of maps, reports and charts.

René says, "I have over 200 positions from all over the world now, but a gap over New Zealand. That's why I would like to have your assistance please. I would like to have the classical (no singular flights), generalised positions of the wave systems in New Zealand, with additional information (rotor height, vertical lift, wind direction/speed, altitude records, etc.)."

If you can help with this project see the website - www.mountain-wave-project.com

This information will be made available to all who want to use it.



Name	Country	Vertical Velocity_ms	Rotor Height_Meters	Main Wind Direction	Synoptical Situation	Additional Infos	Source
Stirling Range	AUS	2	1200	315	pre-frontal, blocking high over the eastern states	usual heights 22.000-24.000ft; max. altitude 28.785ft Pilot Rob Duffy 7/06/1998	John Welsh
Mt. William Range I (20kt Wind)	AUS	2	400	270	strong high over central AUS, westerly winds on southern edge, best wind direction 270-280°	usual heights 6.000-8.500m; max. altitude ~10.000m max. height gain 8.540 m (Geoff Vincent); ridge approx 1000 m above surrounding terrain, very steep lee slope, frequent orographic cloud, season Apr-Oct, best month May-Aug	Geoff Vincent
Mt. William Range II (35kt Wind)	AUS	3	500	270	strong high over central AUS, westerly winds on southern edge, best wind direction 270-280°	usual heights 6.000-8.500m; max. altitude ~10.000m max. height gain 8.540 m (Geoff Vincent); ridge approx 1000 m above surrounding terrain, very steep lee slope, season Apr-Oct, best month May-Aug	Geoff Vincent
Mt. William Range III (50kt Wind)	AUS	4	600	270	strong high over central AUS, westerly winds on southern edge, best wind direction 270-280°	usual heights 6.000-8.500m; max. altitude ~10.000m max. height gain 8.540 m (Geoff Vincent); ridge ~1.000 m above surrounding terrain, very steep lee slope, season Apr-Oct, best month May-Aug	Geoff Vincent
Monte Verde MG (1st wave)	BRA	2		315	NW	weak turb; max. of waveheight~ 7000m	Ekkehard Schubert
Monte Verde MG (2nd wave)	BRA	3	2500	315	NW	mod turb; max. of waveheight~ 4000m	Ekkehard Schubert
Schaumburg	DEU	1.5	3000	202	SSW	altitude record Deister- 7770m (31.10.1968)	LSV-Bückerburg
M. Fallère (4NM WSW of a LIMW- Aosta)	ITA	6	3000	315	Mistral-NW		MWP-Group
NE-Part of Lago di Mezzola (Verceja)	ITA	6	3500	315	NW		MWP-Group
N-Part of Lago di Como (Colico)	ITA	8	3500	315	NW		MWP-Group
NW of Susa	ITA	5	3000	315	Mistral-NW		MWP-Group
P.S. Matteo	ITA	6	3500	315	NW		MWP-Group
S of Monte Rosa	ITA	10	4000	315	NW		MWP-Group
S. Martino	ITA	6	4000	315	NW		MWP-Group
SE of Bardonecchia	ITA	5	3000	315	Mistral-NW		MWP-Group
St. Walburg	ITA	5	3500	315	NW		MWP-Group
SW of Susa	ITA	5	3000	315	Mistral-NW		MWP-Group
Varzo (5 NM NNW'ly of Masera)	ITA	6	3500	315	NW		MWP-Group
W of Domodossola (7 NM W of Masera)	ITA	8	0	315	NW		MWP-Group
Drivdalen	NOR	11	1700	210	SSW pre-frontal	from one flight on 09-Oct-2006	Thomas Seiler-LH
Isergebirge (Iserkamm)	POL	4		157			Juergen Dittmar
Isergebirge (Tafelfichte)	POL	2		157			Juergen Dittmar
Tagebau, Bogatynia	POL	2.5		225			Juergen Dittmar
Tagebau, Bogatynia	POL	2.5		225			Juergen Dittmar
Magura Codlei	ROU	3	500	330		max. climb 4.000m, good wave for beginners, low turbulence, wave~1.050m	Catalin Porumbo
Saua Pietrei Craiului	ROU	4	700	230		max. climb 5.000m, moderate turbulence, wave 950m	Catalin Porumbo
Piatra Craiului	ROU	3	1000	330		max. climb 3.000m, moderate to extreme turbulence, wave~1.300m	Catalin Porumbo
Varful Omul- Rotor Valea Rasnoavelor	ROU	4	1000	200	pre warm front, best season end of November	good wave conditions, moderate to extreme turbulence, wave ~2.500m, max. climb 5.000m	Catalin Porumbo
Varful Omul- Rotor Pragul lui Crasmaru	ROU	8	1000	230	pre warm front, best season end of November	very good wave, 1979 altitude record (National Record-11.000m), violent turbulence	Catalin Porumbo
Varful Omul- Rotor Crucea Caraiman	ROU	6	1200	270	pre warm front, best season end of November	very good wave, max. climb 9.000m, extreme turbulence	Catalin Porumbo

Example of wave information collected to date.

CONCORDIA FLIES

Those of you who follow Soaring Café online will be aware of the Concordia project and know that the aircraft had its successful test flight in Tennessee on the 25th May. The Concordia project is the culmination of the effort of competition pilot Dick Butler, legendary glider designer Gerhard Waibel, and Dr. Loek Boermans, to produce a completely new Open Class sailplane. The aircraft is revolutionary in several respects, from design to materials. We hope to bring you an in-depth look at the project and glider in the next issue.



MONDIAL SKY DIVING



The second Mondial Sky Diving event will take place in Dubai, United Arab Emirates, from 28 November 2012. There will be six different World Championships, a test event of a new element to a discipline; an exhibition event of the 7th parachuting competitive discipline and a demonstration event of a 'new' discipline.

It is a huge Skydiving Event – an opportunity for the world-wide skydiving community to showcase their top athletes, in an event which combines every element of Skydiving competition disciplines in multiple World Championships.

The first Mondial was held in Gap, Haute Alpes, France in 2005. Over 700 skydivers from 26 different countries took part in the five different World Championships. The opportunity for athletes to meet other competitors across disciplines is a rare and enlightening experience, adding to the joy of taking part.

SoaringNZ was interested to discover that in the Accuracy Landing contest, the target is a 1cm circle and the competitors wear special shoes, with the heel of the lead foot ground to a wedge, so as not to overstep the 2cm disc.

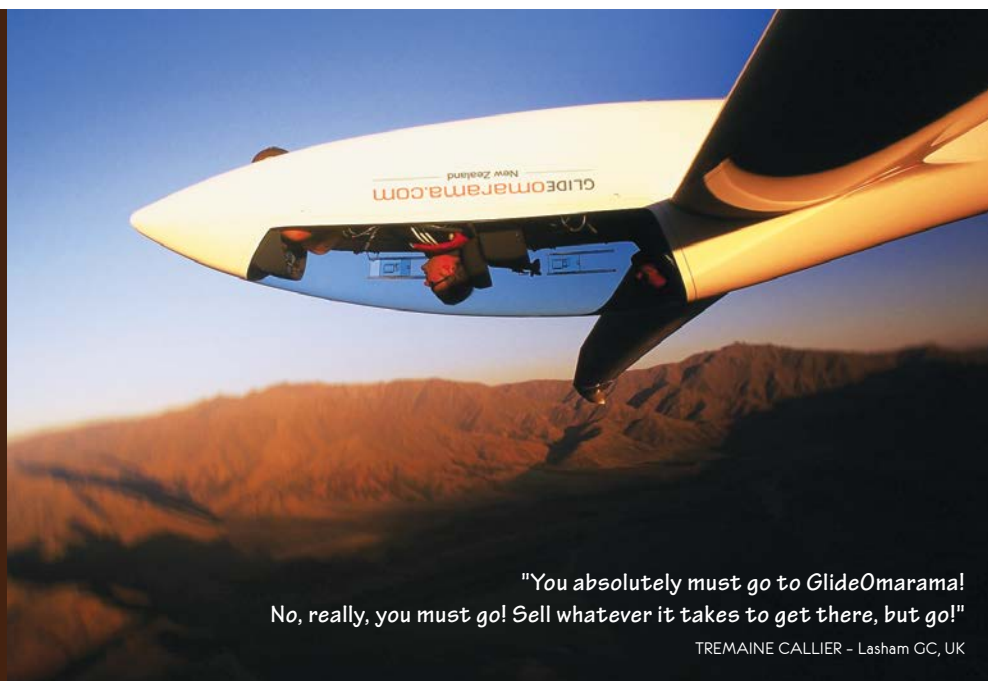


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GNZ GOES WOW

By Jill McCaw



On Easter weekend the skies over Wanaka were full of the roars and growls of warbird aircraft at the biennial airshow. The aircraft ranged from biplanes to helicopters to enormous jets. They were loud and generally they were fast. In amongst the noise, the near silent aerobatics of an ASH 25 glider was a real show stopper. For many in the 60,000 strong crowd, the glider display had more wow factor than anything else at the show. As a publicity exercise for the sport of gliding, the display was a huge success.

Easter 2012 saw GNZ and the McCaw family (aka McCaw Media) make our second foray into public airshows. Last year, GNZ and McCaw Media had a stand at the Omaka Classic Fighters Airshow, where Terry Delore did a fantastic display in his ASH 25. Terry's display was so well received that GNZ was invited to participate at Warbirds Over Wanaka. (And success at Wanaka has seen

RNZAF Red Checkers display team



Doug Hamilton tows out in front of the crowd.



T: John Robinson's Pik20 on static display
B: Warbird's favourite aircraft, the Supermarine Spitfire.

us invited to Wings Over Wairarapa in January, which we hope will be another story.)

Doug Hamilton put the ASH 25 73 through a fantastic routine, towed aloft by Peter Chadwick in Cessna 172 ZK MAV. A glider on tow was a novelty for most of the crowd to start with. The gliding display was part of the 'lunch time' entertainment; the stuff that didn't really fit in with the noise and smoke of the rest of the show (aircraft that most in the crowd hadn't paid money to come and see). The entire crowd along the flight line had their heads turned skywards and murmurs of awe floated above the music playing from the speakers. It was extremely pleasing.

Organised by GNZ's Promotions Officer Nick Reekie, we had a great spot for our tent, right at the far end of the row, with room to rig a glider - John Robinson's yellow Pik 20. People had to come past us to look at the parked aircraft, ensuring a constant flow of foot traffic. Only about 10 metres back from the edge of the runway, we were also perfectly placed for the volunteers manning the tent to see the show. Abbey Delore and a contingent of Youth Glide members spent the time around the glider display handing out GNZ brochures

and talking to people about gliding. Richie McCaw joined Nick in the commentary bus to explain a little of gliding, the ASH and the mind boggling figures on how far a glider can fly in a day; all while the glider towed to height. Once Doug released, the music started and he went through his display with nothing to distract from the beauty of a glider looping through the autumn air. He finished with a fast low pass, before landing precisely in front of the main stand, his wing dropping into the hand of one of his crew (on Sunday the 'crew member' was six year old Archie Reekie) to well deserved applause.

Personally, I had a great time at the show and think it was a very worthwhile exercise. I spoke to hundreds of people, talked about gliding, Youth Glide, *SoaringNZ*, the weather, the show and aviation in general. It is impossible to quantify the benefits of being part of events like this but the response of the people who spoke to us at the show suggest that not only has their awareness of gliding increased but that many of them think it is something they'd like to have a go at, some time in the future.



WARBIRDS OVER

Mustang, Vampire jet and Strikemaster.

By GNZ Promotions Officer Nick Reekie

Over Easter weekend this year, a crack group of Canterbury Gliding club members ventured to Wanaka to play an important role in the Warbirds over Wanaka Air Show 2012.

This show is huge and it was evident from the moment we arrived that the participation of gliding was not just as a 'filler' entry. We were there on aviation merit, derived initially from an outstanding display by Terry Delore at the Omasa Classic Fighters air show the previous Easter.

The organisers and public were blessed with a magnificent last gasp of summer weather and the show was without any major safety incident. This added to an excellent result.



Why are we attending air shows?

Changing nature of Air shows:

It is my opinion that if one carefully looks at the demographic of those attending air shows and the amount it costs an average family of four - the weekend away and the tickets will cost a minimum of \$1000, several conclusions can be drawn:

- It can be assumed the attendees are avid general aviation enthusiasts.
- Based on reviews following this event, attendees are seeking a wider breadth of aviation display.
- A very large population of aviation minded people are mobile, with significant disposable incomes.

What also supports this is that the two highest Facebook rated air show displays were the remote controlled plane (which was amazing and it was not small) and the glider. Third was the aerobatic plane and then came the Herc firing flares. None of these were warbirds.

Now this is very unscientific, as the attendees who respond on a Facebook WOW page are not representative of the average demographic attending the show (yet) but it is an indication for the future.

It is interesting talking to the organisers who are representative of the majority demographic; they advised that the gliding display conducted by Doug Hamilton was one of the two or three highlight displays at the show - FACT. We were cooler than the Spitfire!

As part of our show 'operation,' GNZ sponsored a tent, which young members of the Canterbury Gliding Club manned. We had posters, John McCaw's photos, copies of the magazine, brochures etc. It must be noted the role the McCaw family played in this. The

The remote controlled model that was nearly as popular as our gliding display.

WANAKA



RNZAF Hercules flies on 'Angels Wings'. Pyrotechnics released to deflect heat sensing technology.

- FACT. We were cooler than the Spitfire!

tent was never without at least one McCaw. Abby Delore and her 'boyz' handed out close to 1000 brochures directly to our target audience of 12 - 20 year olds, again using the sales pitch, "if you want your kids off play station get them to try this". I even heard my partner Kate explaining with vim, vigour and conviction the virtues of gliding, although I cannot recall her ever going for a flight. It was certainly all hands on deck. We handed out a further 500+ brochures from our tent and each time Doug took to the air, interest spiked. To add to the package, Richie McCaw and I were part of the commentary team talking about the sport, Doug's brilliant routine, Youth Glide, the weather and general fun and banter. The feedback from this, combined with the aerial display and the sales team, was pretty strong.

What was also evident, was the very strong interest in flying in and around Queenstown. It appears that teenage children with adventurous parents have a high awareness of gliding and this could be capitalised on at some time in the future.

Feedback following the show has been fantastic and we have been officially asked to attend the Wings over Wairarapa Air Show in January 2013.

I would like to thank the GNZ exec for their faith in this plan, re attending major air shows and the volunteers who helped without complaint for three days to make this happen. John Robinson allowed his glider to collect multiple finger prints as a static display and Doug Hamilton provided a fantastic aerobatic show.



Nick Reekie and Richie McCaw in the commentary bus.



Doug Hamilton provided a fantastic aerobatic show.

CANTERBURY CLUB'S NEW HOME



The following is an excerpt of the speech made by Canterbury Gliding Club President Kevin Bethwaite, at the official opening of the Club's new Springfield Glider Field.

Main: World record holder and club member Terry Delore speaks to the crowd. Insets from left: Dick Georgeson and Jerry O'Neill, along with the late Jon Hamilton funded the airfield purchase. They pose at the plaque with Mike Woods, the organiser of the day's festivities. Next: Ex club members with Yvonne Loader 2nd from right. Wally Puentener, Eric Van Notten, John Van Til, and Hanny Van Til.

I'm very proud to be the current president at such a pivotal point in the club's life; however, I'd like to acknowledge previous presidents and committees, who have managed club affairs in the years leading up to now.

The amazing situation we have before us would never have been possible without the foresight of Jerry O'Neill, Jon Hamilton and support from Dick Georgeson. They purchased this land and farm buildings in 2000, with the intent of protecting and developing gliding in Canterbury. Their subsequent actions and extraordinary generosity have allowed the club to develop the runways, landscaping and hangar you now see.

Over the coming years we will continue to develop the site, with:

- club rooms
- better toilets
- camping space for club members
- children's playground
- and much more.

We have a strong desire to make the site very family friendly and safe. We will put extra effort into landscaping and maintaining the aerodrome and its facilities in a park-like manner.

We will continue encouraging youth into this amazing sport, through the Air Training Corp cadets, the Scouts and the Youth Glide Canterbury entity, which is wholly integrated with the 'mother club'.

We also see the club becoming more involved with local schools.

We want to be good neighbours and have developed 'Neighbourhood Friendly Practises'.

I would also like to thank the trusts who provided donation monies towards the building of our amazing new hangar and the undergrounding of the 11kv power wires on the threshold of runway 04.

These are:

- First Sovereign
- Canterbury Community Trust
- Lions Foundation
- Air Rescue Services
- The Southern Trust.

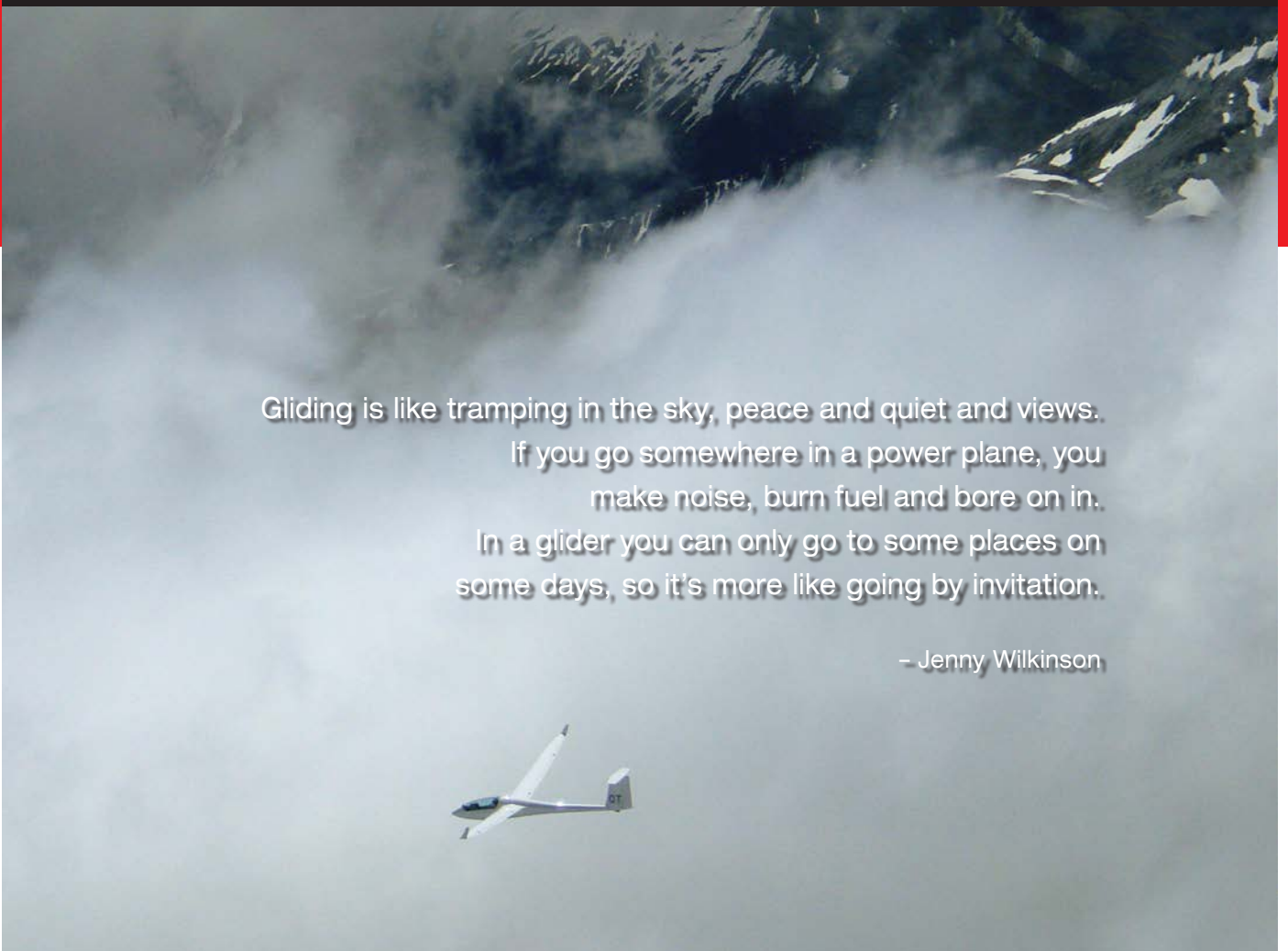
A total of \$143,000 was provided by these Trusts. The Selwyn District Council also donated \$3,000 towards this development.

And finally, I want to thank ALL club members who have come out and worked on formal working bees and especially those who have put in days, weeks, even months of additional personal time to get the site to the state it is in today. The stand out in this respect is Warwick Bethwaite: the speed and quality of the site development is the result of his drive and energy.

We are a very proud club and this is one of our proudest days.



Springfield Ridge provides superb lift for glider pilots of all abilities.



Gliding is like tramping in the sky, peace and quiet and views.
If you go somewhere in a power plane, you
make noise, burn fuel and bore on in.
In a glider you can only go to some places on
some days, so it's more like going by invitation.

– Jenny Wilkinson

Below: As part of his talk at the opening ceremony Terry Delore rang members and asked them what it was they liked about gliding. The stand out quote is the one above by Jenny Wilkinson.

It's Official

SRC- Competition and Ranking Report

By Maurice Weaver

This year's ranking list is now out and is featured on the GNZ website.

The top twenty ranked pilots in New Zealand for the 2011-12 season are...



First	G Dale	1100
Second	Tony Van Dyk	1020
Equal third	Patrick Driessen and Brett Hunter	1011
Fifth	Lindsay Stephens	1008
Sixth	Trevor Mollard	999
Seventh	Steve Wallace	953
Eighth	Grae Harrison	931
Ninth	Doug Hamilton	927
Tenth	Dane Dickinson	920
Eleventh	Delio Fagundes	908
Twelfth	Nigel McPhee	904
Thirteenth	Theo Newfield	892
Fourteenth	Bill Walker	881
Fifteenth	Mike Oakley	856
Sixteenth	Ben Flewett	847
Sixteenth	Alan Belworthy	847
Eighteenth	George Wills	838
Nineteenth	David Jensen	833
Twentieth	Vaughan Ruddick	810

Club Class Nationals

This season has seen the second year of the Club Class Nationals being held in the South Island. A few have seen this as an event particularly targeted at our younger members, experiencing contest flying for the first time. I accept that is one of this new format's benefits but to me the greatest benefit is that it is one of the few events where handicap is less relevant and the competition is more pilot against pilot, instead of wallet against wallet.

Handicap and high performance dominate our competition classes and the SRC saw an opportunity to attract a more diverse group of members by having a class limited to club type or eighties and nineties generation aircraft. The difference with the old club class is that it is a stand-alone event (in the opposite island to the multi-class Nationals) and that it attracts equal ranking importance to the 15m, Standard, Open and 18 metre classes. The aim is to attract the higher ranked pilots and to entice them out of their high performance aircraft, to compete beside pilots that, for whatever reason, don't fly those aircraft but have a high level of skill and those young competitors or lesser experienced pilots that want to see how they fare against the best, in similar aircraft. The concept was dreamt up by Ross Gaddes, who saw similar events overseas attract a huge following because of the level playing field that just isn't provided by handicapping alone.

Changes to the Ranking system

This year the SRC decided to rank only individual pilots and not rank the P1 and P2 pilots together, in a two seater aircraft. This is a ranking of individual performance. This is mainly because this is a sport of individuals and there can be many support personnel that assist in achieving a P1's ranking position and including all assisting parties isn't appropriate. Ultimately, one pilot has to be the critical pilot making critical competitive decisions, safety decisions and leadership of the pair. In most cases, the P2 is a support person - certainly assisting but not critical to the outcome of the racing.

The Future

The SRC is always looking for ways to make competition gliding more fun, challenging and exciting and more importantly, more inclusive, so more pilots can feel the amazing experience that is competitive gliding. Flying in contests and the associated training and training weeks will change your views on gliding and help improve your flying to levels you thought impossible. Many clubs run training camps, cross country courses and mentoring programmes throughout the country, so don't just consider your own club when it comes to the learning curve you want to climb to be a contest pilot. The hardest step is often simply entering the first time, in a class at your level. It's a step you won't regret.

G Dale

G is quite a unique member of the New Zealand Gliding community. At best you could call him a New Zealand resident (or simply a POM) but he calls New Zealand home for almost six months of the year, every year. Many would know G through his involvement as a senior instructor or coach at Gavin Wills' GlideOmarama based in Omarama. Like many of our top pilots, he spends the New Zealand winter months in Europe. G spends his time in the Northern Hemisphere training for and competing in world class events, as well as instructing, coaching and CFI'ing for various club. He is also travelling to Australia this year to do performance coaching for the GFA (pity we couldn't have got him), a truly international pilot. G has 7,000 hrs under his belt. His most memorable comment to me being, "Don't worry Maurice, the first thousand is the hardest."



He owns a DG100G, is a concert pianist, flies model planes in his spare time (from the ground) and wants to write a book on the Southern Alps and mountain flying in general (hurry up, I need it). He won the UK Club Class championships this year and competes for the British Racing Team. He is ranked 2nd in the UK, and 31st in the IGC ranking.

Patrick Driessen



Lindsey Stephens



Dane Dickinson



Grae Harrison



Tony Van Dyk



Brett Hunter



Doug Hamilton



Trevor Mollard





GARY'S ROAD TRIP

By Auckland Aviation Sports Club member Gary Patten

2461km driven, old friends caught up with, new friends met and made, two fantastic glider flights, a course and a new qualification.

Roger Harris was running GNZ's Class Two Engineers course in Springfield, near Christchurch. I contemplated several options and chose to drive down and try to visit a few old friends and possibly a few gliding clubs on the way.

I left two hours later than intended at 5pm on Friday. This meant driving straight through to Wellington to catch the 2:30am ferry on Saturday morning. After three hours sleep I was in Picton, feeling pretty good. I drove to Blenheim, with a quick detour to Omaka but couldn't wait until 10am for the Aviation Heritage Centre to open. So

on to Nelson Lakes to catch up with my friend Nick.

I arrived about 10 minutes before the first car pool load arrived from Nelson. After the intros, it was all-muck-in, like any other club. I felt right at home. They had a group of elderly thrill seekers coming down from a community charity. Everyone swung into action, with two Grob Twins AJ and MZ getting winched and circuited, to get the masses through. More people arrived and some of their nice private single ships got rigged, along with the club's new LS4.

I had planned to leave around 1pm to get to Bruce and Rae





Photos this page, Lakeview Station, Nelson Lakes Gliding Club.

Drake in Rangiora for dinner and to stay the night but at 1.10pm I was asked, 'Do you want a flight?' I was not safe to fly with minimal sleep but I was only to be the passenger.

They typically only winch launch. It's a powerful unit with wire, so it's a steep climb and Andy Heap, my pilot, got a little over 1500 AGL in their Grob MZ. It was not windy enough for a true ridge flight and the thermals weren't working enough but combined, we managed to hold our own. We were soon out climbing the others and getting enough room to explore. We crossed the valley to the southern side,

to see if we could work our way east to the range at the edge of the lake. We were about to give up when I noticed a cloud starting to grow a little down from us, from a valley/rut in the hills. The thermal turned out to be exiting the rut at around 45 degrees. Once in it, we stormed up to 6000ft (5300agl) averaging a little under 4 knots. This got us enough height to get up to the high range over the lake. It was quite spectacular - we had a play to burn some height and finally landed 1hr 28mins later. It was too late for me to get to Rangiora for dinner. Wisely I took up the offer to stay the night in the clubroom,



GNZ CLASS TWO ENGINEERS COURSE

By Gary Patten

What does a Class Two give you?

This can be looked at in two ways...



Firstly, it is the first step in becoming a fully-fledged glider engineer, or the apprentice to the Class Three and Four Engineers, where the real work happens amongst the different disciplines.

Secondly, the Class Two is an asset to their club or competition event, from wheels up or heavy landing inspections, to Supplementary inspection of the club's fleet. For the full list of what a Class Two Engineer can do, see your MOAP Part 3 appendix 3-D 5.1, 5.4

The course was held at the Canterbury Gliding Club in Springfield, in their woolshed/meeting room, with lectures by Roger Harris, GNZ's NAO. We also had Bob Jelley from CAA along for the first three days. Basically, the course was two and a half days of paperwork and lectures: who, what, where, how and why of correct forms, data and procedures. We then had one and a half days of practical experience using Canterbury Club's Grob and Janus gliders. A supplementary inspection, a heavy landing/wheels up inspection, control surface deflection, removal, replacement and adjustments. We even found an oxygen line rubbing on a control surface arm, which Roger gently manipulated clear.

We got to go over Dick Georgeson's Skylark 3f to see the wooden side of the practise and I got to sit in it. I did fit but wasn't able to get full aileron deflection because of my legs. The brake and trim controls were also low and would have required a leg

waking 11hrs later to a chilly -2 degrees and a frost.

Sunday, I got to lunch with the Drakes and then went on to Springfield. It wasn't a great day there but with some high tows and some very high performance gliders, they were getting some long sleigh rides. I mucked in and was made welcome. It wasn't long before they were packing up and not being able to find the beer, we all headed off to the Darfield pub. It was very interesting listening to Terry's stories and some of his philosophies on distance flights.

The course started Monday. It was an interesting week, although a little hard watching the club flying on Wednesday afternoon. We did get to have a beer with them at the end of the day. John McCaw and a couple of others had driven up to a ridge for a photo shoot. Some of the results were stunning, especially when you digitally zoom in on a 14 mb photo. Friday was a quick bit of revision and then the exam.

I stayed on, with the hope of flying on Saturday but it didn't look good. I decided to head off to the Drakes for lunch, then on to Picton and stayed the night with friends in Wellington.

Sunday morning as I left Lower Hutt, I wondered where the Wellington club was. I got directions but the weather was looking iffy. As I drove around the Mana inlet, it appeared to be Norwest and close to 25 knots. I could see rains squalls and a cloud base not much above the hills but there were lenticular clouds above Kapiti Island showing wave. I arrived and was welcomed and joined in. A rain squall came through, along with several landings and hiding under wings and tails. It passed and it was my turn in their DG1000 PJ. We towed out to the ridge and released at 2020 ft (2000 AGL). It was not very strong but we were gaining height so we headed north past Waikanae, towards Otaki to the next range, which worked a lot better. I worked up and down this range until we reached cloud base. We could see what looked like wisps hanging out in front of the cloud, pointing down into wind. It looked like wave. The instructor, Tony Passmore said to get right up to the cloud base and then see if I could push out into it. I did and we were out in the clear and going up. We got to 4000 ft. As we tracked south, we could see a lenticular forming above the cloud line we had just been under. It was amazing to be above the fluffy stuff, seeing some billowing high and some just like cotton wool. Tracking south, we had to drop below 2500ft. This involved picking the gaps through the cotton wool to get below it again.

I was like a pig in mud; turning, banking and diving to get around it and below- finally getting under it, skimming along the cloud base at 120 knots. It must have taken 10 km to get back to 60 knots. We carried on all the way down passed Pukerua bay, to the Plimmerton/ Porirua Inlet along the ridge and back, where instructor took over to 'display' for the people at the lookout. Tony gave it back, saying that I'd need to get us back up again to get home before what looked like a curtain of rain racing in from Kapiti Island. It was a most enjoyable 1hr 20 min, finally landing in very turbulent and slight cross wind finals, just as the next rain squall arrived.

The final drive home was smooth. I got a great photo out the window at Mangaweka as I drove through and got to see some spectacular wave cloud from the Desert Road. It looked like it was from the Ruahine Ranges and probably went from Dannevirke up to Napier or beyond. I arrived home just on 10pm.



Top row: Kerry Jackson's workshop.



Centre row: Close ups of Charlie Fox.



Kerry Jackson's rotating cradle.



Charlie Fox' shiny plaque that spells Skylark wrong.



CF cockpit placard

shift to operate. (Alex McCaw was later to confirm that this was not comfortable, nor did it feel natural to fly.) Roger Harris dangled a carrot, saying if the weather was good he would type rate those of us that were keen and we could fly it on Thursday. Sadly, a strong cross wind was blowing and wisely it didn't happen.

There was an excursion out to Kerry Jackson's shop, where he was refurbishing a LS3. Then we got to go over the SparrowHawk glider, which is a high end, all-carbon constructed glider which looks like it would be right at home next to the wing sailed AC45 catamarans. Roger said that these are constructed a little beyond the level of NZ's glider engineers. I happily told him that if they ever ding it, call me.

Roger had an array of broken and damaged/faulty items for us to see and inspect along with several slide displays. The last day was revision and the exam.

The people on the course were from different backgrounds and clubs, but we all seemed to share the same technical aspirations. We were: Alan Belworthy, Piako/Tauranga; Andy Benton, Nelson Lakes; Cameron Hoare, Cathy Heslan, and Colin Winterburn, Canterbury; Me, Aviation Sports, Auckland; Tracey Austin, Taupo and Paul Schofield, Auckland.

To me, there seems to be a big gap forming, especially with the traditional side of glider engineering, as the older guys retire. My

background is in boat building, doing my apprenticeship in traditional timber and moving on to fibreglass and exotic composites, including America's Cup builds/mods and repair. My aim is to be able to work through the system, transferring my knowledge to aviation to help plug some gaps.

Going forward, we need to log some hours and gain knowledge from our Class 3 and 4 engineers, then sit another course for the respective disciplines: Wood, Metal, Plastics, etc.

So, for all those Class 3 and 4 engineers out there, spare a thought for us and the future. If you're doing any work that we can sit in on or assist with, give us a call. It will help gliding in the long run.



AROUND NEW ZEALAND GLIDING SAFARI

By Roy Edwards



MATAMATA



Approaching Matamata. JS1 lands under the rain cloud in front



Members inside having a beer

The idea of visiting every Gliding Club in New Zealand initially came when I was elected to serve on the Executive Committee of Gliding New Zealand, way back at the turn of the century. My thinking was, “how can I represent all members without understanding their local environment?” John Roake, who was President at the time, took on the visitation challenge, but by road.

Over the years running National competitions, I have met competition pilots from almost every club in the country and again wondered about the environment in which they enjoyed their soaring. I met many great characters who kept inviting me to visit.

The opportunity arose earlier in the year to address this challenge, with a part share in a motor glider (Pipistrel Sinus), and a pension from the ‘gummint’ to pay for the fuel costs. And so Roy’s Gliding Safari (safari means ‘long journey’ in Swahili) was born.

The challenge: to visit every gliding club in New Zealand, while they were operating.

Initially planned for February/March, the weather gods decreed otherwise, with some of the worst North Island gliding weather for some years. So it wasn’t until Easter that a long period of fine

weather was forecast. Prior to this, I had sneaked in short trips to Rotorua, Taupo and Drury. But to seriously address the problem, Easter was just about perfect.

My online blog reflected each day’s flying and I tried to ask the same questions at each destination.

- a) How is the club going?
- b) Many/any new members this year (ie last season)
- c) How do you think the Adventure Aviation (part 115) rules will affect your operation?

The message I got loud and clear was that the clubs that gained a number of new members (mainly Auckland and Wellington) did not spend a fortune on promotion but spent a lot of energy on making their operation a ‘club’. That is, lots of enthusiasm and

GLIDING HUTT VALLEY - KAITOKE PAPAWAI



On the aircraft carrier



Who says K7s are past it (it was buzzing in and out with students while I was there)



Papawai and nobody home.

HAWKES BAY-HASTINGS



Pilots at the ready - Note the young fella - see they have youth glide.

KAIKOHE



Paradise. No traffic, no airspace issues below 13000ft, quiet and look at the sky!

WHENUAPAI



The tow plane (note the lovely crosswind) with clubhouse in background.

social activity - mainly everyday barbecues, club working bees etc. Word of mouth seemed to have done a good promotional job. Also, dare I say it, younger people didn't mind coming to the club as they were not harangued by grumpy old buggars. ...Well maybe just a bit.

A second message that was consistent was the overall lack of worry about the impact of Part 115. The majority of the smaller clubs didn't plan on doing anything major, other than to check the wording on any of their promotional material to ensure it said 'Trial Instructional' flight.

The award for the quietest club goes to Kaikohe, who have a magnificent environment in the wilds of Northland. No airspace worries, not much power traffic. Along with that, the nine members have enough club aircraft that eight of them can be airborne at once. They also have some privately owned gliders as well.

The most bereft club must be Aviation Sports at Whenuapai. Hobbled by the Airforce, they don't have a club house - only a hangar and caravan. But wow, they make up for it with enthusiasm and forward thinking. (They have a microlight as a tow plane and it works very well.)

The most security conscious club must be Rotorua. High gates and security guards make it a challenge if you want to leave the 'airside' of the airport to go to the public area and vice versa. Interesting!!!

The most social club would have to be one of Wellington, Auckland or Taupo who seem to be truly focused on social activities (i.e. barbecue and beers).

It is hard for me to review Tauranga and Matamata as I spend a lot of time at both places.

Both have their challenges and benefits but they should be reviewed by a visitor and not me.

In terms of backdrop, the Norfolk Road club has it in spades, with Mt Taranaki almost just over the runway threshold. Very impressive! But did I mention the great friendliness of the team there? While hosting Vintage Kiwi for Easter, they still took time out to natter to the nutter in a motor glider.

This friendliness was probably only surpassed by the team at Fielding, who were in the middle of a working bee, renovating the club house, when I arrived. A small club with a DG1000 and not a lot of debt. WOW! Loved it that they apparently don't pay landing fees and no lease fees for the clubhouse land. Way to go.

I always wondered what it would be like to land on an aircraft carrier. Upper Valley gave me that wee thrill as I landed on their airstrip at Kaitoke, which is carved out of a hillside. Land uphill, roll to the end of the strip, turn around and launch downhill. As you pass over the end of the runway, the land drops significantly in to the valley below. Definitely the most fun place to land and launch.

Hawkes Bay club presented a challenge for my visit. With clouds on the nearby mountains, I had to struggle up over the cumulus (8500ft) as my hangy down bits were not big enough for me to weave my way low in the valleys. But it was worth it.

Great welcome from the team, some who had come out especially to see the old guy in the funny glider. Talking to a microlight owner, I was able to convince him that not only was a

MANAWATU CLUB



The obligatory snap.



Painting done, Deck demolished in preparation for bigger and better version.

STRATFORD



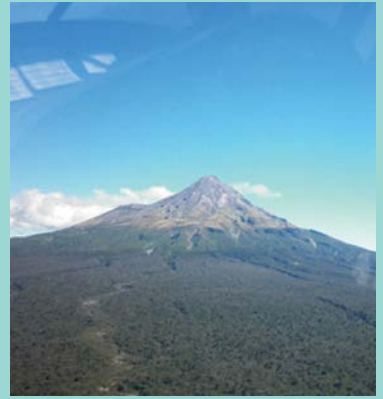
Nobody home/hangar closed.



Barbecue ready to launch.



Head for the hill.



The hill (was running a tad late so didn't go in close:-)

motor glider great for what he wanted but he would learn a heap more about the environment by taking some gliding lessons. With a prison on one side of the airfield and a big fruit processing plant the other side, you certainly are not short of identifying landmarks when on a long final glide.

Unfortunately, after Easter I was taken out of play by the process of selling a major shareholding in my business and the

associated three weeks in Asia showing the new guy the ropes. This led to me aborting anymore fly-ins until later in the year.

But wow, I am still impressed with the people we have in the gliding movement. They are definitely friendly ambassadors of the sport. I look forward to meeting another bunch of 'air heads' in the South Island as soon as I realistically can.

FOR IMMEDIATE SALE

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.



Soaring

Jerry O'Neill enjoys the Springfield Ridge.



1000KM

By Jamie Halstead

Just to prove that great glider flights can happen at any time of year, Jamie Halstead from the Marlborough Gliding Club shares the story of his 1000km flight that happened in the autumn, long after most of us consider the season to be over.

After a number of failed attempts this summer, due largely to the westerlies simply not arriving and endless easterly days, I had pretty much given up hope of achieving a 1000km flight until next season. In fact, I had de-rigged the ASH for the winter.

However the forecast for Sunday the 13th of May looked promising, so I re-rigged the day before and got ready. By my estimate, there were only about ten and a half hours of legal daylight available, so I thought it would be a bit marginal but I had nothing to lose except a long retrieve. I arrived at Omaka airfield at six am and tried to assess the cloud/wind. Some wave was evident across Cook Strait and possibly into the Waihopai Valley. I made a quick call to Chris Richards, my tow pilot and we decided to press ahead with the planned seven a.m. take-off.

Airborne at 07:06, we turned south and towed into the Awatere Valley in search of wave. We soon found some rotor and in fact I was forced to release when the tow plane abruptly disappeared beneath the nose. Luckily I was soon established in the Black Birch wave. I got a quick climb to 10,000', went north a few kilometres to my start point at the Ned, back to the same wave and dived downwind into the Clarence wave, which was working as advertised by the roll clouds. This took me to abeam Kaikoura in 30 minutes from the start. The tow into wave was paying dividends.

Unfortunately, although the waves were reasonably well marked as far as Culverden, at this point there was a wall of cloud from the alps well out to the east, completely blocking my path. I turned back towards Hanmer and was about to head for home, when I decided to jump upwind one wave bar, just for practice and then loiter for an hour or so to see what happened. Sure enough, the wall of hazy/wispy cloud (seemed to be ice crystals) thinned out and I could see marked wave beyond it, so I headed south once again, having lost an hour.

I had been flying between 12 to 15,000' at this stage and it seemed exceptionally cold. My feet had already gone



Clarence Valley wave, north bound.

numb and my camelback drinking tube had frozen solid, so I had no water for the entire flight. Pushing on through North Canterbury was relatively straight forward, the Lees Valley roll cloud was particularly well defined. This got me down to the Rakaia River and on to the Mt Hutt wave, my first turn point.

I retraced my path back past Hanmer, dodging around the easterly end of the problem cloud, then back up the Clarence wave to the second turn point, just north of Mt Tapuaenuku. South bound again by about midday, I realised I was half way and I might just be able to do it. Getting back into North Canterbury, the wave was definitely weakening and the airmass drying out. The Lees Valley roll cloud was now just a series of 'blobs' of cloud but it still enabled me to continue, albeit at a slower pace to Kowai Bush, my third turnpoint. Relieved at not having to go any further south, I turned for home.

I knew I now had a good chance of completing the flight. Stopping over the Hurunui River to top up with height and wait for some airline traffic to pass overhead, I then pushed on once again into the Clarence wave. Cruise climbing gave

me enough height at the northern end to over fly Omaka at sufficient altitude to prevent any height loss penalties, in the event I got there 400 feet higher than my start! I never was very good at final glides.

Then it was brakes out and a quick descent into the Omaka circuit to land. It took a rather painful 30 minutes for feeling to return to my feet. Lesson learnt for future flights, I need better footwear, not to mention drinking system. Start to finish was 7hrs 37min, 132km/h average speed.

I would like to thank Christchurch controllers for their help and co-operation, Chris for towing and Phil Sparrow for O/O duties. Also to Terry Delore and the late Ray Lynskey, a huge vote of thanks for their encouragement, advice and mentoring over a number of years.



RIDE AND GLIDE AROUND THE WORLD

Dreaming big dreams seems to be a trait of glider pilots. There is always a longer flight to be made, a higher wave to explore. I don't think however, that *SoaringNZ* has ever heard of a more ambitious gliding trip than the one proposed by English lapsed pilot Paul Tolson detailed below. We will be keeping you up to date with his adventures as he makes his way around the world. This article will also appear in *Sailplane and Gliding* magazine.

Choices - as most cross country glider pilots know, life and a good flight are full of choices. I was a glider pilot once. A number of factors, including advancing 'middle age spread' meant that I haven't been active in the sport for the last ten years but I've maintained by interest. Approaching the big 'five O,' a decision needed to be made. I had a choice. Lose the 'spread', re-enter the sport, buy a nice club class glider and try to win the Nationals, or do this other thing - the one that had been lurking around in my subconscious since teenage years.

With my chances of winning the Nationals being very slim, the choice was made. I would attempt a journey around the world. Like

any good cross-country task, it had to be challenging. Out went the motorbike, in came the bicycle. Then came an idea. I could combine my two greatest passions in life - travel and gliding. I would try to visit everywhere gliding regularly takes place on the planet, by bicycle. Now that would be a worthy challenge for the latter half of my life. It may even be impossible.

Professionally, for the last ten years, I have worked with people with a wide range of disabilities, so the next choice was easier. I will be raising funds for the aid organisation Handicap International (www.handicap-international.org.uk) and different charities that enable those with disabilities to glide. I will be supporting Aerobility (www.aerobility.com) for the first stage of my journey, through Africa.

Another choice was that I want try to use the journey to raise the profile of gliding. I aim to work with the gliding centres/clubs I shall be visiting and use the unusual nature of the journey to gain them and the sport some media interest. I have a Learning section on my website, which will include resources about gliding and I am linking in with schools in the UK and abroad. I will also be giving talks and presentations along the way, incorporating a section on gliding.

It feels good to be setting forth on a 'cross country' task once again, although a little different in nature. You are invited to come along for the ride. See www.rideandglide.co.uk.

SAFETY

in Mountain Flying

PIERRE LEMAIRE



Last issue we brought you the introduction and Chapter One of the excellent booklet *Safety in Mountain Flying* produced by the Centre National de Vol à Voile (French Federation of Soaring) written by Pierre LEMAIRE. We continue with Chapter Two, with a few small changes to make it relevant to NZ pilots.

This booklet is the result of the work and experience accumulated in 70 years by the instructors of the Gliding national centre of Saint-Auban-sur-Durance (CNVV).



Chapter Two

Control of the Flight Path. Safety Distances. Recurring Problems.

The pilot must always be aware of the flight path of his glider, taking into account its speed, its angle of bank, the wind and possible strong sink. He must identify his drift and have a visual image of his trajectory when he modifies it. A glider flying at 100km/h along a crest moves at around 30m/s.

Flying in the vicinity of crests demands sustained concentration of mind, a perfect knowledge of one's glider and its reactions, all the more so if the air is turbulent. Even the best pilots are subject to tiredness and after a certain length of time in flight, they see their ability to concentrate dramatically diminish.

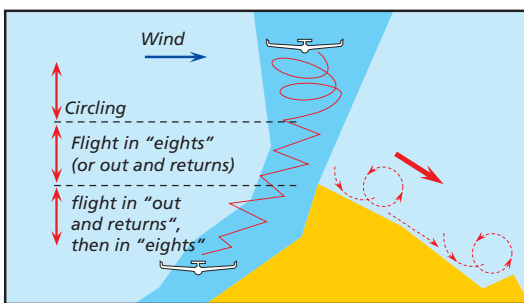
To reduce risk and for your safety and comfort, stay higher than the crests.

The first pass along a slope must be done with a fair excess of speed, in order to verify the strength of the lift and the possibility of turbulence. One must then adapt speed and safe distance from the ridge accordingly. At the beginning, a slope is flown with out and return patterns to assess its potential; then one eventually uses figure eights in the most favourable zone.

The distance to the slope varies according to the topography, the turbulence and the strength of the lift. Flying in a two seater with an instructor will set the appropriate references.

It is understandable that a beginner will stay further away from the slope, while staying in the lift area.

Flying very close to the mountain is dangerous.



The height of each of these stages depends on the experience and the training of the pilot but also on the smoothness of the air-mass and the shape of the slope.

LOSS OF ALTITUDE DURING A CIRCLE IN SUDDEN SINK.

Example for a circular turn of 24 seconds

Half a circle in the sink downwind =	12 s
Oval correction into wind =	3 s
Total :	15 s
Sink downwind:	4 m/s

$4 \text{ m/s} \times 15 \text{ s} = 60 \text{ m}$ loss of altitude for half a circle and 108 m for a full turn.

Do the maths again with -6, -7 m/s...

Do not circle (see box page 34) while slope flying unless you are an experienced pilot with sufficient training, having followed appropriate instruction and if there is no other traffic. The flying must be precise (turn radius, speed, angle of bank, balanced flight), the flight path must be properly evaluated (height margin, topography, wind, turbulence).

DO NOT CIRCLE TOO LOW!

A beginner in mountain flying must wait until he is well above the crest (100m to 150m) and not allow himself to fly in the lee of the slope.

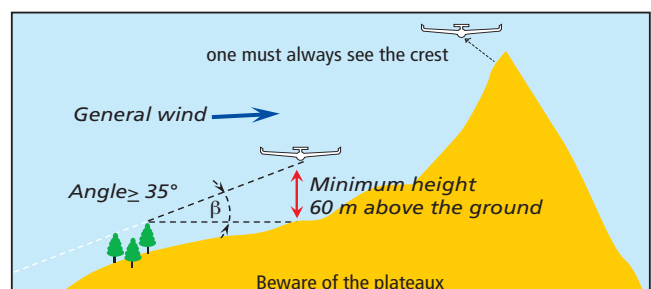
One must remember that the radius of a turn in the mountains is very important and that the closing speed to the mountainside is higher than at the same Indicated Air Speed at a lower altitude.

Recommendations while slope flying.

- The approach to a slope must be done at a converging angle of 30 to 45° at the most. The final phase must be parallel, while slowly applying a drift correction.
- The same angles should be used when making a 180° turn or when changing direction in a figure eight.

Keep a good lookout on both sides.

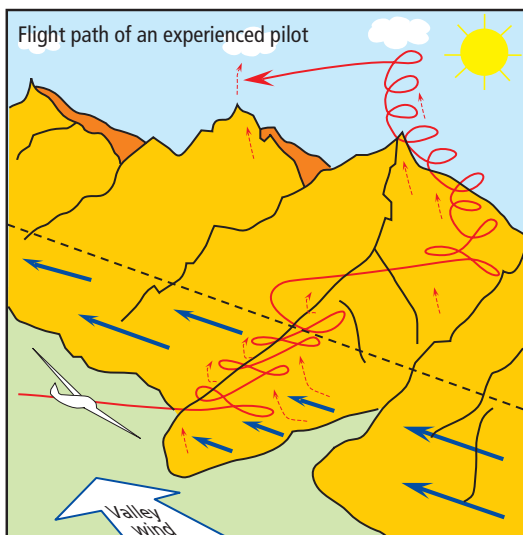
- Some gliders have reduced aileron effectiveness and need a certain effort on the controls. They need a lot of anticipation and substantial excess speed.
- Avoid facing the ridge and turning at the last moment. An erroneous evaluation of the ground speed would force you to tighten the turn, with all the associated risks.
- The first time one flies a ridge, one keeps an excess of speed and of distance from the ridge.
- According to the profile of the terrain, one must maintain a certain height. Beware of the high points on gentle slopes. (Note the following diagram.)
- The nearer you are to the slope, the higher the speed must be. One must avoid the small outcrops (a crest more or less perpendicular to the main ridge) by turning out towards the valley, never by pulling on the stick.
- Follow the general direction of the mountain at an appropriate distance, without trying to follow every notch in the terrain.



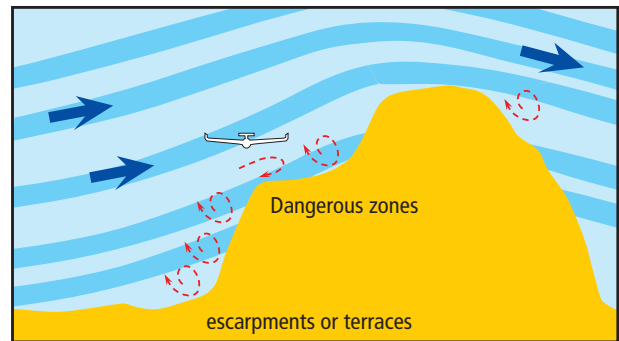
- ▶ Be on the lookout, particularly in turbulent conditions and be ready to escape towards the valley.
- ▶ Never fly at the minimum sink speed! Keep a 1.45 Vs (Stall velocity): best L/D speed or a little faster. This excess energy allows you to escape rapidly, without stalling, in the case of sudden sink or strong wind shear.
- ▶ The stronger the turbulence, the bigger the margins must be (speed, height, distance).
- ▶ Apply an appropriate drift correction.

Above the crest, the correct flight path allows the pilot to permanently see sideways, under the glider and the face of the slope.

- ▶ In a turbulent slope flight, avoid using positive flaps, in order to keep adequate manoeuvrability.
- ▶ Some slopes, because of their shape, might be particularly dangerous, causing turbulence/curl-over around escarpments and terraces. The sides of these slopes might also be dangerous.
- ▶ Do not fly into a narrow valley unless you have a sufficient margin to make a turn and only if the slope of the valley is much steeper than the glide angle of the glider (assess this during preparation for the flight).
- ▶ Flying into the sun, in the proximity of a slope, is extremely dangerous. Keep away from the slope.



Flying down a valley in the same direction as the river flows gives more height and more time to find a plan B solution.



Thermals on the lee side of a slope:

The plus or minus 5 m/s that can be found in the lee of a slope is the result of wind shear. It implies an imminent risk of stalling or spinning!

- ▶ Exploiting thermals in that zone is to be avoided.
- ▶ It can be done (although not recommended) in certain cases, by flying 'Out and Returns' or a narrow figure eight with a good margin of speed.
- ▶ This technique is for very experienced and highly trained pilots only. It requires a lot of care and attention.

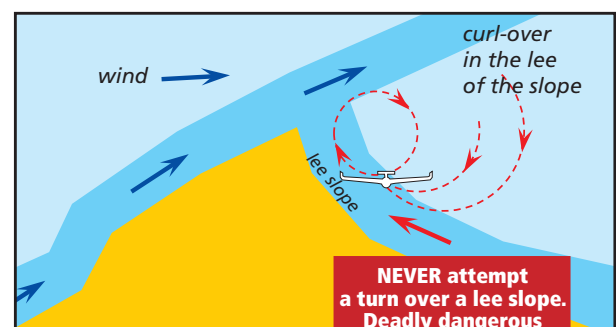
Flying the ridge in high winds

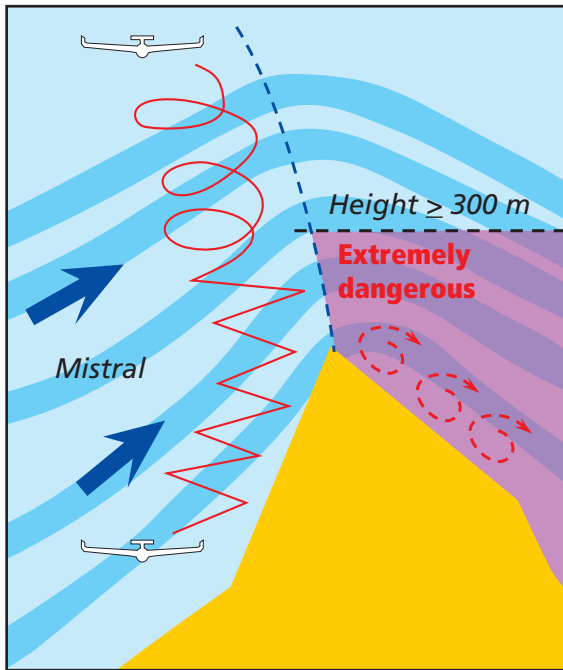
- ▶ The turbulence is extreme in the vicinity of the slope

Decrease the angle of bank while flying into wind to obtain an oval trajectory and be sure not to find yourself in the lee of the crest.

- ▶ In Mistral conditions (ie a strong NW'er), sink rates of -5 to -15 m/s can be found in the lee of crests.
- ▶ Flying in the lee of crests is extremely dangerous.

- ▶ If, against your will, you find yourself in the lee of a crest, near the top or lower, the best solution is to flee down wind, towards the valley, find a landable area and eventually try to climb again.





CIRCLING

If the conditions force you to circle under the crest in order to climb, one must take several precautions. First of all, make sure there is not another solution nearby that would be technically easier and would present less risk.

To circle, one needs:

- ▮ to check other traffic, so as not to be a problem for pilots doing O/R or figure eights;
- ▮ to have the right feel for the ridge, to have 'taken the temperature' of the ridge during previous O/R or figure eights;
- ▮ to have a good precise way of flying: controlling the attitude and the speed of the glider, as well as the angle of bank and flying symmetrically.

One also has to make sure that:

- ▮ the speed applied at that precise moment offers sufficient manoeuvring ability and enough safety margin against a stall;
- ▮ the combination of bank angle and airspeed offers a circling radius that definitely allows a circle without the risk of hitting the cliff or the vegetation, taking into account the presence of wind and sudden sink;
- ▮ the topography and the turbulence have been correctly assessed;
- ▮ the push of the thermal (the increase of the load factor) is present and the variometer reading is definitively positive when one makes the decision to keep circling while at 45° to the slope, at the latest.
- ▮ when flying into wind, one decreases the angle of bank, flies straight for 3 or 4 seconds and then increases the angle of bank downwind.
- ▮ Once again, this technique is reserved for experienced pilots with a lot of training who have received proper instruction.

ALTITUDE, SPEED, RADIUS, TEMPERATURE

The true airspeed of the glider increases by 5% for each 1000m.

At the same indicated airspeed, the converging speed of an obstacle or another glider increases in the same proportion. The radius of a turn varies with the square of true airspeed.

For an identical indicated airspeed of 90 km/h, if the radius of the turn is 90m at an altitude of 1600 m (say over the nursery ridge near Omarama), it will be 105 m at Mt Cook. This must be taken into account. In this situation, in order to keep the same radius of turn, one should increase the angle of bank by 5°.

To avoid any risk of flutter, some glider manufacturers may reduce the VNE at altitude. Read the flight manual, and respect these limits.

When the temperature gradient differs from the standard atmosphere, the altimeter that has been set on the ground is going to indicate a higher altitude in cold weather and a lower one in hot conditions. Do not reset the altimeter in flight but take these changes into account when calculating the local altitude, particularly in winter.

RECURRENT PROBLEMS

False horizons

- ▮ A glider pilot might be tempted to bank his glider to keep it parallel to a false horizon (strata/layers in the mountain in front of him or the general slope of the mountain) or perpendicular to the slope and thus veer towards the wall! Another risk would be to use rudder to maintain the trajectory and start a potentially dangerous skidding flight.
- ▮ Some pilots become captivated by the vicinity of the wall. They have a tendency to bank the glider towards the valley and press on the rudder near the mountain. This leads to crossing the controls, provoking a slip that may lead to a spin.
- ▮ Others stare at their wingtip on the mountain side and have a tendency to bank towards the mountain, getting near to it (being fixated on the hazard/fatal attraction).
- ▮ Some others frequently change the attitude of their glider, the nose up towards the mountain with a reduction of the speed.
- ▮ The consequences are fatal. All these problems derive from poor external visualisation.
- ▮ The pilot must create a substitute horizon, moving the head and the direction of sight, taking into account valleys and mountains, observing the line marking the limit of forests or of the snow. Not staring at the wingtip in a turn, while listening for the aerodynamic noises of the glider.
- ▮ In a turn, as well as in straight flight, setting the trim as soon as the attitude is constant, is important. The pilot mustn't apply any force to keep it constant.

Sunset

- ▮ Take note of the time of sunset before you take off and remember that it takes some time to come down from a high altitude. It is the same as coming back from a long distance.

- Moreover, darkness sets in earlier in the valleys than at altitude and some areas are already in shadow when the sun hasn't set yet.
- Think ahead, in good time, about returning to the airfield, to be able to arrive home before sunset at the latest.
- Always have a watch on the dashboard or on your wrist.



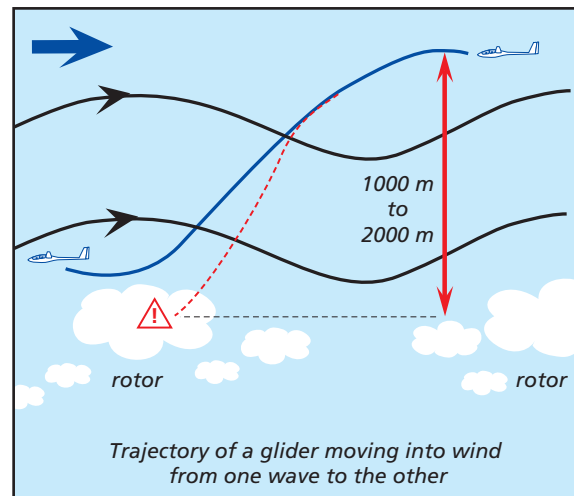
Wave

A wave flight gives pilots intense, unforgettable pleasure and unequalled performances but the associated risks are important.

The tow is sometimes very bumpy in the rotor area. Before take-off, make sure straps are tight and there are no loose objects. One must also think about the possibility of a sudden/unwanted release; beware of CG tow hooks.

- High climb rates and fast transitions mean thinking ahead and preparing to get clearance to enter different airspace.
- The wind may cause significant drift. One shallow turn may cost as much as one kilometre drift.
- Always start looking for lift upwind.
- Associated with strong sink, the wind may drive you into a cloud. Cloud flying is dangerous and forbidden.
- If you are near the leading edge of clouds, position yourself upwind of them and increase your speed.
- If clouds appear upwind of your position, fly rapidly into wind to overtake these forming clouds.
- Winds get stronger with altitude, so it is necessary to adapt technique and speed during the climb so as not to go backwards (fly ovals, figure eights, straight lines into wind, etc.).

- Transition from one wave to another costs a lot of altitude, especially into wind. Very frequently, one loses between 1,000 and 2,000 m for a distance of 10 to 12 km (a 5 to 10 L/D) (see diagram below).



- Heavy sink implies high speeds. However one must take care not to hit rotor (not always visible) at a speed exceeding the V_{no} (max rough air speed) due to the possibility of breaking the glider.
- The foehn hole or wave gap may close rapidly.
- Watch carefully how the cloud cover changes when one is above the layer.
- Think ahead about your descent, so as not to find yourself having to fly in cloud.

In addition to retreating, a downwind back-up position has to be planned, in order to climb again.

- Be cautious when landing: it is possible that rotor may rapidly change the strength and the direction of the wind.

Thunderstorms

In the mountains, thunderstorms may develop much faster than on the plains and there will be associated phenomena.

- Increase in wind and wind shear will make circuit and landings difficult.
- Strong turbulence and powerful vertical currents will provoke severe downdrafts and entering IMC.
- Heavy rainfalls (with hail) and lightning will affect visibility, may close an escape route or damage the glider.
- Some of these phenomena may occur at great distances from the storm (5 to 20 km).
- In the vicinity of one's airfield, if it has not been possible to land before the storm, it is sometimes safer to wait for a quietening before landing or one may consider diverting to another less turbulent landing field.

It is very important to note any risk of storms or strong instability during the weather forecast and then keep a constant lookout for the evolution of the weather and obtain information on the radio.

Deciding in good time to turn round is essential.



Meteorological traps

Each group of mountains has its own specific characteristics.

The evolution of air masses in mountains is complex. Local phenomena, linked to the shapes of mountains and to the interaction between winds, valley breezes, the nature of the ground, the influence of the sea, different climatic areas etc, are sometimes more important than the general meteorological situation.

This results in unpredictable situations.

Be particularly cautious about invisible lines of downdrafts provoked by near or distant mountains or by conflicts in air masses. In these cases, do not hesitate to radically change direction or abandon the task.

In a weak climb (variometer barely positive or sometimes negative), refer to the altimeter to ensure the climb is real. Beware of drift.

Conclusion

As one can see, the risks are numerous and you will be continually learning.

One should therefore fly within your safety margins and preferably penetrate new areas only in a two-seater or in a guided flight. Good preparation for the flight and attention to escape routes are essential before one goes exploring.

Next issue we continue with Chapter 3: Basic Rules and Chapter 4: Anti-Collision.

You know you're a glider pilot when...

Your mum and dad find a magazine under your bed and are relieved to find it's only *SoaringNZ*.

You spend more time in your glider than in your car.

It's three degrees and raining and you're at the field wondering, "Where is everybody?"

Your idea of an engaging dinner conversation is a lively debate on thermal versus wave soaring.

A psychologist administers a Rorschach test and you scream, "LS-6!"

Your wife says she'd like to see more of you and you give her a map to the field.

Your wife says "want to have some fun?" and you rush to put your batteries on charge.

The family makes plans based on the aviation forecast.

Holidays include a visit to a glider field.

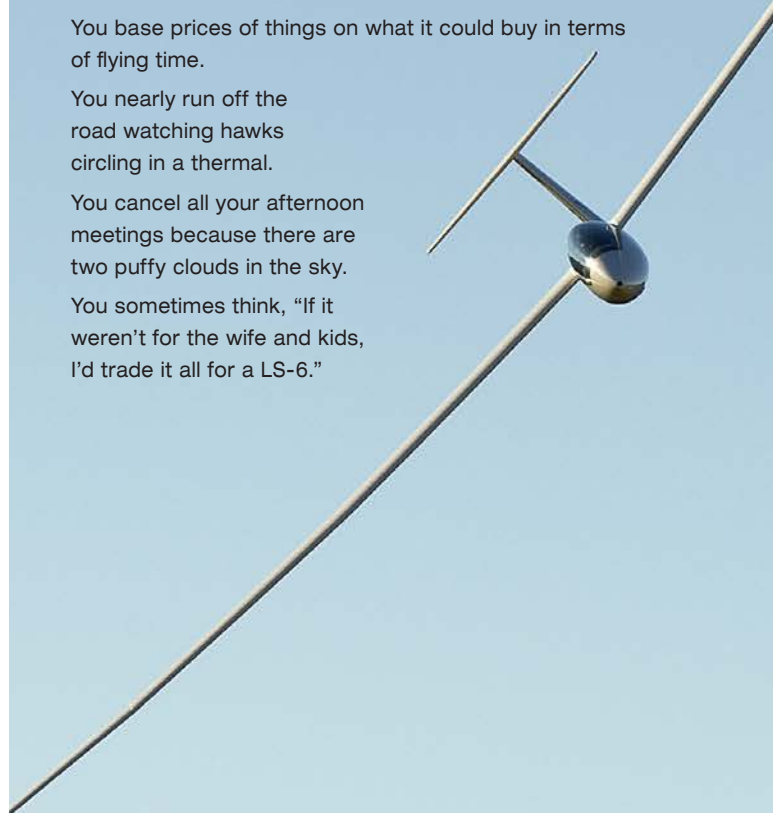
You look upon people who are indifferent to gliding like you would someone dressing up and attending a Star Trek Convention.

You base prices of things on what it could buy in terms of flying time.

You nearly run off the road watching hawks circling in a thermal.

You cancel all your afternoon meetings because there are two puffy clouds in the sky.

You sometimes think, "If it weren't for the wife and kids, I'd trade it all for a LS-6."



Copyright

Objectives: Safe Mountain Gliding produced by the Centre National de Vol à Voile (French Federation of Soaring) written by Pierre LEMAIRE.



Once again, there have been minimal glider ownership changes to report. It seems like everyone is happy with their current ship. In the absence of sufficient changes to report, here are some of the more obscure glider registrations, which you are not likely to find in any logbook, as they did not fly here.

ZK-GAH Slingsby T.31 No known constructor's number. The glider was being constructed by Rex Handley for the Manawatu Gliding Club in one of the National Airways Corporation (fore-runner of Air New Zealand domestic) hangars at Palmerston North. The hangar was destroyed by fire on the night of 12 October 1953. In a letter to me, dated 19 January 1987, Rex says "Construction was far from complete when destroyed. In fact only the fuselage had been started and was still upside down with very little ply having been fixed." World wide, there have been at least seven T-31s destroyed in hangar fires. The fire also claimed Monocoupe M-5, ZK-ABD. In the adjacent hangar was a DC-3 undergoing conversion to a passenger aircraft after completing its RNZAF service. It was wheeled out to safety. There should have been another DC-3 in the consumed hangar. Fortunately, because of prevailing weather that day, that DC-3 had been diverted to Ohakea Air Force Base for the night.

ZK-GCA. This registration has never been used and is now available. Back in the late 1960s Civil Aviation did not want a glider using letters GCA which also meant Ground Controlled Approach.

ZK-GCL Hall Cherokee. Constructor's number DBM-1. Construction of this glider was commenced by D. B. Monteagle in Hawkes Bay in the 1960s but was never completed. He went to Australia and I have unconfirmed reports that parts were incorporated into the construction of a microlight.

ZK-GFP Schleicher K13. Constructor's number 13124. Unlike the above gliders, this glider was constructed and it arrived in New Zealand in 1968. Agent John Roake imported it and advertised it in Gliding Kiwi as available for immediate delivery, but no sale eventuated. He exported ZK-GFP in 1969 to the Gympie Gliding Club in South East Queensland. Soon after its export, an inquiry was made to John for a K13! It is still



in existence, registered as VH-GXT to David Billings of Nambour, Queensland. These photos were taken at Gympie by Ray Viljoen.

Acknowledgements: Rex Handley, the late Joe Deans and Ray Viljoen.



Does anyone recognise the glider in this photo? I believe the photo came many years ago from Joe Deans (long deceased) of Hawkes Bay, who specialised in New Zealand aviation history - though I am not sure if this particular photograph was taken here. If you can tell me something about the photo, please drop a line to the magazine editor.





KESTREL TRAILER REBUILD

By John Brooks

It is not just gliders that need maintaining. John Brooks tells us of the effort involved in upgrading a trailer.

In preparation for the soaring season, I took our Kestrel trailer for a warrant. The garage man was not happy with the area around the axles and asked me to take it to a local engineer. He gave me an estimate for refurbishment that was probably a fair price but rather more than we could justify to our wives. Accordingly, we planned a rebuild over the Christmas break.

The trailer is a steel frame on a single axle, clad in aluminium sheets and has a plywood floor. I understand that it came out from England about 30 years ago as deck cargo, which might explain the extensive rust we found in the frame.

Rivets were drilled out and the aluminium skins peeled back to allow access to the chassis frames. With the trailer carefully supported to prevent it from twisting, we removed the floor and cut away about 75% of the side rails and cross members. The trailer has always been heavy on the drawbar and we routinely carried 30 litres of water at the rear for better balance, so we decided to move the wheels forward 200mm.

While Ross and I cut steel and welded it into the chassis, Ross' son Andy cleaned up the wheel assembly and applied rust killing paint. The wheel assembly was clamped in its new position for a

trial balance. All seemed well, so it too was welded back into place.

Reattachment of the skins involved drilling and replacing 800 $\frac{3}{16}$ " rivets. I put two in with a hand riveter and decided that it just wasn't going to happen. Thank goodness for pneumatic riveters!

The trailer was now ready for the road but still looked awful; the paint was flaking in huge patches. I have always assumed that the aluminium had not been etch-primed and this was the reason the paint came off. However, when we started to grind the remaining paint off, we found that the skins had been etch-primed and the remaining paint was strongly bonded. I think the culprit was the green lichen growing on the surface and consuming some essential component of the paint. There followed two days of paint grinding using special open grinding discs. Ross sprayed the trailer with etch primer, undercoat and four white topcoats.

I had lunch with Ross and his family. His daughter Hannah was wearing an attractive bronze necklace in the shape of an eagle with wings spread wide. I suggested to Ross' son Matt, who is an accomplished tattoo artist, that he might like to paint a kestrel on the tail of the trailer.

The whole project came in well under the cost estimated by the engineer and included a wonderful repaint job. The real cost was two weeks of pretty much full time work by three of us. Rebuilding a glider trailer is not to be undertaken lightly and access to machine tools, welders and a decent shed is essential. However, we have a great feeling of achievement.



GNZ AWARDS & CERTIFICATES

APRIL – MAY 2012

QGP No	Pilot's Name	Club	Date	Glider
3171	Reto Frei	Glide Omarama	1 4 2012	
3172	Jonathan Wardman	Canterbury GC	12 4 2012	
3173	Colin D. Winterburn	Canterbury GC	29 4 2012	
3174	Stead Winter-Glasgow	Nelson Lakes	5 5 2012	
3175	Stephen J. Saunders	Auckland ASC	7 5 2012	

SILVER DURATION

Tim Hardwick-Smith Taranaki GC 18 4 2012 Discus

GOLD DURATION

Tim Hardwick-Smith Taranaki GC 18 4 2012 Discus

GOLD DISTANCE

Nicholas Oakley Canterbury GC 4 1 2012 ASW 19

GOLD BADGE

320 Nicholas Oakley Canterbury GC 25 2 2012

DIAMOND GOAL

331 Nicholas Oakley Canterbury GC 4 1 2012

OFFICIAL OBSERVERS

09/085 Glyn C. Jackson Taranaki GC 19 4 2012

CORRECTED NATIONALS RESULTS

STANDARD CLASS:

1.	Tony van Dyk	5436 pts
2.	Steve Wallace	5315 pts
3.	David Jensen	4831 pts

15M CLASS:

1.	Lindsay Stephens	6031 pts
2.	Ian Finlayson	5120 pts
3.	Nigel McPhee	3631 pts

18M CLASS:

1.	Patrick Driessen	6388 pts
2.	Brett Hunter	6228 pts
3.	Alan Belworthy	5849 pts

OPEN CLASS:

1.	Brett Hunter	6459 pts
2.	Patrick Driessen	6218 pts
3.	Alan Belworthy	5578 pts

GNZ Awards Officer

Edouard Devenoges

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A QUESTION OF SAFETY

GEORGE ROGERS NATIONAL OPERATIONS OFFICER



ACCIDENTS

Eight Occurrences or Accidents have been reported in 2012 so far.

These included;

- 1 Terrain impact in which, most unfortunately the pilot was fatally injured.
- 2 Heavy landings.
- 1 Ground loop on take-off run.
- 3 Ground loops on landing.
- 1 Winch hook-up.

Five of the eight were in the landing phase of flight.

Long or seeding grass was mentioned in a couple of the ground-loops.

Improved attention to Pre-Launch and Pre-Landing checks and planning offer the best chance of minimising risks and preventing these sort of occurrences.

Reviewing risks associated with airfield conditions is also good Threat and Error management. Four or five occurrences in the last six months have mentioned long grass as a contributing factor.

Safety Recommendations

The CAA investigation report on GLN was published recently.

Two safety recommendations were made in the report;

“Review safety guidelines and training in regard to glider pilots being encouraged to actively arrange effective flight following for remote and long distance flights”

Clubs and Pilots holding independent operations approval are asked to review their ‘flight following’ procedures to confirm that procedures can reasonably be expected to lead to quick follow-up action where necessary.

With the advent of SPOT trackers and similar technology, the opportunities for effective flight following have improved but there is a need to work through and periodically review, tracking and follow-up procedures.

“Ensure that hand-grips for all glider control sticks are securely attached.”

It is possible that severe turbulence may have led to the hand-grip being dislodged from the control column, contributing to loss of control of the glider. Owners and operators and maintenance engineers are encouraged to avoid this risk.



THE REAL SOARING PILOT

It is winter and time for another classic funny from Tony Burton's files collected from three decades of *Free Flight*.

The following gentleman pilot doesn't seem to have aged much at all.

HIS SAILPLANE

First of all, he never flies a motor-glider. He also avoids forgiving types like the Schweizers, preferring character-builders like the ASW-12 and the Standard Cirrus (not just any Cirrus mind you, it has to be one of the early models with the pendulum elevator and no feel). Other sailplanes acceptable to a *Real Soaring Pilot* are the Nimbus 3, LS-3 (but not LS-1 as there's inadequate room for him to flex his muscles), ASW-20, and most vintage types. If he has borrowed the Grunau Baby, he loves to outclimb the wimp flying an LS-4. He is rarely heard on the radio. A *Real Soaring Pilot* has short tows, and climbs swiftly in tight turns whether or not the thermals are strong. If he misses, he'll be back on the ground before the towplane, and runs to his car to get a second barograph while claiming record-setting soaring conditions. When he returns from a task, it is never with waste excess altitude.

HIS COCKPIT

Silly computers are for wimps - a *Real Soaring Pilot* will only use one if he has built it himself (see "his profession"). Otherwise, all he needs is an old PZL with a homemade MacCready ring. No yaw string; he is always coordinated. Actually, with his sensitive feel and great experience, he does not need any instruments at all. No relief tube is needed; he can hold it until he lands.

HIS APPEARANCE

A *Real Soaring Pilot* smells of sneakers. No cologne. He never wears a jumpsuit with sewn-on club patches all over, he leaves that to the Air Force types or former Air Cadets. He does not change his clothes before he flies; his everyday jeans and T-shirt are quite sufficient for the simple task at hand, although he may add a windbreaker if he plans to fly above 25,000 feet. His hat commands special attention and respect. It was white once before many years of sweat and grime accumulated on it. A Gold C with three Diamonds is, at times, casually pinned on at some random spot. A *Real Soaring Pilot* frequently sports a beard of the stiff and rugged type.

HIS PROFESSION

He is not likely to be a physician (not enough time), a lawyer (too much risk), an airline pilot (too conservative), or a banker (way too conservative). Most likely, he will be an engineer, as this profession seems to attract the eccentric types with the necessary personality traits of the *Real Soaring Pilot*.

AT PARTIES

We will find the *Real Soaring Pilot* in a small group where the results from the 1931 Nationals are discussed, along with winch maintenance and Pratt-Read restoration. Each *Real Soaring Pilot* holds a bottle of Heineken the way he holds his stick. When the music starts, he'll dance with Real Women and other men's wives. Afterwards, if he can't find his tent or camper, he will sleep in the cockpit of any available Real Sailplane.



IN COMPETITION

You will find the *Real Soaring Pilot* high up on the score sheet. You can also recognise him by his flying technique. He always takes off with full water tanks, retracts his wheel so the gear doors brush the runway, and flies the course by himself. Leeches are promptly led into strong sink. His finishes are described by the wimps as "wormburners" and dangerous, but they are actually precisely calculated manoeuvres performed with great proficiency. On impossible days, he will finally drift in to finish near 7:30 pm, about the same time the wimps are hosing the mud out of their wheel wells.

Finally, the *Real Soaring Pilot* can be recognised by the quality of his crew (that is, if he has any at all!). These are Real Men or Real Women who hold up a wing tip without complaint, and will have cold beer ready for our Real Pilot as he rolls to a stop right at his tie-down point.

the REAL soaring pilot ...
loves to outclimb the
wimp in an LS-4.

In the book, *Real Men Don't Eat Quiche*, author Bruce Fernstein has attempted to define the traits that characterise the "Real Man". Typical Real Men are Clint Eastwood, Sean Connery (but not Roger Moore), and Margaret Thatcher. In the same spirit, a definition of a *Real Soaring Pilot* has emerged, thus providing us with a standard towards which the next generation of soaring pilots can progress, and perhaps bring back the era of heroism and mystique, when one flew solo in a simple primary on the very first flight and wimps disappeared forever after their first launch.

HIS FLYING

A *Real Soaring Pilot* only flies cross-country. Scratching around the home airfield is not for him, and the sweaty hard grip on the stick or brilliant remarks to the lady in the front seat is left up to the wimps.

A *Real Soaring Pilot* flies solo on long cross-country flights, preferably over unlandable terrain, and returns hours after the wimps have tied down and gone home. If he has an evening engagement he'll simply fly faster, or settle for 300 km that day - the *Real Soaring Pilot* rarely flies less than 300 km except during contests, when a wimpy Contest Director has laid out a shorter task. He will not fly in bad weather unless he can fly in clouds. Not just any clouds: Real Clouds with ice, turbulence, and thunder. No wimps there.



OLYMPIC AIRSPACE WARNING

From the files of: It will never happen to us, so we think it's funny but if you're there it could be quite serious, we bring you warnings of what will happen if you happen to breach Olympic Airspace this European summer. As Geoff Soper's mocked up photo suggests, don't.

Just in case you are planning to spend time in the UK, maybe even attending the Olympics, and decide to throw in some gliding while you're there, here is some information on the restrictions in place.

Olympic Airspace Restricted Zones will be in place from 14 July to 15 August.

The olympicairsafety.com website says that aircraft (even models) infringing airspace will be intercepted by military aircraft. These could be either Typhoons (see picture) or helicopters.

Lethal force will be used if you fail to follow interception procedures!

Typhoons or helicopters will form up on your left wing and break left to right in front of you, if just their appearance on your wingtip fails to get your attention. If that brings no action from you (How could it not? Are you mad?) then the Typhoons will fire pyrotechnics, while still zig zagging in front of you and the helicopters will shine a green laser. The helicopters will hold up a large sign at the crew door that says "Follow Me".

Rock your wings to acknowledge (preferably before they start flying in front of you) and change radio to 121.5 to get instructions. Follow aircraft out of area and land at the nearest place where it's safe to do so. Change undies.

You will be prosecuted. You will lose any flying licenses you hold. There may be a jail sentence. The club you took off from will be subject to a rigorous military audit. We have no idea what that means but it sounds bad.

Did I mention lethal force for non-compliance.

An early warning radar system will be tracking you and a high state of alert will be in action before you even infringe. This zone extends about 5km outside of the infringement zone itself. If you think you might be in this area accidentally, call up on 121.5 and explain yourself. The British Gliding Association (BGA) suggests not to worry about correct radio procedure, plain English will do. They say, Tell them your registration and that you are uncertain of your position. They will tell you where you are and give you headings to your destination, or somewhere to land if you have infringed.

If you do not have a radio then turn away from where you think London is.

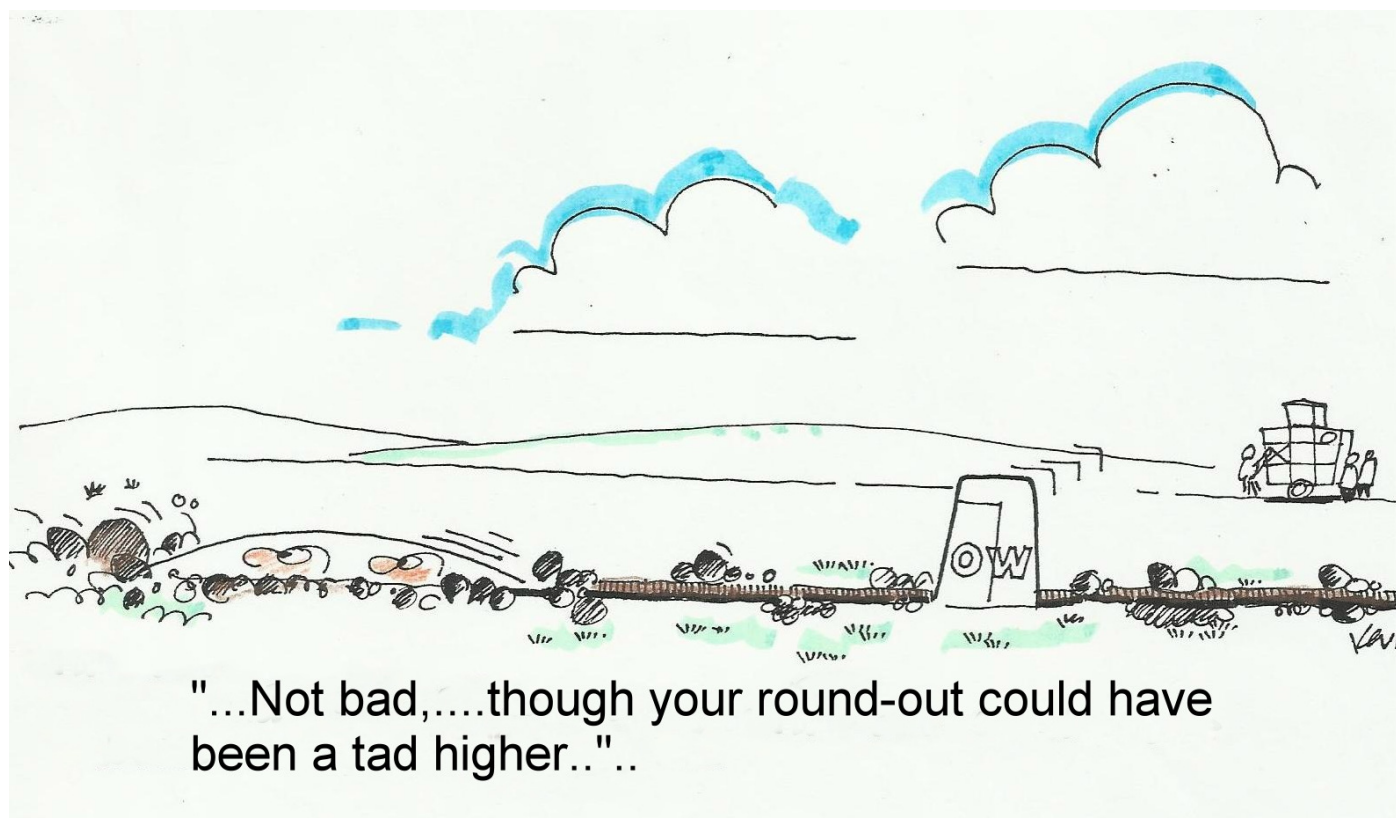
Um. Lethal force for non-compliance.

So, if you really think it's worth trying to fly anywhere near London this summer, this would be the time to make sure you have the correct updated maps and accurate navigation devices and know how to use them. It seems to us at *SoaringNZ* like a good year for our UK friends to go to the Worlds – in Texas.



Photo Sue Eden

Canterbury Gliding Club



"...Not bad,....though your round-out could have been a tad higher..."

Kevin Clark

CLUB DIRECTORY

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

Auckland Aviation Sports Club

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

Auckland Gliding Club

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

Canterbury Gliding Club

Club Website www.glidingcanterbury.co.nz
Club Contact Kevin Bethwaite kevin.bethwaite@airways.co.nz
Ph (03) 318 4758
Base Hororata Road, Hororata
Flying Weekends, Public Holidays

Central Otago Flying Club (Inc)

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

Glide Omarama.com

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

Gliding Hutt Valley (Upper Valley Gliding Club)

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

Gliding Manawatu

Club Website www.glidingmanawatu.org.nz
Club Contact Ron Sanders Resanders@xtra.co.nz
Base Feilding Aerodrome
Flying Weekends, Public holidays

Gliding Wairarapa

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

Hauraki Aero Club

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

Hawkes Bay and Waipukurau Gliding Club

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

Kaikohe Gliding Club

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

Marlborough Gliding Club

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

Nelson Lakes Gliding Club

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

Norfolk Aviation Sports Club

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

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

Omarama Gliding Club

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

Otago/Youth Glide Omarama

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

Piako Gliding Club

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

Rotorua Gliding Club

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

South Canterbury Gliding Club

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

Taranaki Gliding Club

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

Taupo Gliding Club

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

Tauranga Gliding Club

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

Wellington Gliding Club

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

Whangarei District Gliding Club

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

GLIDING NEW ZEALAND CLUB NEWS

Deadline for club news for the next issue 11 July 2012.

AUCKLAND GLIDING CLUB NEWS

We have had a great run of settled and quite warm weather. The autumn has been kind and even as late as May we have enjoyed some very good local soaring days. In fact, this is great for the newer members as they can get some air time and make their way through the training syllabus, getting ready for the real flying in spring and summer. These days have provided the opportunity for some budding cross country pilots to experience their first out landings.

We are fortunate to have a lot of members in training but of course that can introduce problems as well. No gliding club is a 'well oiled' machine when it comes to handling the mix of training and trial flights. Being so close to a large population, we often have many prospective pilots wishing to experience silent flight. Our problem is that we have a reducing number of instructors and flight crew to spread over the two important needs. Sound familiar? We are presently working on systems that will hopefully streamline our operation and reduce the voluntary work load.

Our regular barbecue evenings are proving to be extremely successful and even the cooler evenings are not deterring those willing to spend an evening by the fire in our clubhouse. So much so in fact, that we purchased a new (used) barbecue off a club member who had nabbed a bargain and held it until the club was ready – thanks Seamus.

We also want to thank the Whitehouse Tavern Trust which has helped us fund a new mower. The old airfield mower was seriously close to having a major haemorrhage and our trusty members (especially Hein Kroef) will appreciate not having to patch the mower up for a while. Hopefully the winter will provide some reasonable weather and not make us wait too long between flights.

RG

CANTERBURY

Thankfully the fine weather over the last few weeks has brought much needed cash pouring into the Treasurer's bin, with lots of flying - both with the winch and aero towing. Mike Oakley organised the annual flying camp for his scouts and leaders. About 50 of them camped at the airfield over two days and enjoyed glider, hot-air balloon and helicopter flights. Great life for the youngsters these days. A recent nor'wester provided some good soaring and enabled Yvonne Loader to enjoy an Ash 25 flight with Terry Delore, when they tootled off down to Middlemarch, where I am sure they sampled the 'Taieri Pet' wave before returning to Springfield.



Canterbury:



Scout Aviation camp participants.



Manawatu: Club house before we started

Several members, including junior and older pilots, are learning to not only fly off the winch but also to drive it, which will be a big relief to the few that have been driving it to date.

An open day for local residents was a big success and many took the chance to have a glider trial flight. The official opening of the airfield was attended by guests from all over New Zealand and before Jerry O'Neill did the honours, our President Kev Bethwaite, Secretary Yvonne Loader and Terry Delore welcomed the estimated 150 people and thanked Jerry, Dick Georgeson and the late Jon Hamilton for their extreme generosity for the purchase of the site. All the hard and continuing work by Warwick Bethwaite, plus the strong help from the many members was acknowledged.

Many past members came along and enjoyed meeting present members and among these were two of the men who built the club's first and the country's 3rd glider, the T31 GAC.

Also present was retired National Airways

Captain, Bill Small, who chose the club's first towplane from the RNZAF's surplus trainers back in mid 1950s. Tiger Moth ZK-BME.

Lastly, a large gathering of friends were invited to celebrate Dick Georgeson's 90th birthday at a restaurant at the Clearwater Golf Resort. Happy Birthday Dick
Stewart

CENTRAL OTAGO FLYING CLUB

We welcome Chris Barker and Allen Hogan, two new mature student pilots who have joined COFC after Warbirds Over Wanaka at Easter. (We'll let John believe it was the result of the static display of his Pik, rather than Doug Hamilton's flying display!) Both Chris and Allen have done a little gliding many years ago.

The autumn flying we've had since the end of March has been good – a mixed bag of the last thermals of the season and some wave.

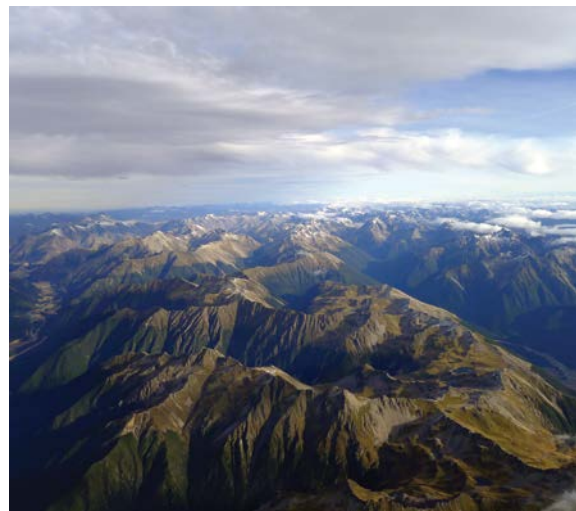
There are usually only a handful of us - it's notable when we are more than five or six on any



The club house almost finished.



Nelsno Lakes: 5 May 2012m A nice thermal day on 21st April 2012. Showing the Rainbow Valley, photo taken from GTH.



Glider GTH. St Arnaud Range looking south along it from 13000 ft in wave 12 may 2012

given flying day – but we do tend to give things a go, whatever the forecast. Some days prove to be difficult to get away off the winch but are nevertheless good for practicing short landings and getting ratings, for those not still circuit training. Other days are better than even the sky itself indicates. Launching into a blue sky on Otago Anniversary Day in blustery conditions meant long tows for Roger. There were no wave clouds but those of us who flew found there was wave over the Old Man and were afforded a few hours of stunning views, mostly from 10-13,000ft.

At Central Otago Flying Club we're reminded each time we launch how lucky we are. On any ordinary day's flying we get to see the best of Central Otago – spectacular scenery in every season. We invite any readers to come share the experience with us sometime. VB

MANAWATU

Although the summer wasn't one of the better

ones, the autumn flying we have had has almost made up for it. We have had some great weather in the last few months and lots of good flying as a result. One day in early May we had 6 to 8 knot climbs to a 5500ft cloud base - almost unheard of at this time of year.

Ross Anderson has been rallying the troops together for a major upgrade of our clubhouse. It has taken two months of working every weekend and has now gone from the oldest looking clubhouse on the airfield to the flashiest looking clubhouse on the airfield. The whole job has been completely funded from donations from our members, which was over \$2,500. The club hasn't had to dip into our resources, which was really awesome. The airfield committee seems to be very impressed. We have almost finished, with only one more weekend left on the outside and then we will spend a couple of days cleaning up the inside.

We welcome a couple of new tow pilots to the

roster - Dan Pezaro, an Air Force NH90 pilot and ex-glider pilot and Rosie Berry, an instructor from Flight Training Manawatu. Hopefully this will free up Ron Sanders and Stuart Anderson to spend a bit more time flying gliders instead of the tow plane. Recently we flew 38 air scouts in one day, which was a big effort for a club of our size but we had them all done by 4.00 p.m. Stuart Cawood and Al Park are starting instructor training. It will be great to see these two eventually on the instructor roster.

NELSON LAKES

Autumn has been kind to us. The club has been active, with good numbers turning up on club days. Our newly acquired LS4 (GCX) has been well patronised, with a core of members gaining their type ratings to fly it. On 21st April, some of the last thermals of the season supported flying out over the Molesworth country. We flew the annual ATC camp on Saturday 5th May and club flying



Central Otago: Towing JW across the April autumnal splendour of Alexandra and surrounds, en route to the Old Man.



Nelson Lakes: George Scott in the new club LS4.



Piako: Annual ATC gliding camp.



Nelson Lakes: April Rumsey in the back seat instructing an ATC cadet in the front.



Piako: Damage to rim and tire.

on the Sunday 6th in fine stable weather. We did some 70+ launches over these two days. That is pretty good for a small club. Just this last weekend (12th May) there was some local ridge, very weak thermal and then some wave to 13,000 feet. That was nice to get.

FS

PIAKO

There have been a few interesting things happening at Matamata over the last couple of months, even if the weather didn't always play ball.

One success was the annual ATC gliding camp. Fine weather all week meant we could fly each day. It was disappointing that the funding ran out when we had cadets so close to being sent solo. It seems sponsorship is available for power flying but not gliding. I hope Cadet Forces address this issue, as it is disappointing for the cadets to get so close and not reach their goal.

Some new initiatives were less successful, due mainly to the weather. A thermalling competition over Easter never got off the ground due to lack of thermals on the first three days and then on Monday we had tow plane problems. Unfortunately, this also resulted in the annual Landout barbecue being cancelled. The 'Hen and Chicken' weekend mentioned last report also never got underway, due once again to lack of suitable weather. Both will be tried again in the spring.

It was very fortunate that a DI on the tow plane revealed a section of the rim on a main wheel to

have broken out. The tire had scrubbed on the brake caliper and the beading was distended. A flat tire on landing doesn't bear thinking about. A big thank you to Tauranga Club for loaning us their Pawnee, PNE, and to Iggy Wood for traipsing some 500km getting a replacement wheel and fittings. The dedication of a number of our members is inspirational.

Our replacement PW5, WW is getting a lot of use. Peter Minor, one of our newer solo pilots, has been teaching it to stay up on difficult days. We are reregistering it to SN in memory of Sandy Norman who, among other things, had a great input into GNZ's training manual.

On the training side, an FRT0 course is under way, run by Rainer Kunнемeyer and a QGP course is starting soon.

A series of Westerly winds would be welcome, to allow people the opportunity to give the ridge tasks a go. The Kaimai Challenge, 50km out and return, caused the NZ record to be broken on a number of occasions. This shouldn't discourage pilots from competing with themselves to get a personal best, or just flying the route for the fun of it. For fun is what it is all about.

BM

TARANAKI GLIDING CLUB

Like many, we have enjoyed a late summer with rather nice conditions and some good flying. Once again the Discus has led the way, as photos in the previous issue of *SoaringNZ* showed. It's



Taupo: Denis Figgas leaving barbeque.



getting rather difficult to prise Tim out of it, though working his Pik 30 up to saleable standard has kept him happily occupied over recent months and he has made good use of the iron thermal to prolong flights where others have succumbed to Newton's Law. Ask Glyn Jackson about it sometime.

The hangar seems to have been effectively bird proofed - thanks Glyn but there is more room in it at the moment, our Twin and another both being somewhat dinged in separate landing accidents and both aircraft are up at the Gaddes Emporium to be repaired. Hopefully the Twin will be back at the end of June. Meanwhile, we have gone retro and are using the Tullett K7.

PJM

TAUPO

Further to our last news, the Tiger Moth fly-in on March 24/25th never eventuated due to poor weather that weekend.

Since then, we have had great gliding weather with members enjoying two to three weeks of an Indian Summer at long last. Still, some members find clashes with other priorities this time of year, what with the Roar and duck shooting!

Our Jantar (ML) is out of action presently, needing a major 3000 hr. overhaul.

We will hold the Annual Airmanship Competition 12th to 26th May, prior to the Annual Dinner and Prize giving on the 23rd June - more details with venue and theme to follow. The AGM is set for



Taupo: Indian summer flying.



Wairarapa; Kevin Clark with son Campbell in the front enjoy a flight around Mt Taranaki in Norfolk's Grob Twin, Easter 2012.

10.30 am Sunday the 24th June 2012. Any remits must be in by the 23rd May 2012. The Central Plateau Competitions will take place 27th Oct to 4th Nov 2012. We are looking for a Contest Director - give Tom Anderson a call for more details and requirements.

We welcome new members Craig Poppe, an electronics engineer and Phillip Grey from Hastings, an engineer. Another new club member, Dan Visser, has just gone solo and is rapidly on his way to QGP. He has previous experience as a tandem sky diving master with over 15000 jumps to his credit – should be good for cross country flying?

We also had David Bailey, a gliding instructor from the UK, staying at the club for over two weeks. He has helped with instructing. Also a visit from another UK pilot Allan Donnelly and David Smith from Nelson came back to complete his B certificate.

P R Battersby

VINTAGE KIWI

The Easter weekend saw the VK team once again attending the Easter Mini Rally at Inglewood, Taranaki. Norfolk Aviation Sports Club was again our host club. The weather this year was fabulous, with four days of amazingly fine weather, with numerous around the mountain flights being achieved.

This year, there were attendees from the Upper Valley Gliding Club, Wellington, Auckland, and Piako Clubs. Even Roy Edwards flew in direct from Tauranga, with his newly acquired Pipistrel Sinus motor glider. Other new aircraft that arrived this year were a KA6 cr 'EJ' (Bob and Heidi Lock) and another KA6 'LX' (Robin Britton), both very much enjoying the change of landscape and the local club atmosphere.

Ray Kerr landed out in the Vintage Kiwi syndicated KA8 'LE' in, he said "a small village with a bowling green." This even had the locals scratching their heads as to where he may be. However, a quick aerial search by others that 'were able to stay up,' quickly located him only a couple of miles from the airfield. Mystery solved.

The Vintage Kiwi/Norfolk Road Schneider Kookaburra (1955) flew virtually non stop most days, including an amazing final glide back home one day. Even the Norfolk Road Club's T31 got an outing. Great to see it flying with Mt Egmont as a backdrop. Very picturesque.

The local Taranaki press arrived and spent several hours taking notes and photos, the end result being a ¼ front page write up, including a beautiful photo of the Kookaburra flying beside the mountain. Great publicity for both the local club and Vintage Kiwi.

The weekend would not have been complete

with a dinner out, so a table for 25 was booked at one of the local pubs. It was such a good night out that the exercise was repeated again the following night. Great flying, great company, great food. All good. Another successful Vintage Kiwi rally. Come join the adventure

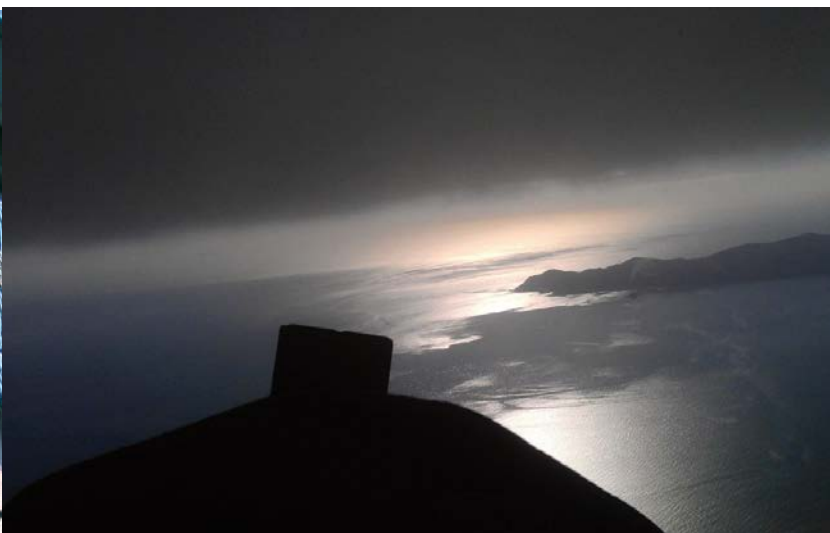
VK Scribe.

GLIDING WAIRARAPA

It's been a while since we've contributed anything to the magazine because well, nothing much has happened. We've had, in the words of QE11, an "Annus Horribilis". The weather hasn't been great, we had problems with the two seaters, Jim, our main winch driver had some health issues and then the winch packed a sad, so there has been little flying at Papawai airfield the past few months.

Simon Lillico and Kevin Clark relocated their Open Libelle OS to 'Pram to get some flying in while the winch was being repaired. They enjoyed flying at 'Pram again but remarked that the charges for aerotow plus airfield landing fee plus tower fee were a bit eye-watering after flying her on the winch—which thankfully, is now up and running sweeter than ever.

Kevin spent Easter weekend at Norfolk with a great team, including a group from Auckland and a drop-in visit from Roy Edwards on his club safari.



Wellington: Sunset view on Kapiti Island.



Wellington: Sunset landing in Paraparaumu.



Wellington: WGC Members enjoying the last summer barbecue.



The new tow pilots were key to a successful summer.



Getting rid of some unwelcome wannabe club members.

A great weekend of fabulous weather, thanks to Norfolk Aviation Sports for their usual great hospitality.

Our AGM was held on the morning of 5th May. Jim Bicknell stepped down as president, nobody would step up to the plate so Jim is "Honorary" president (whatever that means) until the position is filled. With a change to our constitution, we now have a smaller, leaner and meaner committee to chivvy things along. Vern, our faithful CFI, is chairman as well.

After the AGM, we all went flying, with a lot of activity on the field. Maybe we should have AGMs more often - it brings everyone out.

Paul Clarke has finally got his K6E FO in the air and is in full rave-up mode about it, after flying a CR for a few years.

We need more winch drivers, so we're on a concerted drive to get as many pilots as we can winch rated.

We have lost a few members through the usual attrition but on the bright side we have four new members signed up to learn to fly, plus six new Youth Glide students funded by Kuranui College in Greytown. So that's ten ab-initio pilots plus two students from last year's crop, that are carrying on post solo with their B certs and no doubt doing part-time jobs as burger jocks to fund their flying. Nothing like a winch to make flying affordable for

students.

Pete O' Tube

WELLINGTON

Our Club had a busy and long summer operation, that stretched well into April.

Flying seven days a week since mid-December, resulted in a huge number of soaring flights, while students were able to complete many circuits on the non-soaring days to keep the tow pilots busy. Hopefully, we can continue this pace with nice ridge and wave days over the winter.

Csaba Oltvai, Zach Marton and Ross Sutherland, all of whom have now headed for the northern hemisphere, were fantastic instructors and produced at least six students who went solo and completed their type ratings. When Zach had to leave unexpectedly in February for a job in Canada, our work load went into overdrive. Fortunately, Michal Ciriak from Czech Republic managed to make his way to New Zealand in under one week and was ready to instruct within ten days. He enjoyed his time at our club so much that he decided to stay in New Zealand and is now looking forward to many more gliding seasons. One key to the successful summer was the volunteer ground crew. Kathrin Schulz from Germany, Lila Reibel, and Ishmael managed launchings, marshalled trial flights, provided food and kept

high morale on the airfield.

In early February, as in past years, the club took one of the twins and several private single seaters, north to Kawhatau for a week of gliding with the Manawatu Club. Even though we were plagued by the poor easterly weather, everyone had a great time at the homestead. Needless to say, on the two good soaring days, all gliders were in the air.

Our old PW5, which has spent many hours in the hangar, is once again busy with the new students exploring the region. Simon Wright, who started his aviation career thirty two years ago at Wellington Gliding Club, re-soloed in a glider after more than 10,000 hours in airliners. The club now also operates a Facebook page under www.facebook.com/WellingtonGlidingClub to share all the amazing gliding pics and videos.

We ended the season as it started, with a big Cya barbecue for the summer crew. Many members and non-members enjoyed a pot-luck feast, along with music provided by the WGC gliding ensemble.

Moritz A

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

ZK-GWC LS6c SAFETY COCKPIT 48:1 L/D • asking \$87,000 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

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, e-mail: 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. Ph 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

Pipistrel Sinus • Three aircraft in for the price of one! You get a glider, a long range super-economic cruiser and the most versatile training aircraft on the market. Thanks to dual flight controls you can use the Sinus as your primary gliding and powered-aircraft trainer! The excellent performance was confirmed with a World Champion title in 2001 and a record-breaking solo flight around the world in 2004. Rotax 80hp long range tanks and tail wheel. Very sharp price of \$120,000. adrian.cable@xtra.co.nz 027 4738 231

Ventus b Turbo – GSP • NZ\$75,000 15 and/or 16.4 metre. Includes trailer, oxygen and parachute plus GPS. In good condition and competition ready with trailer. Phone Auckland 09 478 8858 or email tony.timmermans@paradise.net.nz

Ash 25 ZK-GTF • 1/6 share(s) available. Based in modern hangar in Omarama, refinished in polyurethane. Cobra trailer and full tow out gear. Good standard instruments, flarm, SPOT, LNav, parachutes and mountain high oxygen gear. Partners include a mix of racing and non racing owners and access to the glider is flexible. Contact Chris Garton 021 138 9692, Terry Jones 027 452 1498 or Trevor Mollard 021 252 4914.

DG 200 For Sale • 17m tips, good trailer \$35,000 ono. phone Max on: 03 5440413

Mosquito B, ZK-GKK • Good to very good condition. I just don't fly her enough and she needs to fly. Comm, Transponder, Oxygen (not fitted), Trailer, Blue Canopy tint. Large and roomy cockpit, suit larger person. \$40K. golfkilokilo@paradise.net.nz

Discus B GTZ New 1996 • Two owners, no damage history. Polyurethane

finish. Very nice condition. Fully instrumented, L nav, EDS oxygen, tinted canopy, liftup console and contest ready. Shields Sailplane Services trailer. Light weight, 2 person rig. \$97,500 o.n.o. Please contact Trev Terry 0274908566 Taupo for more info.

ASK 13 • Fresh annual inspection. King KY97A com, Borgelt B40 electric vario with rear seat repeater. New winch hook and tailplane fittings installed at last annuals. Further details, please contact Alan, 0274 960 748 or a.belworthy@xtra.co.nz

Std Cirrus GXA • Will also consider ½ share based in Matamata. Best performing Std Cirrus in NZ, re-profiled wing, all Std Cirrus 75 mods done (reshaped nose, wing roots, double-blade airbrakes). 2800 Hrs logged, gel coat in good condition, tinted canopy. Fibreglass clam-shell type trailer. M-nav computer, Terra mode-c transponder, lcom radio. Genuine 37:1 performance. \$28K ono, Contact Karl on 0274 999 183 or karltht@yahoo.co.uk

ASW 20F ZK GYR • Equipped with Cambridge 302 and IPAQ loaded with Seeyou Mobile. Parachute (2004 new) and repacked Feb 2012, radio, transponder, oxygen system, wing covers, wing extensions and winglets, recently upgraded trailer with internal winch, insured through to 31/10/12. Price \$52,000, to view check out <http://discuscs.blogspot.co.nz/2012/01/gyr-looking-really-clean.html> Contact Paul 0274 409462

DG 300 Elan • GOZ Full panel. Road trailer. \$55,000 or near offer. Apply to Errol Shirtliff. Phone 035268724 or email shirtliff@xtra.co.nz

LS4a glider GKP • A really nice example of one of the nicest gliders to fly. Colibri secure logger, latest Borgelt B500 vario and B2500 glide computer combination worth over \$7000. Clam shell Komet trailer. Rigging and derigging a breeze. Great value at \$55,000. Currently located at Whenuapai. Contact Peter Coveney at petercove@ihug.co.nz or phone 021 02251470.

K13 • Offers of interest. Just finishing complete rebuild which includes new canopy, recovered wings, fuselage and paint, new nose and belly hooks. Standard instruments front and back. You could be the first to fly when she is done. For more info or questions contact Doug on 021 118 5797 or doug@waipapaeyecare.co.nz

LIBELLE 201 (One third Share) • Based at Whenuapai Auckland. Total hours are around 2950 with some 1500 launches, mostly by aerotow. This glider is fully airworthy and is fitted with a Borgelt vario, Winter Vario, a transponder and oxygen system. Parachute and trailer. Libelles are the first generation fiberglass ships and still perform very credibly. \$5500 ONO. Reluctant sale due to health. Ph Terry 021 181 5664.

HANGAR

South Canterbury Gliding Club has for sale its 15 metre Hangar Space at Omarama \$1800 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.

18m hangar slot at Omarama to rent • Sunny side of the western hangar, clean and convenient, closest to airfield facilities, with electricity. NZ\$2250 per annum; \$1800 Sep - Apr; \$450 May to Aug. Ph Graham +61 478 220 227 email hogbacon@hotmail.com

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Hangar space, 15m • East hangar at Omarama. Asking \$2000/m or reasonable offer. Contact Linda vindaloulou@gmail.com, 033487009 or 0210718402.

OTHER FOR SALE

Second hand Accusat MT410 406/121.5 Mhz Personal locator beacon • (Non GPS type) Battery due replacement July 2014. \$350 ono. Contact Lionel Page, Aviation Sports Club, 021 333 031

WANTED

Old copies of Gliding Kiwi: Nos 1 to 6 • (late 1955 – Dec 1956 – these were known as the NZ Gliding Bulletin Circulars); Vol 1 No 9 (Sep 1957), No 15 (Mar 1959), No 16 (Jun 1959); Vol 3 No 8 (Dec 1963); Vol 25 No 4 (Aug-Sep 1999); Vol 25 No 11 (Oct-Nov 2000); Vol 27 No 3 (Oct-Nov 2002). Many thanks to Jon, Roger and Miles for filling in many of the previous gaps in my collection. Errol Martyn, P O Box 6482, Upper Riccarton, Christchurch 8442, ph 03 343 5408, Email – errol.martyn@xtra.co.nz

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 6660904 - or dhrbernard@gmail.com

I'm looking for the front end of a fuselage of any (but preferably a tandem) sailplane • This can be damaged to some degree and definitely doesn't need to be airworthy. I just need the bit you sit in. Thanks. mikelpacker@fastmail.fm

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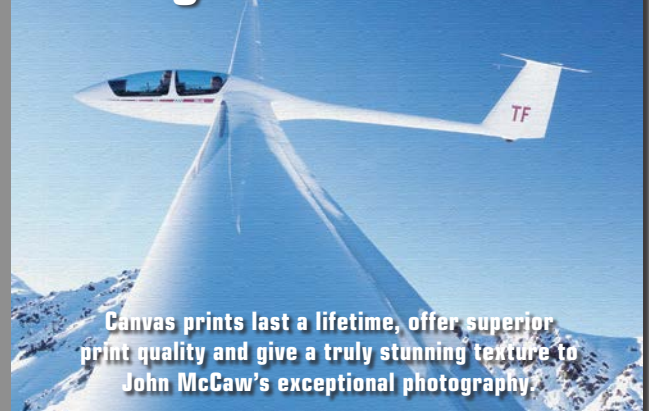
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