

NEW ZEALAND'S PREMIER SOARING MAGAZINE

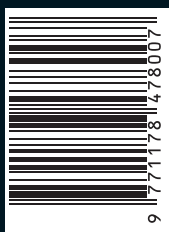
Soaring **NZ**



**AUCKLAND GLIDING CLUB
80TH BIRTHDAY**

GLIDING AT OMAKA

**GNZ PILOT DEVELOPMENT
NEW GLIDERS • CLUB NEWS**



issue 22 june/july 2011

IMAGES THAT SOAR ABOVE THE ORDINARY



John McCaw – aviation and agricultural photographer

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FEATURES

- 10 Auckland Gliding Club 80th Birthday
- 14 Auckland Gliding Club History
- 16 Awards and Updates from Pipistrel
- 18 Schempp Hirth Quintus Me
- 19 ASH 30 MI
- 22 Gliding On at Omapa Air Show
- 28 GNZ Pilot Development Programme
- 31 Gliding Training can convert to NZQA Credits
- 32 Aero Trade Fair
- 34 NOT planning an accident
- 36 Glide Freedom
- 40 An Aviary of Gliding Types
- 42 Air Training Corps Gliding Training Camp

REGULARS

- 6 Opinion
- 7 Log Book
- 37 GNZ Awards and Certificates
- 43 A Question of Safety
- 44 Gliding New Zealand Club News
- 50 Classified Advertising



Pg 10



Pg 14



Pg 19



Pg 22



Pg 42

Soaring

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The nights are long and the weather is cold. We haven't seen any thermals for months and the airfield is a boggy mess. Gliding is not something that most of us are going to be doing for a while. What do glider pilots do in the winter?

Some pilots take trips overseas. There is a regular contingent which heads for the soaring playgrounds of Nevada, Australia and Europe. It is even possible to take gliding holidays in Africa. Most of us though, hunker down and make the most of New Zealand's winter. Quite a crowd of pilots take to the ski fields, both in the North and the South Islands. I must say, over the last few years I have come to really enjoy skiing. It wasn't something I ever thought I would enjoy (it seemed like something you had to have grown up doing, to be any good) and hurling myself down steep slopes never seemed quite safe. I have proved however, that even I can take up new things and learn, if not to go really fast, at least to feel comfortable moving relatively swiftly down a slippery slope. There is a similar thrill in gliding and skiing - out there in the elements, enjoying what nature throws at us.

Quite a few of the Youth Glide Canterbury team are keen skiers and snowboarders. Toby Read and Max Delore are masters at snowboarding. Max Delore isn't actually a member of Youth Glide Canterbury, his sister Abbey is, and that does have some relevance. I think the gliding kids enjoy being part of a more mainstream sport for part of the year. Skiing is something they can do with a wider group of friends. Many more of their school mates enjoy snow sports than fly gliders.

Wendy Delore (wife of glider pilot Terry) and I seem to spend quite a bit of time in the winter taking our kids up the mountains. For Wendy, it is the sport that she shares with her kids. For me, skiing is something I've come to enjoy through making the effort for my children. Now that the kids are older and quite capable of driving themselves places, it is nice to have activities that they still want to do with their mothers. We are very lucky in Christchurch to have several great ski fields within an hour to an hour and a half drive away.

Last June, while Terry and John were enjoying the thrill of soaring in Nevada, in the States, Wendy and I and two car loads of kids, had a short holiday at Omarama. We skied at Round Hill in Tekapo, and Ohau above Omarama. On a glorious sunny day, I stood at the little bar shack at the top of Round Hill with the most stupendous view of Lake Tekapo and the Southern Alps spread out in front of me. At that moment I was completely happy. John was



Photo: Alex McCaw

in Nevada, cooking in temperatures in the thirties, but I had this. It was gorgeous.

Winter is the time when most gliding around the country stops. That makes it the months when there are no local soaring events to report on. We try to find interesting international news and events to keep our readers entertained. Bernard Eckey, our correspondent on Schleicher gliders and author of 'Advanced Soaring Made Easy' has excelled himself this issue, with reports on both the ASH 30 Mi (which he got to fly) and the International AERO Trade Fair in Germany.

The gliding community got behind the AERO Trade Fair, with Schempp Hirth and Lange Aviation unveiling their co-operatively produced electric motor glider the Quintus ME. Pipistrel also showed off their new solar panelled trailer, which allows their Taurus G2 electric glider to fly for free. Thanks to our international contacts we can bring you stories on all of these innovations.

So what else do glider pilots do in the winter? They light the fire or find a cosy corner and a patch of sunlight and read *SoaringNZ*. Stay warm and stay safe

Jill McCaw

next issue

We look at Chris Wills, gliding pioneer, bring you another medical issue from the RNZAF's Aviation Medicine Unit and bring back the Gliding Register.

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



Arthur Gatland runs Auckland Gliding club's ASK 21 through its paces at the club's birthday celebration.

Photo Jill McCaw

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This letter gave the SoaringNZ team a warm glow. It is really nice to know that our efforts are appreciated and that we are hitting the mark with the magazine we produce. Your thoughts and well wishes mean a lot too. Life is nowhere near back to normal in Christchurch yet. I would like to point out however that we make a determined effort to give both islands fair coverage and in issue 20 the Drury Contest in Auckland got more pages and came in front of coverage of the Nationals at Omarama. And that is precisely because, as the letter writer points out what needs to happen, someone in Auckland got up and wrote up and collected material for us to print. – Ed

I read the Soaring magazine last month (April/May) with great interest - one, because I wondered whether it would even be published and two, it's always a great read. Jill and everyone in Christchurch, all of us outsiders cannot imagine what you have gone, and continue to go, through. We can turn our televisions and radios off and get back to 'normal'. Normal for you all must be tough, but you soldier on. Good on you. I was shocked when seeing central Christchurch on TV a few nights ago to see huge piles of rubble. I had thought it would have mostly been cleaned up by now. But I guess that's from not appreciating the scale of it all and the fact I can turn off. You are all living with it every day. Good luck. Despite all that, you have put out another great edition.

Having taken on the responsibility for our club publication, the 'Horizon', for the Tauranga Club, I know how important it is for contributions from the members of the club to make it interesting, informative, educational and colourful. The people that most complain seem to be those that contribute the least. Our monthly magazine is only eight pages long and contains presidential and committee reports and rosters etc., so it's a bit of a challenge to create that wow factor with my \$200 'pink' mini Olympus handheld (borrowed from my wife), but we do what we can. What it does put into perspective for me, is the obvious commitment and dedication you and your team put in to pull it all together into the quality publication that is SoaringNZ magazine. Some have said to me there are not a lot of stories from the North Island, and the South Island stories are full of amazing landscapes and stories of impressive feats. Well North Island pilots, get on the keyboard and start contributing. Let's give Jill so many articles she will be spoilt for choice from the mountain of paper and photos in front of her.

I supported the change from the Gliding Kiwi to SoaringNZ magazine because I felt the Gliding Kiwi was too technical, focused on the 'gun' pilots, and aircraft and stories from the distant past. SoaringNZ is current, relevant, has variety, colour, very professional photos, and has stories for all levels of pilots and interest in gliding. But remember, without the contribution from pilots and gliding enthusiasts from all over the country, it will not continue to be the magazine it is.

Keep up the good work.

Maurice Weaver

Editor in Chief, sub editor, reporter, photographer, publisher, proof reader, 'Horizon' - Tauranga Gliding Club

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.

SGP+

In the last few issues, our coverage of International Gliding Commission (IGC) events has seen mention of the SGP+. SoaringNZ asked IGC president Bob Henderson for an explanation of what this actually is.

In 2001, the FAI International Gliding Commission created a new format of gliding competition - the Sailplane Grand Prix (herein after referred to as SGP), which was more spectacular, simpler to understand and easier to broadcast than conventional gliding competitions. Each SGP series is organised over a 24 month period, with a number of qualifying GP races followed by the GP Final. Three SGP series have been completed, with the Finals held in France at St Auban, New Zealand at Omarama and Chile at Santiago.

The SGP competition has become very popular with pilots and national federations. Up to 20,000 internet viewers followed a near-live tracking animation at the last final in Santiago, Chile, in January 2009. The objective of the FAI is to increase the interest in this type of competition for all air sports and to reach significant numbers of TV viewers.

In 2010, the Executive Board of the FAI recognized the SGP as a major tool to promote the sport of gliding through the media, and sanctioned the organization of a SGP Circuit (which has become known as the SGP+ for simplicity). As a result, the IGC has started to develop a detailed SGP+ handbook, in order to define the format, the rules and the technical requirements of the SGP Circuit.

To achieve the complete vision that the FAI/IGC has for the SGP+, the FAI/IGC is seeking partners, promoters or sponsors capable of investing the necessary expertise and finance into the technologies and marketing efforts required to present the SGP+.

Discussions are ongoing, with potential promoters for the management and exploitation of the rights of audiovisual transmission and recording; as well as the marketing, promotion, operation and commercial rights of a circuit based on the SGP Circuit format on a world-wide and professional basis, which would include professionally appointed pilots.

ARE YOU INTERESTED IN KA6 GLIDERS?

Jason Hatton has put an initial version of the Ka6 owners/flyers site online at the following link;

<https://sites.google.com/site/ka6sailplane/>

There are some general articles on the history and flying of the Ka6. He is looking to add features on individual Ka6s and related stories, so if you have anything you would like to contribute, as well as photos,

let him know. There is also a link to a Yahoo group for discussion and exchanging technical information.





CHRIS WILLS

The Wills family have reported that Chris Wills, brother of Justin and Stephen died on May 5. He was in his 79th year. Chris Wills was the founder and Life President of the Vintage Glider Club, the international Vintage Gliding organisation, which has around 1500 members. Chris worked for Hamiltons in Christchurch 1956 - 1958, was secretary of the NZGA during that time, owned Dick' Georgeson's Weihe (now in the Ashburton museum) and broke several NZ records flying the Slingsby Eagle with Jon Hamilton.

We will bring you a full article on Chris Wills in the next issue.

Chris Wills in Kranich in Hungary.

BLANIK MODIFICATIONS ETC

http://www.aircraftdc.de/ENG/visionen_blanik.htm

All is not lost for the Blaniks. The link above leads to a site describing the inspections and structural modifications necessary to allow Blaniks to fly, fully certified by the European Aviation Safety Agency (EASA). Nick Wisniewski says the Supplementary Type Certificate costs 6,500 Euro, and if it is EASA approved this automatically makes it NZCAA approved. He would suggest \$15-17,000.00 NZD total. He also mentions that LET (the Blanik manufacturers) are in the process of getting their Non-Destructive Testing inspections approved through EASA as well.

REPLY TO BLANIK PIECE BY MAX STEVENS

CAA would undoubtedly accept this for installation on NZ Blaniks if it gets EASA STC approval, which seems likely. Because of the NDT inspections, use of high-tech fasteners etc, a CAR Part 145 workshop, such as Air NZ would be required to do the installation (not cheap). BUT although the STC gives a new wing spar life of 6000 hours, it only restores the previous overall airframe life of 3,750 hours - they are looking for customer interest before going on to the next stage of looking at the rest of the aircraft, such as the tailplane attachments. If this proceeds, it will be big money - I suspect more overall than the Llewellyn mod itself.

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Minden Airport

CHANGES AT MINDEN, NEVADA

Our American correspondent Jim Herd reports from Minden

The winds of change are blowing at Minden – almost as strongly as the famous wave winds, which have been phenomenally good this winter and spring.

Soar Minden a business that has been in place for 30 years and served international soaring pilots from all around the world, has closed its doors after a long and acrimonious fight with Airport Management! It is a complex story with more than two sides, but basically the Airport Management cites a series of accidents and incidents, along with violations of the airport's commercial business rules. The opposing view is that Soar Minden has been relentlessly persecuted for a very long time due to encroachment at the airport by "Big Business" who see soaring as a deterrent

to growth of more lucrative aviation operations. As for the safety record, it has been written that there are bound to be some problems with such a large and highly active soaring operation, but this has not been out of proportion with reasonable expectations.

Meanwhile, SoaringNV, a relative newcomer at Minden - Tahoe Airport continues serving international visitors. Aside from this, there is a plan for a Soaring Center & Museum which is beginning to gather steam. So, at least for the time being, Minden remains open for soaring business and jet traffic remains light. But the underlying problem is that Minden Airport hasn't decided if it wants to retain its traditional role as the premiere soaring destination in America or if it wants to follow a more lucrative trail involving an influx of bizjets. No airport can be great at both ends of the aviation spectrum.

AGE NO BARRIER TO FLYING

Retired Air Commodore Len Thompson (80) who started the Wigram Gliding Club fifty years ago and Dick Georgeson, (89) the glider pilot who started exploring the North West Wave phenomenon sixty one years ago. Dick is about to be Len's first passenger in his lovely new Titan T51 Mustang.



Photo: Dick Georgeson

THE KAIMAI SPEED CHALLENGE



AIMS

- Have fun
- Achievable task, any QGP rated glider pilot should be capable of finishing
- Reduced possibility of land-outs
- Increase pilots speed on task
- Low cost
- Possible NZ record

DATE AND VENUE

Matamata Airfield

Every second Sunday from the 14th August to Labour Weekend

Track logs will be accepted at another time during this period

A Go or No Go will be posted on the website on Friday morning depending on the forecast weather

Tow charges pilot's responsibility

TASK

Kaimai Road Crossing to Tirohia spur & return

Distance - 100.7kms

Suitable for a NZ out & return record attempt

No controlled airspace required

All on the ridge

Simple scoring procedure

The rules are made to be as simple as possible. The contest will be open to all gliders and all pilots. All that is required is a logger.

1. Any glider, anytime and any pilot.
2. No classes, gliders will be handicapped based on the BGA handicap list.
3. Loggers will need to meet the same standard as required in Regional contests.
4. Multiple track logs will be accepted for either the glider or a pilot or both...therefore a club glider can be used by a number of club pilots during the day.
5. Start height not above 3000ft.
6. Maximum height on task - not above 4500ft -or else you'll bust airspace.
7. Water ballast allowed.
8. Day prizes only for those who fly on the day.
9. A running score will be kept during the spring which will allow pilots to fly the task from other launch sites or on other days and submit them to the scorer.
10. Contest Director's decision is final
11. Gliders must have current Release to Service and parachute.

Contact David Jensen, Tim Bromhead or Edouard Devenoges for details. Register your interest on the MSC website <http://www.gliding-matamata.co.nz/msc/>

Keep in mind the NZ record is 163kph for a 15 meter glider, 172kph for an open class glider, 108kph for a World Class and there isn't one for a Female 15 meter glider. So it should be a breeze to beat these...

VINTAGE KIWI

The full size version of Vintage Kiwi is available to download from the GNZ website.

Vintage Kiwi Digest
at a world class event

Classic Fighters Umaka 2011
Official Airshow Programme

Security was tight to protect the only genuine German 'Wiesland' at Omaka. Vintage Kiwi's 1944 Weibe in the Restoration Section. Appearing at short notice the Weibe attracted a lot of attention and it is estimated that over 1000 people stopped by to find out why a 1944 design looked so modern, and task how much longer restoration would take.

With over 25,000 attending special arrangements were required to dispose of the waste from the popular portable toilets.

Although outcasted the Triplanes performed well with some support in the early stages until the arrival of Mustangs, Corsairs & Spitfires

Unsuccessful attempts were made to hitch a ride home in something other than the VZ.

No 12
May 2011

For V.Kiwi NZ & Int membership details: Asist@glidingextra.co.nz
The Vintage & Classic Gliding Club of New Zealand Inc

IGC NEWS

STEWARDS

The IGC is calling for suitably qualified people to become stewards at international events. Stewards may not be competitors, nor hold any operational position in the organisation, they must understand and speak English and possess a thorough knowledge of: the FAI Sporting Code, General Section and Section 3; and, Rules and Local Procedures for the Championships.

THE FAI GP FINAL 2010 / 2011

The Final will be at Wasserkuppe, in Germany, in conjunction with the 100th anniversary of German gliding. The dates are the 23rd to the 30th of July. For more information go to: <http://sailplane-grand-prix-2011.aero/>

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



AUCKLAND GLIDING CLUB 80TH BIRTHDAY

By David Hirst

80 years is a long time to fly without engines. The Auckland Gliding Club was about to turn 80 and that is a birthday worth celebrating. A full day of activities was planned and, thankfully, the forecast 20 knot easterlies abated early on, meaning that all the scheduled flying activities could take place. They could fly but they couldn't land. The field itself had received a lot of rain in the previous week, so was deemed too wet to allow a lot of the heavy Warbirds from nearby Ardmore airfield to land. On display were several radio controlled aircraft, as well as gliders, ranging in age from New Zealand's first registered glider – the Olympia GAA, to the latest technology – an electric Antares.

First to fly in and actually land was Tiger Moth BFF, an aircraft that had originally towed for Auckland and Piako. This prompted Russell Thorne to update his Tiger Moth rating, which he then used to tow our PW5 skywards before anyone could stop him. The PW5 pilot would have been in the unusual position of not having to ask a tug pilot or winch driver to slow down.

Not to be outdone, the Pawnee reckoned it could show the crowd a thing or two, and heaved itself into the air whilst attached to

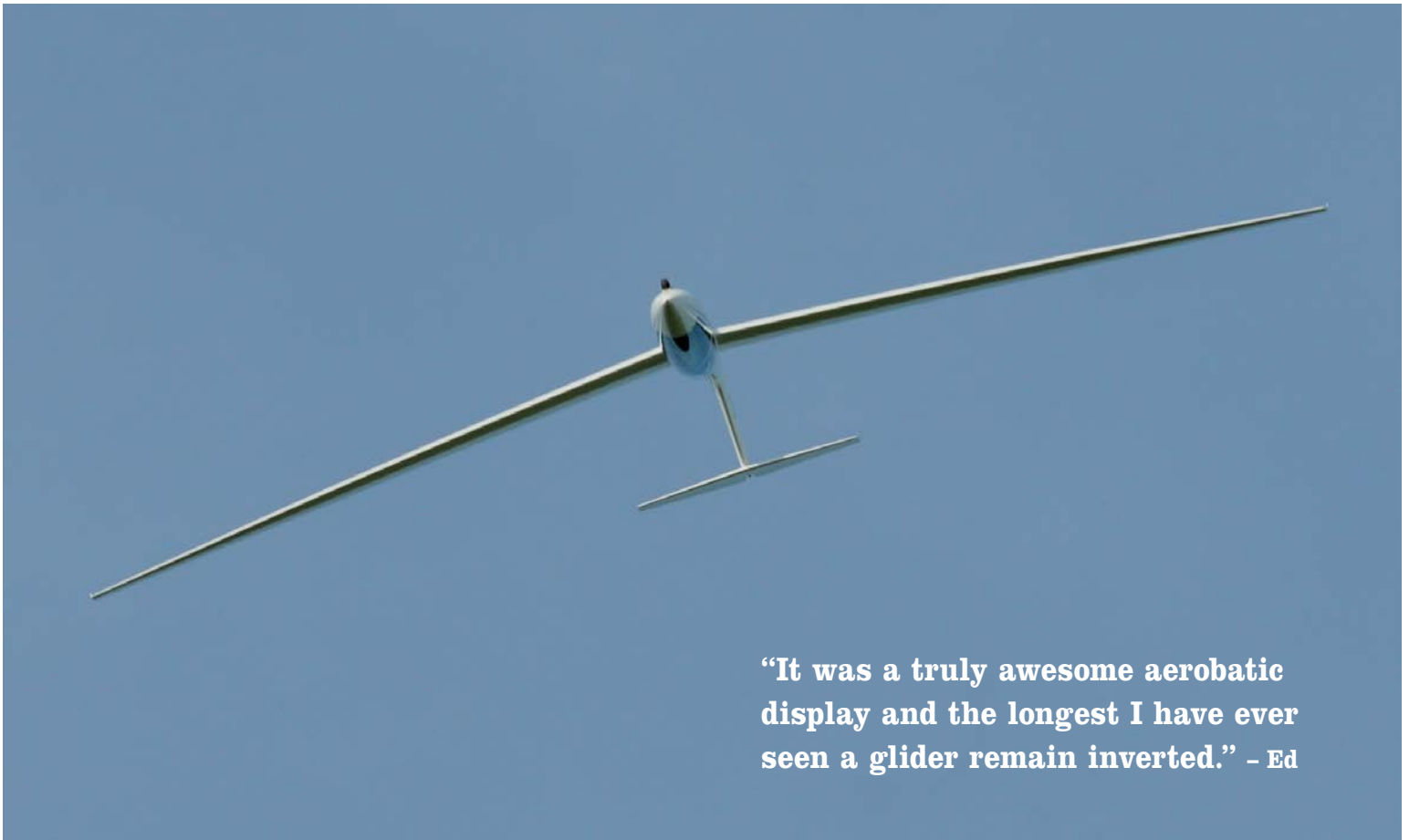
a single Astir, a PW5 and an ASK 21 – probably the longest it's ever taken to get to 1000 feet. Certainly the ASK 21 in the low-tow position would have had a very good look at some of the local properties to the south. This was in marked contrast to its previous flight – Arthur Gatland was sole occupant and appeared to have some difficulty, first in maintaining straight and level flight (back on the simulator for you, Arthur), then in determining which way up the aircraft flew best. *It was a truly awesome aerobatic display and the longest I have ever seen a glider remain inverted – Ed.*

Even though the Warbirds and other aircraft were unable to land, they proceeded to put on a great series of displays throughout the afternoon. First was the high-speed flypast by the Strikemaster, then a fantastic display by the Extra 300. Both aircraft sure know how to make an entrance – this appears to require both speed and a lack of altitude and we request that both aircraft continue to practice





L: The first glider on the NZ register. ZK-GAA R: Longest and newest club members, who just happened to be the oldest and youngest members, Don Rowlands and Joshua Chevin.



“It was a truly awesome aerobatic display and the longest I have ever seen a glider remain inverted.” - Ed



this any time they're over our airfield. The two Harvards also put on a great show, maybe not as fast but certainly showing everyone how close-formation aerobatics should be done. To see both aircraft in the same loop with less than a wingspan between them (vertically) was, to use the vernacular, "awesome!"

To finish off the afternoon, Lindsey and Pat filled their respective gliders (ASW-27B and Ventus CT) with water and practised their high-speed finishes. Then did it again. And again. We let the CFI out into the daylight after they'd landed, just in time to watch Arthur hurling a Discus CS through a fantastic series of loops and wingovers.

That was it for the flying – bad light stopped play.

It sounds like a lot was packed in but it was done over enough time that people had opportunity to talk to others and wander around, rather than having their neck permanently bent skywards. Actually there were a few occasions when the audience felt like they were looking down on the passing aircraft. (Yes, it must have been an optical illusion.)

Just as all were wandering slowly to the main hangar (and the bar it contained), a distant but growing growl could be heard. It was discovered that the fastest way to get people outside and away from drinks was to have a Thunder Mustang pass very low overhead...repeatedly. Associate club member Simon Gault (in the hot seat) obviously enjoyed himself, and returned later (sans Mustang) to join us for dinner.

We'd emptied the main hangar (of aircraft) for the event, brought in the caterers and manned the bar with outside help, so, once organised, nobody had anything to do other than enjoy themselves.

Previous Presidents Mike Grundy and Don Rowlands gave speeches on the club's history, and the difficulties in getting the purchase of the airfield through the local council planning hearings. We were reminded of just how much effort had been put in by so many past members to get the club to the position it's in today. The rest of the evening ascended (not descended, no, no) into a pleasant haze of re-encounters, reminiscences and rejoicing and went on (by all accounts) into the wee small hours.

Thanks to Ross, Sally, Norm, Paul, James, Greg, Matt, Bruce, Neil, Mark, Russell, Vincent, Vesta, the ATC cadets and helpers, all the display pilots and anyone else I've forgotten, for making the event and the day truly memorable. Here's to the next 80 years.





How to Celebrate the 80th Birthday of a Gliding Club in 245 Easy Steps



- 1** Establish a gliding club
- 2** Allow as many dedicated members to join and contribute as possible.
- 3** Go flying, using whatever contraption is nearest to hand, possibly even a glider.
- 3** Celebrate the club's 1st birthday
- 4** Allow many more members to join, contribute and fly.
- 5** Celebrate the club's 2nd birthday
I see where this is going. Get on with it. - Ed.
- 187** Decide to purchase a suitable field to fly from.
- 188** Allow many dedicated members to join, contribute and fly.
- 189** Celebrate the club's 30th birthday.
I'm warning you - get on with it. - Ed.
- 230** Celebrate the club's 75th birthday on one of the most dismal days of the year - all planned aviating activities are cancelled but a jolly good time is had by all anyway. Much rejoicing and bonhomie.
- 231** Spend the next 3 years searching in vain for the club photo albums.
- 232** Find said albums in a cupboard, 120kms away from their actual home. Much rejoicing and bonhomie.
- 233** Decide during one committee meeting to organise a jolly good party for the club's 80th birthday.
- 234** Go flying. Allow many dedicated members to join. *Last warning! - Ed.*
- 235** Realise that the actual birthday is only 2 months away. Massed extraction of respective digits all round.
- 236** Organise tables, chairs, PA gear, catering, helpers, invites, car parking, toilets, speakers, aircraft, flying programmes, helpers, emails, bar staff and more helpers. Mild peril evident.
- 237** Seek in vain for some way to organise the weather. Consult relevant minor deities and elves.
- 238** Hold frequent meetings to check that everything is OK. Mild peril continues.
- 239** Turn up on the day to find that the weather is behaving, helpers are helping, music is playing and people are smiling. Sit down until feeling of mild peril dissipates. Much bonhomie.
- 240** Watch lots of aircraft doing lots of aircrafty things. Insert "ooh" and "ah" as appropriate.
- 241** Organise caterers and bar staff. Eat. Drink. Much jolliment and bonhomie all around.
- 242** Listen to entertaining speeches.
- 243** Eat. Drink. Engage in friendly banter that solves the woes of the world, yea verily!
- 244** Repeat step 243...often.
- 245** Go home eventually and worry about the cleanup later.

AGC HISTORY

By Russell Thorne



Slingsby T43 Skylark IIIB GAY



Zogling2



Duncan Harkness and Roy Kemp with "Rosie"

The Auckland Gliding Club was born under multiple parents in the late 1920's and early 1930's, a kind of a surrogate birth; first under the banner of the Auckland Model Aircraft Club, through to its incorporation as a separate entity under its present name on 16th July 1936. The club chose the AGM held on 30th April 1931 as its birthday to be celebrated, although there are other important dates that could also have been selected.

The Auckland Model Aircraft Club (and later the NZ Model Aircraft Club) first fostered glider activity from the aircraft construction skills within its members, a long time before any aerial activity actually took place. The usual method for any Gliding club to start was to obtain blueprints or plans from Germany, England or the United States, then set about building a primary glider. Popular was the SG 38 Zogling primary glider from Germany, the favoured design used by pilot schools to train students between the two World Wars, at a time when the country was forbidden to operate military aircraft.

Fred Macdonald, the Club Captain of the model aircraft club, and later principal of the well-known Modelair shop in Newmarket, was prominent in this regard. In 1928, he oversaw the effort to build a locally designed primary glider (called 'Felix'), which was flown in the Hobsonville area of NW Auckland in 1929. The constructors were Phil Chinnery-Brown and Basil Brown, two young and enthusiastic club members who would serve the club for many years of its infancy.

If, as in this case, a design did not prove to be suitable for one reason or another, or a mishap occurred, then modifications would be implemented, sometimes even combining two designs. This created aircraft such as the 'Zawk', a combination of the Zogling and Hawk primary gliders. This policy became unacceptable to the aviation regulatory bodies after WW2, when only certified gliders from manufacturers who could prove their airworthiness were approved for flying in New Zealand.

Flights were measured on a stopwatch, in seconds, first from various hill sites suitable for slope flying around Auckland. Places the club has flown include Parnell, Mangere Mountain (1931), Orakei (1935), Alfriston (1937), Mangere aerodrome (1940), Clevedon (1949), Ardmore Airport (1952) and finally from the clubs present site on Appleby Road, Drury in 1981, after earthworks and a protracted court battle. That's another story.

Late in 1937, George Bolt, one of the original NZ aviation pioneers, travelled to the US and brought back a Waco glider, in which Gliding club member Henry Lamond achieved a remarkable 25 minutes 25 seconds of flight, a NZ duration record at the time. The Waco (the first of two), was a streamlined model offering some protection to the pilot and clearly better performance. Self-portraits

of pilots enjoying the gliding experience were achieved by pulling strings attached to the shutters of wing mounted cameras.

The Second World War not only had a profound effect upon all civil aerial activity in New Zealand, but also enabled the training of many pilots who would later benefit the Auckland club; while those who served on the ground offered a greater engineering background. The Tiger Moths constructed at Rongotai, upon which NZ pilots gained their wings, were later pressed into service as towplanes following the cessation of the conflict, with aero clubs and gliding clubs working together to provide gliding experience in the CAA approved Slingsby T31 two seat trainers.

There were many who were instrumental in getting the Auckland Gliding Club back into action following the recess after the war years. The kitset builders who put together the Slingsby T31 in 1951/52 - formerly known as "Te Manurewa" and latterly "Rosie" but officially registered as ZK-GAD - completed the task largely in a garage belonging to Wynn Craven in Mount Albert. First to fly were instructors Gordon Hookings and Ralph Court, the only two qualified club glider instructors, post-war. They were also the first joint-owners of the EoN Olympia 2b ZK-GAA featured recently at the 80th Anniversary day at Drury and now safely stored in a near-airworthy condition, by Doug MacIntyre. Also featured at the celebrations was the formerly club-owned and now beautifully restored Eon Baby ZK-GAF, now in the possession of John Currie.

The Auckland club ventured south to the Hauraki Plains in 1954, operating from various topdressing strips and hastily joined paddocks which allowed Tiger Moth aerotowing near the Kaimais, while being hosted by the Piako Aero Club at Waharoa, near Mata-mata. The strips were located on Gravesons Road and east of Tower Road, allowing convenient ridge access by gliders with modest performance. There were wave flights to over 10,000ft in the T31, and some 50km Silver "C" flights north towards Thames.

The next big thing was the operation of the Slingsby T41 Skylark II ZK-GBM in 1957, which was followed by a succession of various Ka6 examples from 1962. These were very capable cross country machines from the Alexander Schleicher stable, still remembered fondly by current club members.



Trainers through the years. L) T31 at Ardmore in 1953, R) upper: ASK 13 R) lower: ASK 21.

On 13th December 1957, inspired by Dick Georgeson's efforts in the South Island, Gordon Hookings flew a remarkable series of flights in his Skylark IIIB ZK-GAY in the Wairarapa wave, all the way north to Lake Tutira in Hawkes Bay, culminating in the first 530km flight recorded in the whole of the British Commonwealth.

The T31s gave way to the fully enclosed cockpits of the Ka7 Rhoadlers, ZK-GCS and GDC from 1962, the former's registration being revived for the latest club Discus CS, imported by the club from Florida.

The first ever NZ Gliding Championships held at Masterton in November 1963, produced success for Auckland Club pilot John Cooper, flying a Ka6 ZK-GCQ to victory, while his fellow club pilot Allan Cameron finished 5th in the club Skylark II ZK-GBM. In May 1965, the Auckland Club produced its first entrant to a world competition at South Cerney in Gloucestershire, England. Allan Cameron, flying one of only two Olympia 465 gliders made available to pilots, found navigation in England difficult but gained valuable international experience in the process, which would benefit the large number of international club pilots who followed in his footsteps in later Championship years.

During the mid 1970s, in contrast to the mid 1950s when the club had few competitors for use of the intersecting Ardmore runways, the club was adversely affected by the peak of powered aircraft training at its base; winching was impossible to coordinate and delays to launching from the adjacent grass runways caused the club to look for an alternative site somewhere close to the city, where most pilots lived.

Frank Gatland, a former wartime bomber pilot and glider instructor, farmed at Drury and knew that one of his neighbours, Martin Cossey, was nearing retirement in 1973. He was approached with a proposal to conduct proving flights from his property in Appleby Road, Drury. The flights proved successful so a deal was struck to buy the farm at a very reasonable price, and secure the farmhouse for Mr Cossey for as long as he needed it. The club operated from a shorter strip adjacent to the road before selling adjacent paddocks to finance an extension north, making up the longer airfield length used today. There ensued a series of protracted Franklin County planning court hearings which culminated in restrictions for time of flying operation, noise and the type of powered aircraft operated at the Cossey farm site. The club has found that this caveat has not proved an enduring problem.

The two ASK 13s enjoyed a long and eventful tenure of operation

from 1970, straddling the gradual move to Drury and the completion of extensive earthworks by Allan Cameron and others.

The first appearance of fibreglass gliders in the club started with the purchase of a single seat ASW 19 ZK-GKC, purchased in 1979. This proved to be an unsuitable club machine and produced a number of flying incidents during its life at the club; the committee restricted the club to less demanding gliders for the ensuing years.

The Twin Astir ZK-GMD joined the fleet in 1982, followed by its single seat counterparts NO and ND which the club still operates today.

In the early 1990s there followed a number of KR 03A Puchateks from Poland which were attractive to buy, but the lack of qualified engineers to carry out major repairs on metal gliders meant expertise had to be obtained from outside the usual repair workshops; these had now migrated to fibre glass technology. ZK-GOX is currently emerging from repair work. ZK-GXO is flying as part of The Sky Sailing Company.

Another flirtation with Polish gliders early in 2001, brought the PW6 into the fold, of light construction and easy to fly, but those of taller stature (including the author) found extended periods flying in the cramped back seat only acceptable for short periods. Along with the PW6 came two PW5s, one of which is still at the club. Shortly after, a major push was made to add a high-performance glider to the fleet. Funds were sought, members dug into their pockets and ZK-GDX, a Duo Discus X arrived in 2005. The club's Twin Astir MW was sold to Aviation Sports to help the finances.

During the early 1990s a chap by the name of Snow Douglas joined the fold at Drury and found his association with the club so amenable that he left a substantial allocation of money in his will before he died, enabling the extremely fortunate club the means to buy two gliders (an ASK21 GAK, and a Discus CS), complete an engine overhaul in the Pawnee and carry out major widening earthworks at the now debt free Drury airfield.

A lot happens in 80 years. It is only thanks to an extraordinary list of dedicated members that the club today can enjoy its own airfield and its fleet of modern gliders. This has been too brief an article to document all the comings and goings of people and aircraft, all the flights and all the tall tales that have happened over the years, but I hope it helps convey at least some of the history that has made the Auckland Gliding Club what it is today.



Last issue, we ran an article on the Pipistrel Taurus G2 Electric glider. Since then, we have learnt that the aircraft has won the Lindbergh Prize for the best Electric Aircraft. The prize was awarded at the AERO trade fair in Germany.

The finalists were:

- The Hugues Duval Electric Cri-Cri with power by Electraviva.
- The Pipistrel Taurus Electro
- The Sunseeker II solar airplane by Eric Raymond.

(*SoaringNZ* ran an article on the Sunseeker II in issue 13.)

"It was very difficult to determine a winner," states the Lindbergh Electric Aircraft Prize (LEAP) award website, "as all of the finalists have done a great job creating the new world of electric flight."

The Pipistrel Taurus Electro was chosen because it has a

professionally engineered 'plug and play' electric power system, which is available for commercial sale to other airplane makers, and because it includes a completely integrated solar trailer, that allows the airplane to operate independently of the commercial power grid. The integration and safety features are excellent, and can serve as a model for industry standards for electric aircraft."

The solar trailer mentioned last issue was also unveiled at the event and was apparently a large factor in the jury choosing the Taurus Electro G2 as the winner.

Fly for Free

Pipistrel presents the concept of flying for free. Pipistrel developed the Solar Trailer™, which can charge-up the Taurus Electro G2 in as little as five hours, absolutely free of charge and with zero emissions. Furthermore, when the Taurus Electro G2 is stored in the trailer during a week of bad weather, it will still be charged and ready to fly by the weekend. The Solar Trailer and Taurus Electro G2 are perfect companions and demonstrate how it is possible to fly free of charge, quietly and with absolutely zero emissions, with today's technology.

The trailer offers both 12 V connection (to charge your aux. instruments etc.) and 110V/220V connections at front and back of the trailer, where you connect the Taurus Electro G2's charger. Also present is the solar-system by-pass, so you can charge the aircraft inside the trailer when parked in the hangar/garage, for example. The buffer battery of the trailer has the capacity of 3 kWh and its energy can be transmitted directly into the Taurus Electro G2. The Solar Trailer gathers energy while the aircraft is not in it, so can charge the Taurus Electro G2 during the night with the energy that has accumulated during the day!

The Pipistrel Taurus G4 is ready for the 2011 CAFE/NASA Green Flight Challenge!

Pipistrel's press release announces that the CAFE Racer is completely new; it's the first four-place electric aircraft to be flown



BEST ELECTRIC AIRCRAFT

in the world. The unique design has come about by grafting two Pipistrel Taurus aircraft together with a centre section which is some 5 metres (15 feet) wide and includes a centre pylon housing the electric engine and batteries designed to successfully carry this aircraft to the skies and hopefully to the completion of the 2011 CAFE/NASA challenge. The design bears some similarity to the twin Mustang fighter and even White Knight Two.

The aircraft is powered by a 145 kW brushless electric motor, which is centrally positioned between both fuselages and drives a large 2 metre (6 feet) custom two-blade propeller. The total wingspan is 21.4 metres (75 feet) making the aircraft wingspan not much smaller than a DC3! The undercarriage is retractable and the aircraft has extremely good gliding capabilities, although it is not designed as a glider but as a very efficient aeroplane utilising electric propulsion.

The 2011 CAFE/NASA green flight challenge is held between July 11th and July 17th 2011, at the Santa Rosa airport in northern California and has prize money of \$1.65 million up for grabs. The aircraft will then compete in the EAA Airventure Electric Flight Challenge, held at this year's Oshkosh event just a few weeks later. There is \$60,000 prize money on offer there.

The CAFE Racer is purely a proof of concept aircraft, which Pipistrel is using as a test-bed for many of the technologies which will be introduced into their recently announced Panthera aircraft. After the completion of these competitions, it is expected the aircraft will be sold to somebody wanting a unique and one-off design for personal use, or to a company wanting to further investigate future propulsion technologies on an already proven airframe, with the ability to quickly replace or substitute the propulsion system.



NEWS FROM SCHEMPP HIRTH QUINTUS ME



The Quintus ME is an absolutely new 23 metre sailplane, the result of co-operation between partners Lange Aviation and Schempp Hirth Flugzeugbau. The companies presented the new fruits of their co-operation for the first time at the AERO trade fair in Friedrichshafen. The consistent and uncompromising development will set new standards in the open class.



The Quintus ME reinterprets the designs of two gliders which could be fraternal twins - Lange's Antares 23 E and Schempp Hirth's Quintus M. A manageable 23 metre wingspan allows agility on the ground, but even more so in the air. More span does not necessarily mean more performance.

This aircraft has a very slim wing, with high aspect ratio and water ballast of up to 250 litres, allowing for an extremely wide range of wing loadings - between 39 and 58 kg/m². This makes it both outstandingly flexible and gives us best glide at high speeds. It is a sure bet for gliding competitions. We expect this new concept should make it possible to reach completely new ranges of speed.

The main difference between the Antares 23 E and Quintus M is their fuselages which have been developed independently by each of the respective manufacturers, but there is also a difference in their propulsion systems. Lange Aviation installs the well proven, EASA certified Lange-electric system in the Antares. The Quintus is provided with a SOLO combustion engine, using a computer controlled injection system with optimal start performance, providing

maximum power output at high altitude.

With the Quintus ME, Lange Aviation with Professor Loek Boermans was responsible for the conception and layout of the wing development. Nine wing profiles were designed with laminar airflows of 95% at the lower surface and 75 % at the upper surface of the wing, based on a super elliptical shape. All airfoils were smoothly and accurately co-ordinated. Structural construction and dimensioning, ballast system and the patented, extremely low-friction control system, is also from Lange Aviation. The conception of the outer wing and the winglet design of Professor Mark Maughmer, with the typical swept back leading edge of the outer wing panel, guarantee the typical Schempp Hirth flight characteristics of the Quintus M.

The partners expect their new interpretation of the open class to add a new dimension of performance, but more than that, it will become the aircraft for cross country and record flying and multi day gliding expeditions. It is not the first time that the two high-tech sailplane manufacturers have co-operated successfully. Similarly, the Antares electrical propulsion unit is already used in Schempp Hirth's Arcus E.

ASH 30 MI

SERIAL NO. 30001 By Bernard Eckey



ASH 30 (front) and ASH 31 (back)

It is always nice to combine an annual trip to friends and family in Germany with a few days at the AERO in Friedrichshafen, Germany. See story on page 32 for my report on the show.

This year, Schleicher's latest addition their fleet - the ASH 30 Mi, was its star attraction and I was delighted to be invited to test-fly it. Two weeks later, I was on my way to Poppenhausen, a small village near historic Wasserkuppe Mountain - a famous area amongst gliding enthusiasts. This is where gliding really took off some 80 to 100 years ago and where Schleicher has been building gliders ever since.

"We have to rig the ASH 30 before you can have some fun in it," I was told on my arrival. I was pleased, as I was keen to see how the automatic control connections work and how they were squeezed into the very thin joint between inner and outer wing. My camera was working overtime as the big Open Class glider was put together in no time at all. Due to the automatic connections, it took less than half the time needed to rig my ASH 25. The length of the inner wing has grown to over 6.5 metres, after designer Martin Heide relocated the airbrakes from the outer to the inner panel. This, of course, made them significantly heavier (110 kg) but the outer wing panels are much lighter (less than 50 kg).

Sitting on the open grass strip behind the factory, this totally new Open Class two-seater looks very impressive indeed. Graceful birds with long slender wings never fail to make the hearts of glider pilots beat a little faster. Even at first glance, there is no doubt which family tree the ASH 30 Mi originates from. It has inherited the

two piece canopy and the elegant lines of its ASH 25 predecessor and these two unmistakable features give the ASH 30 Mi a typical 'Schleicher look'. But the Schleicher family tree is also evident when looking at the wing. Although it is a totally new design, it bears more than a little external resemblance to the ASH 25.

The trend of moving towards an ever-increasing wingspan is a thing of the past. Sure, long wings can improve the performance at low flying speeds, but there is also no denying that they become a hindrance in medium to high speed cruise. Despite an increased maximum take off weight of 850 kg, designer Martin Heide opted for a wing thickness of just 13%, and after lengthy computer simulations, he settled for a wingspan of 26.5 metres. As the very latest generation of wing sections has a higher coefficient of lift, he was able to keep the wing area down to just 17.1 m². Possible wing loadings range from about 40 kg/m² to almost 50 kg/m².

Blowholes on the underside of ailerons and flaps control the boundary layer transition point and allow a laminar airflow over 95% of the wing's lower surface. This adds significantly to the cost of manufacture, but the net result is a significantly flatter polar curve and an otherwise unattainable high speed performance. For example, at a wing loading of 49.5 kg/m² (10 lbs/ft²) and at speeds of around 200 km/h (110 kts) ASH 30 Mi pilots can cruise almost 20 km/h (11 kts) faster than their ASH 25 counterparts and not come down any quicker. But more on the new wing a little later.

The fuselage has also grown about 30 cm longer, compared to the ASH 25. Today's glider pilots have not only grown taller but also a touch larger and this fact has not gone unnoticed by the design team. They have definitely developed the roomiest cockpit of any glider currently on the market and by doing so, ensured that even



Putting the big ship together



Automatic control connections between inner and outer wing

A rigging

the largest pilots can now enjoy very long flights in total comfort. In-flight adjustable back rests are now standard and so are adjustable rudder pedals for both seats. At my height of 1.78 metres, the rudder pedals had to come all the way back for optimum comfort and my head was still at least three inches clear of the canopy. Even the rear seat benefited from the new cockpit design. It offers exactly the same comfort, with ample room to move. Seat adjustments ensure that all controls are in easy reach, even for the shortest pilots.

Pilots hardly ever fail to notice the elegant interior and the new cockpit ventilation system, with air vents in the divider between front and rear canopy. On closer inspection, they discover that the canopy locking mechanism is cleverly hidden inside the canopy frame, which greatly contributes to the tidy cockpit appearance. Visibility was also improved by extending the front canopy towards the nose of the aircraft and by lowering both canopies further into the fuselage structure. A welcome by-product is easier entry to and exiting from the aircraft.

Most impressive of all, are the low aileron stick forces. On the ground, they are low enough to get the impression that they are disconnected. Regardless of whether customers order an engine or not, the engine bay will always be provided, allowing for an easy retrofit at a later stage. A fin tank, bug wiper garages, dual engine controls, a steerable tail wheel, a flash light in the leading edge of the fin, additional fuel bladders and solar panels are available as optional extras but a high quality two-pack PU finish is now standard. Wingtip wheels are integrated neatly into the wingtip. They are just as much standard as winglets, with "clip-on" fittings.

The ASH 30 Mi prototype is still powered by a 56 Hp rotary engine but the factory will switch to the improved and upgraded 75 Hp version, as soon as it is released by the manufacturer. This new version of the rotary engine will not only make the ASH 30 Mi the most powerful glider ever built but also avoids the use of special fuels such as AVGAS or two-stroke mixture.

The design of the main wheel also deserves a mention. It reaches far enough forward to make a nose wheel obsolete. Admittedly, this makes the tail a little heavier but on the positive side, it gives the aircraft a more elegant appearance and eliminates take off problems, as there is no chance of the little front wheel digging into a soft runway. But the list of improvements doesn't end here. Numerous other refinements were integrated – just too many to list them here.

But back to our test flight now. By the time we were ready to launch, the wind had sprung up and safety dictated we put the glider back into the hangar. The following day provided anything but ideal conditions. Around early evening, company director Ulrich Kremer decided give it a go. This was only his second flight in the prototype

and therefore he opted not to self-launch but aero-tow behind the company tug, with the glider engine running at full power. Needless to say that this increased my excitement further. I had never even seen such a twin engine launch but now I was about to experience one in this brand new aircraft and from the rather short grass strip right behind the factory. There was no reason for concern - we were airborne in no time at all and with both engines running, we were climbing at a healthy rate of 4.5 m/s (9 kt). Soon after reaching 1500 ft AGL, my pilot pulled the yellow knob and we continued under our own steam. Modern rotary engines are a godsend for pilot and co-pilot alike - the one in the ASH 30 Mi prototype proved quiet enough to allow cockpit communication without headsets. I could not help but comment that the vibration free running of this engine is a major improvement on the rough 2-stroke engines of yesteryear.

As expected, there was hardly any sign of lift after the engine was turned off and tucked away. The little remaining turbulence was almost completely absorbed by the soft wing and it felt a bit like observing the beautiful spring scenery from my favourite armchair at home. Watching the natural bending of the loaded wing is a pleasure - perfectly even and most pronounced near the wingtip. This well proven design feature greatly aids in-flight stability, without resorting to kinking the wingtips upwards. Both of us suspected that the lift had already gone to bed for the day but after a bit of searching we found a weak bubble coming off the sunlit faces of Wasserkuppe mountain.

Now it was my turn to fly the ASH 30 Mi. Our wing loading was about 48 kg/m² and our centre of gravity (C of G) in the middle of the allowable range. Straight away, I noticed the much faster roll rate and improved agility compared to the ASH 25. It turned out to be surprisingly easy to get the glider into the core of the last thermal of the day and soon we were climbing at 0.4 m/s (just under 1 kt). After a bit of trimming, the aircraft flew itself and I was only touching the controls sporadically. The low stick forces and the faster aileron response are truly remarkable and will undoubtedly be embraced by Open Class pilots. In the air, it is easy to mistake the ASH 30 Mi for a much smaller glider, although rudder forces are roughly on par with the ASH 25. No surprise here - a 26.5 metre aircraft always needs a full boot of rudder if the pilot wants it to turn quickly.

We were not even at 3000 ft AGL when the lift weakened considerably. For a little while, I kept trying to milk a little more out of this thermal but to no avail, as the sun was already too low on the horizon. With our forward C of G position and with our wing loading of 48 kg/m², it felt most comfortable to thermal at around 115 km/h (just over 60 kt). The ASH 30 Mi happily tolerated a thermalling speed of around 100 km/h (54 kt) but probably at the expense of losing a bit of feel for the air.

Now the time had come to test the ASH 30 Mi around the edges



aid makes for easy work



The big bird is ready to fly

of the flight envelope. Slowly bringing the stick back in straight and level flight did nothing except reduce the airflow noise to absolutely nothing. At around 90 km/h (48 kt) the glider went soft on the controls and when the stick was pulled hard against the back stop, the aircraft began to buffet and left us in no doubt that it didn't like it. Aileron control got even softer and at 84 km/h (45 kt) the right wing went down gently. Releasing a little back pressure fixed the problem straight away. We both commented that in this respect, the bird is no different to the ASH 25 and went on to repeat the exercise at bank angles of more than 45 degrees. We were in for another pleasant surprise - the aircraft displayed a very similar behaviour and rather than entering a rapid spin, the ASH 30 Mi simply increased its sink rate. Truly amazing!

Without the slightest chance of finding any more lift, we decided on a few high speed runs along a ridge of the Wasserkuppe. The radar domes at the top of the mountain went past like a flash but even at speeds of over 200 km/h the cockpit noise hardly increased. Without doubt, the new ventilation system has made the cockpit the quietest I have ever experienced in any glider. Continuing at high speed towards the Schleicher factory soon brought us back to the little airstrip and soon we were on a long final for a landing opposite our take-off direction. The flaps were put in landing configuration, making a mixer deflect the ailerons upwards for better aileron control at low speeds. For a few seconds, the towering pine trees alongside the narrow factory strip created some tension, but we were soon safely back on the ground. We even retained aileron control all the way to the end of the ground roll - an important safety factor, especially for large wingspan gliders and in crosswind situations.

Then I was in for another surprise. The pilot asked me to keep the canopy locked while he was extending the engine, then he pushed the starter button and with a full burst of power, he

deflected the elevator down and the rudder to the left. The tail came up and within a blink of an eye, we were standing at a right angle to our landing direction. I had learned something new again! Taxiing is possible without the need for a steerable tail wheel.

On arrival at the hangar, we were met by designer Martin Heide, who had keenly observed our landing and subsequent taxiing. I congratulated him on another top design and told him that I felt at home in the ASH 30 Mi straight away! Then I took the opportunity to quiz him on the design philosophy and learned that he selected not only the latest generation of airfoils, but also five different wing sections, for a near perfect lift distribution on one hand and docile flying characteristics on the other. Compared to the ASH 25, the new wing sections feature a coefficient of lift which is approx. 0.2 higher, with the additional advantage of a much smoother lift curve at the top end. Suddenly the penny dropped - this was the explanation for the pleasant characteristics we had experienced just a few minutes earlier.

Martin also reported on flight comparisons conducted with a 60 kg lighter ASW 22 during the previous week. He was very pleased that the ASH 30 Mi showed a far superior climb performance and he is also convinced that the natural thermalling speed will come down, with a slightly more aft C of G. Theoretically, the ASH 30 should have an L/D in excess of 60, but Martin is reluctant to release firm figures until further measurements and flight tests have been completed. He is confident that the ASH 30 will outperform the current generation of Open Class single seaters over the entire speed range. Any high speed flight comparisons conducted so far were performed while ridge soaring in mountainous terrain and are therefore not fully representative. Please remain patient and stay tuned to this channel for further news regarding this truly spectacular glider.



Terry steals the scene . . .



Terry rehearsing at Hororata prior to the show.

Photo: Geoff Soper

. . . at the Omaka Air Show

GLIDING ON AT OMAKA AIR SHOW



By Nick Reekie, GNZ Promotions Officer

Over the Easter break, a dedicated team of Gliding New Zealand members trekked to Omaka, in Blenheim, for the Easter Air Show. The mission was a bit of a tester. It has been some time since a glider has participated in a major mainstream New Zealand Airshow and we weren't sure how beneficial the exercise would be. It was also the first time, that I am aware of, that GNZ has funded a dedicated stand.

The Omaka Classic Fighters Air show is a two-yearly event, showcasing iconic fighter aircraft. While gliders don't quite fit into the theme, the overall theme is enjoying aviation, and we certainly meet that criterion. The show was slightly smaller than two years ago and this, I suspect, was due to the shabby weather for the duration. I understand that over 25,000 aviation enthusiasts watched the show. A captive market one could say.

Ivor Link and Carl Jackson from the Marlborough Club worked tirelessly in advance of the show, to have a first class sales tent rigged. The tent was provided by Pyne Gould Guinness. We had negotiated hard for a good spot at a very low rate, where we could park Terry Delore's ASH 25 from Christchurch and a local Ventus 2. The idea was to draw the flow of walking visitors to our gliders and then hit them with our sales team. Robert McCaw (15), Abbey Delore, Jill and John McCaw, Terry Delore and myself made up the Canterbury team, while from Marlborough we had Harley Paterson (14), Ivor Link, Phil Sparrow, Norm Sawyer and a few others

who joined in from time to time. Everyone was fantastic. Our strategy was to spend all our time during the show selling raffle tickets, handing out brochures and promoting the sport of gliding to the aviation enthusiasts, then talk to each other at night in the bar.

The strategy of our PR drive was simple – each morning at 10am, Terry would tow out to the end of the runway whilst the show continued. He would make a display of his take off run, 'wagging' his wings at about 20 feet, opposite the end of the stands. He would then disappear into the murk for 10 to 15 minutes as some warbird display took place and the crowd forgot about him. Then, in a complete change of pace, all engine noise stopped, the strains of Enya's *Orinoco Flow* came over the speakers, on the microphone I directed all eyes upward and Terry started his breathtaking display. I managed to get behind the main air show microphone, telling people about the glider, Terry and gliding in general. Without being too overt, my real goal was to promote the location of the sales team that lay in waiting. By the time I got back to the tent after



The author Nick Reekie in action



Part of the team: Robert McCaw, Jill McCaw, Harley Paterson, Norm Sawyer, Phil Sparrow and Ivor Link



Abbey Delore



Celebrity chef (and ex glider pilot) Simon Gault took his Thunder Mustang through its paces



Re enactors added to the atmosphere

Terry's superb display, we would have a line of people queuing to buy raffle tickets and talk with our younger members.

Further to that, each time our tent went quiet, we sent out Abbey, Robert and myself to talk to the right-aged kids and their parents - giving them a brochure and then asking the parents to buy a \$5 raffle and change their future! "Sick of your kids on play station?" etc. - this worked every time! While this might read as pushy, we had a captive market for that weekend and if we had just sat back passively and talked to each other, we wouldn't have achieved anything.

I think the highlight of our participation in the show was Terry's display. It was quite literally the show stopper and I have heard this from many sources. It simply amazed the viewers. It was a superb aerobatic performance and the complete contrast of the graceful, delicate-seeming glider doing aerobatics with no engine, to the noisy, stumpy other aircraft on display, gave it a real wow factor. It was great too to have the glider there on the ground for people to look at and admire. Nearly everyone wanted to know if it was normal to have engines in gliders. Mark Robertson also had his Ventus on display and we had the MGC's twin Astir there one day. Robert delighted in letting kids sit in the glider while he showed them how the controls worked.

The raffle was a very simple affair. People were paying for the chance to have a trial flight at their nearest participating club. Each draw had only 45 tickets, so the chance of winning was high. Each time we sold 45 raffle tickets, we would go to the main air show PA and 'voila.' On the air again, we would draw the winner, tell all listening of the free flying available for young members (there were a few PR liberties taken in the heat of the moment) and then it was back to the tent, to see lines of people again. We stole the show. The Marlborough vintage plane people, who were also selling raffle tickets, were very jealous of our queues. In all, we ran five raffles through the weekend. That is 225 people genuinely interested in having a glider flight.

Winners:

- | | |
|-------------|--|
| Cert No A10 | Ray Tomlinson, Blenheim |
| Cert No B26 | David Paterson, Christchurch |
| Cert No C04 | Mandy Deans, Wanaka
(She said she would give the Certificate to her partner as a gift.) |
| Cert No D31 | Ian Sowden, Tauranga
(although expects to fly in Taupo) |
| Cert No E34 | Frank Lester, Waiuku |



Total Tickets sold 225 @ \$5
 Total Cash taken: \$1125.00
 Less flight costs \$125 x 5 = \$625.00
 Value to be split 50% GNZ/50% MGC Youth Glide: \$500.00

The winners were given details of their chosen clubs and told to contact them to arrange their trial flight. Participating clubs need to email details of presented certificates to Marlborough Gliding Club to be reimbursed.

I will be preparing a report for the GNZ Exec, which will be recommending that, as a movement, we try to participate in every major air show in NZ, from this time onward. I am aware that, after seeing Terry's display, Wanaka have asked us to participate in their show and no greater compliment could be offered than that.

I think each region could man the sales area, with GNZ support, so that it is run as a regional promotion, as well as a PR drive for the sport in general. The folks from Blenheim were simply fantastic and amongst the hard work, we all had a lot of fun.

VENTUS 2C ZK-GYD



This glider is for sale based in Auckland at Drury and equipped with the following –

- 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

This glider is for sale immediately and in fully flyable as new condition. I am willing to discuss all ideas and options such as shipping overseas and/or basing in Omarama.

Phone Ross Gaddes 09 294 7324 or 027 478 9123

DUO DISCUS ZK-GYL



This glider is for sale based in Auckland at Drury and equipped with the following -

- 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

This glider is for sale immediately and in fully flyable condition. It has no trailer but a new Cobra could be supplied as part of the package if required. This could be the perfect opportunity for a club to upgrade to a state of the art twin seat aircraft for much less than new and is available now. It could also be suitable for a syndicate based in Omarama. We are willing to discuss all ideas and options.

Phone Ross Gaddes 027 478 9123




Soaring_N

Terry waves his wings at the crowd. Anhedra gives the glider a strange look. Omaka Air Show



GNZ PILOT DEVELOPMENT PROGRAMME FOR 2011 2015 AND BEYOND: A PERSPECTIVE

By Dane Dickinson, Sailplane Racing Committee



This document expands upon a brief written by immediate past GNZ President, George Rogers, about the possible creation of a formal 'pilot development programme' to enhance NZ's reputation and performance at international gliding competitions.

Background

NZ has a proud record at international gliding competitions, achieving podium finishes and notably, two World Champions (Ray Lynskey 1995 and John Coutts 2003). NZ pilots have also captured numerous FAI Gliding World Records. NZ is further internationally famed for legendary pioneers, stunning gliding conditions, and various important governing personnel. In recent years however, there has been a slow decline in both pilot interest and competitive success in international championships. NZ's reputation and fame has waned accordingly.

While NZ's past successes have largely been individually driven, there have been instances of successful GNZ support and coordination of pilot participation at international events. Given the current downturn in international competitiveness, GNZ presently has an opportunity to try to reverse the trend, through active development and support of NZ representatives at international championships.

However, there is an important question regarding the benefits to the NZ gliding community of expending collective resources on pilots who represent NZ on the international stage. Gliding is largely individualistic, and competitive gliding even more so. Therefore, on the face of it, the cost-benefit analysis of any such spending would be likely to fall on the wrong side of the ledger.

In reply to this, a case could be made that the pride and publicity from international achievement does indeed contribute positively to the wider community. Training pilots to highly competitive standards will be a significant contribution to the soaring skill base in NZ and it seems reasonable to assume a considerable 'trickle-down effect'. A further solution to the question is to establish GNZ's role in pilot development as one of coordination and planning, as opposed to financier.

A related issue also exists at the international level, as to the importance of country representation and nationalism in gliding or whether gliding would be better presented as an individualist pursuit (perhaps similar to tennis, golf or motorsports).

Consultation with NZ competition pilots during the 2009/10 season revealed their widespread support for the creation of a

structured development programme, with an overall goal being podium finishes at world gliding championships. There is likely to be some dissent towards GNZ financial contribution to a programme from parts of the NZ gliding community. GNZ must view such development as an investment into the growth of NZ's gliding fame and international reputation; as well as maintaining and improving piloting skills throughout the movement. Therefore, if successful, the long-term returns will be extremely valuable to the entire gliding community.

Why competitions? After all, sponsored open cross-country courses could probably raise general piloting skills more than exclusive racing programmes. The answer lies in the fact that sourcing financial support and measuring a scheme's efficacy requires visible and reportable results. The international competition environment is already well established and geared for nationalistic success and measurement. Media focus is also easier to obtain in this setting.

Programme Goals

Assuming a formal pilot development programme with the vague aim of world success, explicit goals need to be further defined. These goals may be:

- Individual podium finishes at FAI Class 1 events
- Winning the team World Cup at FAI world championships
- NZ pilots in the top 50 on the IGC ranking list
- Top 5 or 10 Country Score on the IGC ranking list
- Hosting another World Championships (rather unlikely)

It is worth noting that individual Top 10 finishes at world championships would be an extremely worthy achievement benchmark but is perhaps not an ambitious enough goal for a development plan. Choosing specific competition classes on which to focus development is extremely important. For meaningful international success, goals must be specifically orientated toward the most competitive classes. The most financially accessible achievement is currently found in the Club and Standard (and perhaps 15m) classes. This may change in the future.

In addition to the major goals, numerous 'step-goals' will need



Photo Rick Millane

to be laid out. There are also implicit goals. (However these should not distract from the primary focus of the programme, they are spin-offs). These may include:

- Improved attendance at NZ competitions
- Greater task distances and speeds at NZ competitions
- Increased number of NZ competition (and cross-country) pilots and instructors
- National coach
- Sport ambassadors
- Increased NZ OLC presence
- Increased national gliding hours and cross-country kilometres
- Improved standards of situational awareness and airmanship in general membership

Greater focus must be given to the more realistic aims, while maintaining the possibility of more ambitious achievements further on. In the first instance, this means producing pilots who are sufficiently competent and motivated to compete internationally, as NZ currently has very few such individuals.

NZ Representation and the Status Quo

In the past 10 years only John Coutts, Ross Drake, Ben Flewett, Paul Schofield, Allan Barnes, and Dane Dickinson have represented NZ in FAI world events (but Allan Barnes has since aligned with Australia). This limited representation contrasts dramatically with the large teams from the 1960s, all the way through to the late 1990s. Many factors will have contributed to the decline: aging population, numerous experienced persons retired from organisational roles and a significant generational gap in competition pilots. Not enough suitable people were available in this period to carry international competition interest. NZ lost critical mass sometime around the turn of the millennium, and consequently the skills and experience from the previous masters were not transferred.

There are many ancillary causes too. The world economy meant costs for NZ competitors increased. The proliferation of classes further dispersed our top pilots at competitions. Much

energy was also spent on the failed World Class. Additionally, the European competition scene appeared to ramp-up skill levels from the late '90s, thus making it more challenging for New Zealanders to compete.

None of these factors negate the fact that exceptional individuals will always emerge in NZ with the ability to compete at the highest level, but there is limited encouragement and assistance to promote their progress. Pilots who do persevere and eventually succeed certainly have the energy, motivation, and organisation for the world stage.

At the competition level, NZ is currently disadvantaged due to relatively few entrants and an artifact of our scoring system. There is a significant bias in our competitions that rewards pilots for finishing tasks rather than going fast. Internationally, finishing a task is precursory to the real focus of speed. Merely finishing every task at World Championships will rarely provide a pilot with a top-half overall result, whereas in NZ it is usually enough to become National Champion. Pilots with only NZ experience will do poorly internationally.

Aspiring pilots quickly make their mark on the NZ scene before glimpsing the international arena. If sufficiently motivated, these pilots will then chase their own international achievement. Unfortunately the funding offered by GNZ and the Roake/Pryde trusts for World events does little to offset the overall cost of the pursuit. Better wages and better competition potential overseas have created a curious situation where some of NZ's best pilots are neither residing nor actively flying in NZ.

An effective development plan will need to acknowledge this reality – advancing competition skills to international standards currently requires significant European experience (especially given world championships are held in Europe 80% of the time). Consequently, I believe it would be unfortunate to preclude expatriated pilots from a development programme on grounds of non-residence. Until such time that a critical mass of competition expertise re-emerges in NZ, supporting pilots' offshore flying is perhaps the only feasible method to help achieve interim/periodic world success.

The task of pilot development is therefore compounded: to

produce ongoing international success (and also to return benefits to the NZ movement), the NZ competition environment must be dramatically enhanced. Only then will NZ pilots be consistently competitive on the world stage. But enhancing the domestic scene requires many more internationally competent competition pilots in residence, and, as previously mentioned, such pilots must be first precipitated through considerable European exposure. Crucially, it is questionable whether NZ can actually foster the competitive pilot base that is necessary to create and sustain the expert national competition scene required for prolonged world success. In the meantime, the possibility of being too small to succeed should not deter efforts, although it may play an influential role in shaping the development programme.

Realities of International Competition

International success results from experience, resources, and talent (also some luck!) Clearly, larger gliding nations will tend to have greater access to all three elements, however, only Germany, Poland, France, and the UK have a history of bona fide development programmes and they are also the top four IGC ranked countries. NZ is not alone in its purely amateur basis but the smaller European nations have contact with these quasi-professional competition scenes for a de facto source of experience, NZ does not.

From this key point, the course of pilot development in NZ can be focused considerably: a large financial base will be necessary regardless of circumstances. These resources should be utilised to build European experience and to fund participation at world events. Proven talent will act as the arbitrator of resource allocation. And to close the circle, the expertise generated from European flying must eventually return to NZ to advance the domestic scene (which in the long run, might then be able to supplant much of the overseas experience required for international success).

In projecting this task, I must express some reservation over the gliding movement's level of energy and commitment to such a cause. In reality there will probably never be enough resources to fund an extensive programme. Externalizing some, or all, of the finance for pilot development would therefore be a tremendous advantage. However, this might be extraordinarily difficult in the current economy.

A rough figure for full practice and participation at a world championship for a NZ based pilot is a minimum of \$20,000 NZD. There are numerous possibilities to reduce this cost, but not without significant capital, good fortune, or competitive disadvantage. This estimate also does not account for extended support personnel. Factoring in additional costs required for meaningful training outside of the pre-competition period, leave for four to eight weeks and other personal sacrifices, the cost of international participation, not to mention success, will quickly amass to hundreds of thousands of dollars in a relatively short period. A development programme can offset some of this burden, but significant onus will still remain on individual pilots – and this can price many potential champions out of the game.

In the face of such enormous challenges, it is difficult to see how GNZ can feasibly impact the situation, especially given all the other worrisome issues for gliding. The truth is though, the lack of international representation/aspiration is symptomatic of the other problems, rather than a root issue itself. While addressing the underlying problem is not the purpose of a development programme, actively promoting NZ representation could work in conjunction with other mechanisms in helping to revitalise the sport.

Possible Approaches to Development

First, we can separate strategies that focus on individual pilots from those which enhance the national competition scene. Secondly, financial support can be contrasted with performance planning.

While approaches based around funding individuals will be easier and appear more helpful in producing champions, this is insufficient as a development programme (consider the negligible spin-offs from the successes of Ray Lynskey and John Coutts). Funding of individuals must be complemented with (for instance) coaching, competition planning, racing seminars, training camps, and promotion.

I must advise caution when applying requirements to funding, e.g. the proviso that the recipient present lectures at NZ gliding clubs. Also, I should express my disdain for the idea of performance incentivised funding grants. A competition bonus or prize is fine, but determining a pilot's funding for an event from the actual result is absurd. I feel that granted funds should cover a very substantial portion of the cost of representation (probably 50% or more), otherwise the granter will lack appropriate moral leverage for requesting participation in other activities.

One possibility, which I strongly favour, is equipping NZ with European based competition glider(s). Free access could be given to NZ representatives, and modest rental to appropriate members seeking European experience. European glider accessibility is the single greatest problem for any NZ representative and solving this is possibly the most beneficial outcome that a development programme could accomplish.

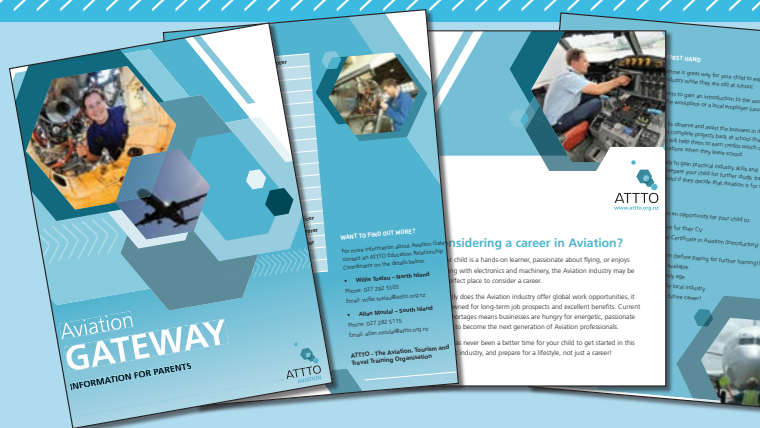
Junior pilots (under 26 years) are another aspect of gliding that I believe is worthy of focus. While non-competition pilots are clearly outside the scope of pilot development, juniors that have begun to engage competitively deserve attention. The UK junior scene over the past 20 years illustrates the success juniors can produce. Structured pathways for junior competition pilots to follow might be an efficient strategy in this regard. For instance: training camp invitation – junior nationals – junior Trans-Tasman representative to Australia – sponsored entry to nationals – racing invitation to Europe – Junior Worlds and so forth.

I believe that the movement would be receptive to an initial funding drive if the process were responsibly accounted and I presume there are opportunities available from national sporting bodies (one should examine other sports for successful funding models too). It is possible that the Roake and Pryde Memorial trusts may also consider aiding a pilot development programme.

On the route by which I believe NZ's pilot development should track, finance will be the first and most formidable task. Once sufficient resources are acquired, European competitions and equipment for promising pilots will help to provide a reasonable chance of world success, as well as building the expertise required to improve the domestic level. An improved competition scene will be reflected in a snowball of capable pilots and interest in worlds, which in itself will lead to numerous development opportunities with specialised selection, training, coaching, and funding models. There is also a question of scope in both the size and duration of a development plan – the portrayal I have sketched rests on a time frame of at least 10 years and assumes significant spending (several hundred thousand dollars). Others will, of course, have different ideas on development but I hope that this picture is not disregarded for reasons of convenience. I have endeavoured to be realistic in my assessment and while I cannot foresee any easy methods for international success, I do think that there are some promising options that warrant special GNZ attention.

GLIDING TRAINING CAN CONVERT TO NZQA CREDITS

By Jill McCaw



In *SoaringNZ* issue 19 we discussed the Gateway Programme and the potential for young glider pilots to earn NZ Qualifications Authority (NZQA) credits. We are pleased to announce that this is now a reality. Aviation Industry Training Advisor for the Aviation, Tourism and Travel Training Organisation (ATTTO) Dave Evans has sent us the details and says that the gliding units are in the aircraft operations area of NZQA.

Units available are:

Fly a glider to achieve a Gliding New Zealand Qualified Glider Pilot (QGP) rating	Level 4	5 credits
Fly a glider to achieve a Gliding New Zealand B certificate	Level 4	5 Credits
Fly a glider to achieve a Gliding New Zealand A certificate (solo flight)	Level 4	6 Credits
Demonstrate glider aero-tow launch as a pilot	Level 4	1 Credit
Demonstrate glider winch launch as a pilot	Level 4	1 Credit
Demonstrate glider ground handling	Level 2	3 Credits

The units are comprehensive and adhere closely to the GNZ training syllabus. For example, in the first unit above, to Fly a glider to achieve a QGP rating, the purpose of the unit is quoted as: People credited with this unit standard are, to Gliding New Zealand QGP standard, able to: demonstrate cross-country glider soaring, out landings; retrieve a glider; demonstrate high speed flight; conduct a rapid descent; demonstrate final glide to circuit height, non-normal situations; fly passengers; and complete the Gliding New Zealand QGP rating requirements.

Explanatory notes state:

- 1 This unit standard is aligned with the relevant parts of the prescribed syllabi of the Qualified Glider Pilot licence. Credit will be awarded upon meeting the requirements of the Gliding New Zealand approved assessment or examination.
- 2 Industry standards and recommended practices are those set in place by Gliding New Zealand.
- 3 All references to the Civil Aviation Authority (CAA) refer specifically to the New Zealand Civil Aviation Authority.
- 4 Industry texts may include but are not limited to – aircraft flight manuals, Gliding New Zealand Manual of Approved Procedures, CAA Rules, operator exposition.
- 5 Out landings may be real or simulated.
- 6 Non-normal situations refer to emergency procedures that may be encountered during a flight. Emergency procedures may be real or simulated.

There are nine 'outcomes' to be achieved for this unit with

evidence requirements clearly spelled out.

The outcomes are:

- Demonstrate cross-country glider soaring to Gliding New Zealand QGP standard.
- Demonstrate out landings to Gliding New Zealand QGP standard.
- Retrieve a glider to Gliding New Zealand QGP standard.
- Demonstrate high speed flight to Gliding New Zealand QGP standard
- Conduct a rapid descent to Gliding New Zealand QGP standard
- Demonstrate final glide to circuit height to Gliding New Zealand QGP standard.
- Demonstrate non-normal situations to Gliding New Zealand QGP standard.
- Fly passengers to Gliding New Zealand QGP standard.
- Complete the Gliding New Zealand QGP rating requirements.

At the moment GNZ does not have a dedicated person who can process unit standards for our young pilots. In the first instance, Allan Moulai of ATTTO suggests young people should check with the ATTTO website ATTTO.org.nz. (currently being updated), to check how to go about transferring their gliding training into credits. While writing this article, I did just that and cannot easily find a reference to these particular credits. I suggest emailing Allan directly: allan.moulai@attto.org.nz

Also in issue 19, I reported that I was intending to have a gliding trial version of the Gateway Programme's aviation training ready to run in Canterbury over the summer. The Gateway Programme runs career advice and vocational training through schools. Using the programme gives gliding the chance to be incorporated in schools and students can gain unit standards from participating in a course. This is separate to the units described above. Since then, we have had two earthquakes and this project has had to be postponed. If there is any other club who would like to run with this idea, I would be happy to work with them to make it happen. It does not actually involve a large outlay in glider or instructor time.

I feel that our gliding clubs really need to get behind the ATTTO and the Gateway programme. Essentially, they have put in the hard work to make this happen and we are the ones who will benefit from it. It should provide a fantastic boost for gliding. Even before we get a training programme to link into the Gateway Programme, we can still take advantage of the NZQA credits mentioned above. Our flying kids can and should be taking advantage of these opportunities. Once we have the Gateway programme up and running, our familiarity with the scheme will be a great help in selling gliding to youth members and their parents.



People with an interest in commercial aviation might congregate at Farnborough, near London, every year and friends of military aviation at Le Bourget, near Paris, but sports aviation enthusiasts meet regularly at Friedrichshafen in southern Germany.

AERO TRADE

By Bernard Eckey

This lovely city is situated on the shores of Lake Constance and has long been the host of the AERO trade fair.

Hobby aviators from around the world make a bee line to Friedrichshafen to keep up to date with the latest developments and look at everything from paragliders to ultralights, and from radio controlled models to small business jets. In the past, the show was staged every two years but some time ago, the organisers elected to hold it every year. All major glider manufacturers felt that the cost burden was far too high and decided to exhibit at AERO only at the original two year interval. Here is a short review of new and interesting products on offer this year.

Lange Aviation seems to have recovered from their financial woes and introduced their electrically powered Antares with 23 metre wingspan for the first time at Friedrichshafen. They also exhibited their original 20 metre model but with a two-stroke sustainer engine. Schempp Hirth had the new Arcus in two different

versions on display, as well as a very early prototype of the open class Quintus. It is clearly not ready for prying eyes and was therefore suspended under the ceiling. Obviously the Antares and Quintus wings come from the same mould, but in typical Schempp Hirth fashion, the Quintus will get a kinked-up wingtip. Schleicher displayed three of their latest models. Next to their ASG 29 best seller, they exhibited the ASH 31 self-launcher with 18/21 metre wingspan. Their new open class two-seater ASH 30 Mi proved by far to be the biggest crowd pleaser and was constantly surrounded by glider pilots from around the globe. Diamond Aircraft surprised everyone with a tail dragger version of the Super Dimona motor glider. This year DG had by far the smallest display of all glider manufacturers and was only showing the fuselage of an electrically powered sustainer version of the DG 1000. The two-stroke engine of the DG 1000 M was displayed on a trestle.

Even the trailer manufacturers Komet, Cobra and Avionic were present. All of them had their latest trailer versions on display, but Komet was showing their new rapid stabilisation system and





FAIR

highlighted the advantages with a very convincing video. Recognising that trailer accidents remain a regular occurrence, they are now integrating an active braking system on request. It stabilises the car/trailer combination and greatly assists the driver in critical situations. The system actively initiates a stabilisation process and hence avoids accidents. Best of all, their basic model of trailer was still sporting a price tag of only Euro 5990.00 – a very pleasant surprise and clear proof of fierce competition in this field!

As expected, glider avionic systems are still undergoing further development and ongoing refinement. Flarm is now available with integrated ADS-B. It was renamed Power Flarm, but so far no manufacturer has received IGC approval for the integrated logger. This is expected by late 2011 or early 2012. LX Navigation introduced the LX 9000, featuring a nicely backlit 5.6 inch colour display. This instrument comes equipped with worldwide terrain maps, including airspace and airport databases. It also includes a Flarm collision avoidance system and a flight recorder with IGC approval. No doubt, the LX 9000 is truly a top-end navigation system.

As a result of the rapidly escalating cost of aero tows, winch launching is enjoying increasing popularity on a worldwide scale. This fact was evident by the number of mobile and self-propelled winches on display, which even included an all-electric winch. All of them sported different lay-outs, but had one thing in common: they were professionally built, exceptionally powerful, extremely sturdy, of high standard and designed for special plastic rope. Most winch manufacturers also build export versions, ready for mounting onto locally sourced prime movers. One manufacturer even offers a leasing option over a period of 5 years.

The next AERO of value for gliding enthusiasts will be in April 2013. Make sure that you don't miss it if you happen to be in Europe around this time!



NOT PLANNING ON AN ACCIDENT?

By Neil Allison

In issue 19 we ran the tale of Alex Marshall's accident at the South Island Regionals last November. Alex's honest and detailed breakdown of what went wrong led us to ask other pilots to come forward and share incidents and accidents in their gliding career. The aim is to literally stop others making the same mistakes. We welcome your stories. Please email the editor for guidance on what may or may not be appropriate.

In this issue, Canterbury Gliding Club member Neil Allison shares an incident that had the potential to be fatal, and it is something that could happen to so many of us. **Take note.**

I recall my shortest flight of one minute, where an error of omission led to an incident that dented my pride. It also served as a sharp reminder that "we ALL make some mistakes on every flight" and of the importance of properly completing the pre-takeoff checks.

During my early training, the duty instructor decided it was time to test some aspects of my pre-takeoff checks, so he locked the latch without having the rear canopy fully closed. My glance over my left shoulder and light upwards pressure on the frame during the 'canopy checks' did not show me that the rear canopy was not properly shut. I was then challenged by the instructor and the error demonstrated. I was annoyed with myself and I thought, "I won't make that mistake again" and "I've learned an embarrassing lesson". Regrettably, I must confess, 'Yeah, right'.

On the day of the incident in February 2009, it was pleasant, with a very light breeze at Omarama. Most gliders were already flying and there were only a few gliders remaining on the R09 grid. Our club twin GPR was not being used and after a briefing, I got ready for a solo flight. The pre-launch was uneventful and not memorable. As I walked to the glider, I went through my own checks: IM SAFE and ABCDEF: Airframe looks OK from a walk-around and DI is signed off, Ballast is correctly fitted (because it is a nuisance to try to fix when you're strapped in and working through the pre-takeoff checks), Controls full and free and operating in the correct sense (much easier to see from outside the cockpit), Dolly has been removed, Empty seat security (straps fastened, no loose items, canopy closed), Flight plan authorised.

I got in and settled and did my pre-takeoff checks. I was hooked on to the tow plane CNG which had Roger Harris at the

controls. We rolled and lifted off as normal and then the excitement began. There was a noise behind me and it was suddenly very breezy and noisy in the cockpit. A quick glance over my right shoulder confirmed that the rear canopy was fully open and straining against the 'stay' string.

At this point, I explored my options for what to do next. I'm sure this happened quicker than the time it takes to read it. Perhaps I could give a boot-full of slip to the left and have the airflow shut the canopy - nope, that might break it and doesn't really solve the problem. Shall I go up to circuit height and have some time to evaluate what to do next - maybe, but there might be a better choice. Maybe the canopy could break off and possibly damage the tailplane - deal with that if it happens, but it's probably best not to fly any longer than necessary. We were about half-way down the runway so I decided to abort the launch and land ahead. I released, checked the airspeed, made a fast, but safe, landing and rolled on to stop clear of the runway about the eastern-most end of the R27 grid area. Roger's voice called out over the radio "What happened?"

"Ahh, I lost the canopy".

The wise instructors took their time finding a retrieve vehicle and driving down to tow the glider back to the grid so I had plenty of time to check the mechanics of the canopy latch. I tested my theory that it had come open by itself, because no moron would leave it unsecured after using two checklists. After several experimental latch operations I was forced to conclude that the only logical explanation was that this moron hadn't checked it properly when I secured the rear seat straps and closed the canopy, nor during my pre-takeoff checks.

After an inspection, the glider was returned to service and I debriefed with another senior instructor, who shared his story of a similar occurrence, rather than delivering the bollocking I'd braced myself for. Probably aware that I was about to slink off home, he suggested that I have a rest, then get back in the cockpit and go for a fly later that afternoon.





Is the canopy locked?

been to radio the tow plane, advise the issue and request Roger to tow and position me for a 'simulated rope break' downwind landing before releasing.

I consider myself very fortunate not to have caused any aircraft damage or suffered anything more serious than dented pride. So, what did I learn?

The crafty A-Cat instructors know a lot more than me about the potential traps for young players and the human factors of learning from mistakes. The challenge is to learn from their experience before I run out of luck.

Checklists are not a panacea: they are only effective when the list of tasks is properly completed.

"Si enim fallor, sum" (If I am mistaken, I exist). Mistakes are an inevitable part of life and aviation. I must entertain the possibility that I am wrong (apparently this is not too much of a dilemma for others).

Insidious errors of omission will happen to me and so I need to be vigilant. 'Error Blindness' happens because most of the time we have no internal cue that we are wrong until it is too late because 'being wrong feels a lot like being right' (up until you realise the error).

It was only much later, when I was thinking through the options I had considered that I realised, to my concern, that prior to pulling the release, I hadn't specifically checked how much runway I had ahead of me. Site familiarity may have been a factor. I had also not passed 200' AGL, so landing ahead was the only option in the event of a rope break. With hindsight, a superior plan would have

Don't forget that important back canopy check.





GLIDE FREEDOM GREG DOUGLAS

Greg Douglas is Vice President of the Auckland Gliding Club, Membership Secretary and Treasurer for Vintage Kiwi and Program Coordinator for Glide Freedom. At Easter he got to combine all his interests in Taranaki.



Glide Freedom is a project undertaken by the Auckland Gliding Club to provide fun glider flying and glider training for the disabled.

The Glide Freedom project uses AGC's Schleicher ASK-21 training glider. In addition to the standard controls, this glider is fitted with a hand control for the rudder. This means the glider can be flown with the hand controls by pilots that are not able to use the standard foot operated controls for the rudder. To date, we have taken disabled pilots flying at Drury, Matamata and at Norfolk Road in Taranaki.

On our first 'Glide Freedom Day Up,' we flew three disabled persons at Drury. All the participants had the chance to fly the glider under supervision of the instructor. This was very successful, so we took the glider to Matamata and followed that with a trip to the combined Vintage Kiwi and AGC Easter Rally in Taranaki.

It is a long drive to Taranaki, more than five hours by road. However we all felt the effort to bring AK and offer a flight to the disabled people in Taranaki was a worthwhile venture. On Good Friday we took six disabled people for a glider flight utilizing the hand flying controls. A lot of smiles were witnessed. It was a real Good Friday for the 'Glide Freedom' participants.



GNZ AWARDS & CERTIFICATES

APRIL – MAY 2011

QGP No	Pilot's Name	Club	Date	Glider
3133	Stuart J. Cawood	Gliding Manawatu	28. 4. 2011	
SILVER DISTANCE				
	Mark S. Drayson	Piako GC	2.2.2011	Club Astir
SILVER DURATION				
	Peter Mundy	Nelson Lakes GC	2.4.2011	Std Cirrus
	Andrew J. Benton	Nelson Lakes GC	13.3.2011	Ka6 CR
SILVER HEIGHT				
	Mark S. Drayson	Piako GC	2.2.2011	Club Astir
SILVER BADGE				
1148	Mark S. Drayson	Piako GC	1.4.2011	
1149	Andrew J. Benton	Nelson Lakes GC	14.4.2011	
GOLD DURATION				
	Peter Mundy	Nelson Lakes GC	2.4.2011	Std Cirrus
	Andrew J. Benton	Nelson Lakes GC	13.3.2011	Ka6 CR
NZ RECORD				
300 km, O&R, Speed	Max Stevens	Discus b	31.3.2011	156.47 km/h

AIR NZ CROSS COUNTRY CHAMPIONSHIPS

	Glider	Distance	Points
Northern Division			
Mark Drayson	Club Astir	141.40km	160.45
Clinton G. Steele	ASW 15	135.59km	150.41
Paul A. O'Neill - Gregory	Club Astir	53.09km	60.52
Southern Division			
Christopher Streat	LS 6	1173.66km	1084.16
Paul F. Jackson	LS 4	379.65km	390.43
Kerry W. Eggers	Cirrus	319.65km	351.29
Mats Henrikson	LS 4	335.49km	347.35
Oliver Winkler	Discus CS	339.78km	343.28
Steven T. Evans	LS 6	327.35km	323.07
GNZ FIRST COMPETITION AWARD			
018	Mark Drayson	Piako GC	1.4.11

GNZ Awards Officer
Edouard Devenoges

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Omaka Air Show

Photos John McCaw



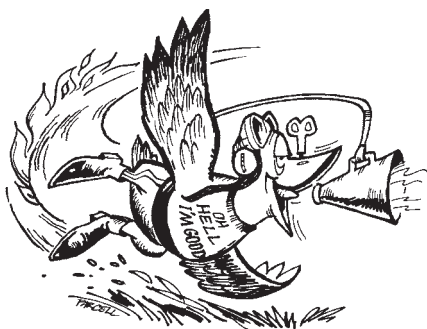


AN AVIARY OF GLIDING

In the last issue we published part one of this true study on glider pilots. We erroneously told you that the source of the article was the Vancouver Soaring Scene. We have since been corrected. This article first appeared in Free Flight magazine.

All glider pilots belong to the species 'Aeronauticus'. Having said that, it then becomes necessary to mention that this species has a plethora of fascinating subspecies. Indeed, one of the joys of club life is to observe, identify and categorize them – a refined form of bird watching in which the observed can reciprocate!

Aeronauticus hotshoticus



This bird, unfortunately, is not rare and shows no sign of ever becoming extinct. The subspecies is best identified by a large gaping hole just above his chin that is in constant motion and from which issues a never ending stream of sound. The most readily identified sound is that of the simple word "I" and it

has been observed that if "I" could be removed from his endless birdsong he would be struck mercifully dumb.

The eyes of hotshoticus exhibit certain peculiarities, they do not see flying instruments as do other eyes: rates of climb are doubled, speeds appear greater and altitude higher. Curiously, the time perception of hotshoticus shows a certain waywardness, in that time in conjunction with speed tasks appears to be less, while in conjunction with duration of flight claims seems to be greater. Many of these strange phenomena might have gone undiscovered, had it not been for the fact that hotshoticus is often equipped with a powerful and much used radio, by which he is able to report his instrument readings to lesser pilots nearby who see things on a different scale. The only temporarily effective means of silencing his radio monologue is to ask him to look up to see if your wheel is retracted just after he has radioed his great height and general soaring ability.

Hotshoticus flies with a flair that in lesser sub-species is fairly characterized as bad airmanship. Naturally he considers rules are made for others who need them more. His idea of a standard landing circuit is a high speed pass across the field, flicking the top of the long grass, followed by a zooming climb and a steep turning approach to the runway. It has happened that hotshoticus had been so dazzled by his own virtuoso performance, that he has forgotten to put his wheel down and so has landed amid a fine shower of fibreglass particles. On the occasions when his wheel is firmly locked down, his landing run is predictably unorthodox as he cuts in front of the line of gliders waiting to takeoff and skilfully

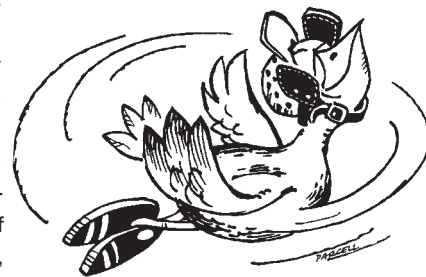
using his wheel brake (which this time happens to be working), comes to rest with the sailplane's nose only a few inches from the door of his glider trailer. Very impressive.

Scientists are somewhat puzzled by the position of hotshoticus on the scale of glider pilot evolution. Is he the apex of development to which all will eventually climb, or is he a case of arrested development? It is reliably reported that most glider pilots exhibit some small streak of hotshoticus, whether it be as a latent development or a vestigial remnant, and this streak can be intensified by adding alcohol to the bloodstream by an oral injection through the neck of a bottle.

Here's to A. hotshoticus. May his deeds be as great as his words.

Aeronauticus overconfidensus

There is hope for fledglings but none at all for the subspecies known as Aeronauticus overconfidensus. This bird is usually found in gaggles on days when thermals are rare (and crowded) spiralling merrily upward with head and eyes caged in blissful ignorance of other gliders. If you feel in need of stimulation, get into such a gaggle and meet



one of the subspecies head on at the same altitude and circling in the opposite direction to every other glider in the thermal. Don't be afraid of startling him, he knows he's alone in the big blue sky and will never see you.

A cardinal rule of the air is to see and be seen. As there is no way of being sure that you have been seen, it is wise to assume that every other pilot is a fool and a blind fool at that. With confidensus this is an accurate assumption. The air gives freedom in dimensions unknown to the ground bound, but it also gives the possibility of trouble from all angles.

Here's to A. overconfidensus. May he follow the dodo bird into extinction. Until then, keep your neck swivelling.

Aeronauticus competicus

is a simple, uncomplicated bird with but a single aim – winning. His single-minded devotion to his goal has been known to make him somewhat unpopular with the lesser breeds. Among his armament he has an encyclopaedic knowledge of every club rule ever written and a remarkable facility for using them to his advantage, without ever transgressing the letter of the law by more than an hair's breadth. His knowledge is most frequently used in getting a tow just when he wants one, which is invariably as the first cumulus start to pop in the sky. He sees no harm in pushing out of the line naive romantics who wish to fly only for pleasure. It is obvious to him that it is far more important for him to get practice for important contests, than it is for them to clutter up the sky to no purpose.

To competicus, no cloud scene has ever appeared as a

TYPES CONTINUED

by Eric Newsome and illustrated by Gil Parcell



majestic ever-changing mountain vista, but only as a source of lift to be coldly assessed. Slanting sunrays breaking through the overcast and bathing a patch of the earth in a golden glow, elicit from him no appreciation of beauty but indicate where he should go for his next boost skyward.

The subspecies has a migratory habit which is exceptional, in that it occurs in summer and the destination varies from year to year. The flock gathers regionally and nationally to compete and competicus

is always first to arrive in his wreck of a car – all he can afford after he has purchased the finest glider available. He has a healthy measure of contempt for many of his fellow competitors who are there for what they mysteriously call the fun of competition and would lapse into terminal shock if by chance they should ever finish first some day.

A. competicus should be kinder towards these competitors, for if they were not there to be last, how could he manage to be first?

Aeronauticus polishiticus

has the finest and most modern glider that it is possible to buy, and this being one of the major investments of his life, he considers it worthy of tender, loving care. It is immaculate and seldom flown. The stark white fibreglass gleams from constant polishing, no speck of dust or blade of grass is to be found in the spotless cockpit, which has been tastefully cushioned and carpeted by his mate. He is the mortal enemy of small boys with dirty, sticky fingers.

On the panel an expensive and complicated range of dials and instruments gleam mysteriously. However with so many instruments there is so much to go wrong. It is for this reason that many club members know polishiticus only by his posterior, the only view of him they have ever had, as he investigates the rat's nest of wires and tubes which, theoretically keeps his instruments telling the truth. His glider trailer is likewise immaculate. Wing and fuselage cradles are lined with the finest of carpet, naturally matching that of the cockpit. All equipment is neatly painted and labelled.

On sunny cumulus-dappled days he can be found hiding from the scene as he assiduously cleans rust spots from the trailer axle.

Polishiticus has been known to fly on days when there is not too much dust blowing and when there is no chance of rain. He is, of course, properly dressed for flying and always wears gloves. His

flying is proper and sedate and he never strays more than a few miles from "mother" airfield.

Here's to A. polishiticus. May he one day inadvertently go cross-country and have to land in a swamp!

Aeronauticus designicus

This is an extremely rare subspecies – many experienced observers claim that the last place to spot this bird is on a glider airfield. Designicus is a combination of sculptor, mathematician and the Marquis de Sade. Its creations, in their most refined mode, reach the pinnacle of form following function. It pays meticulous attention to flowing shape and perfect finish, to minimum frontal area and to tucking away neatly all those things which must occasionally dangle in the breeze – but that's all outside.

The average pilot spends remarkably little time on the outside of a glider in flight but a considerable amount of time on the inside – assuming that he can get in. Designicus must, as a condition of entry to the designers club, be no more than five feet tall and weigh no more than ninety pounds soaking wet. If it were otherwise, he would be tempted to design a glider with an interior space large enough to contain a normal, healthy, well-fed male. The agonies suffered by sailplane pilots in the name of pleasure are remarkable to an observer unbiten by the gliding bug, but the sight of a glider pilot being shoe-horned into the cockpit and then cowering down while the canopy is crammed down on his hat must be as idiotic a sight as can be imagined. By comparison, a submarine is like living in the wide open spaces.

Any pilot of a modern sailplane can be stirred to revile designicus by any of the following questions: Have you ever tried reaching behind you and found yourself with one arm locked somewhere behind your neck at a critical moment? Have you ever dropped a map in the region of your left foot and had to land to pick it up? Have you ever tried to retract the wheel and found that you cannot get your elbow far enough back to complete the pull on the lever? Ever managed to tie yourself in tight by an arrangement of safety straps fitted in such a way as to require pulling in an impossible direction? Ever thought of bailing out?

Why can't designicus evolve to the point at which he starts with an unaerodynamic shape, the human body, and design on from there? Perhaps as an aid to stimulating development, all designers should be required to certify that they themselves have been fattened to normal proportions before releasing their masterpieces, and in such condition have flown for five hours in rough air. Here's to A. designicus, may he be forced to learn and apply the lesson of:

There was a young fellow named Hirth,
Who was rather broad in the girth.
His glider was slim,
He couldn't get in,
And now he flies on it, not in it.



AIR TRAINING CORPS (ATC) NATIONAL GLIDING COURSE

APRIL 2011 MATAMATA

By John Griffin and Flight Lieutenant Craig Walecki New Zealand Cadet Forces (NZCF).



John Griffin is an instructor with the Tauranga Gliding Club. Craig Walecki is a member of the Canterbury gliding club and the NZCF Aviation Officer. Both gentlemen wrote reports on the ATC Gliding Course, which have been combined to create the following article.

The first week of the April school holidays saw 16 air cadets from around NZ descend on Matamata Soaring Centre to experience an intense week of glider training. Auckland, Piako and Tauranga clubs provided four two-seater gliders for the cadets use, along with instructors who freely gave their time to help out.

After an initial wet patch on Monday morning, flying got underway in the late afternoon and then perfect weather conditions prevailed for the rest of the week. Tuesday, Wednesday and Thursday were full flying days. Runway 22 was used often, as this provided into wind conditions, instead of the usual 10/28 runway.

Each instructor worked with the same four Cadets all week. This year three students achieved solo and one, Cadet Dunlop from No.40 (City of Manukau) Squadron in Auckland, did three solos, completing his 'A' syllabus. The four instructors were Bill Mace (Piako), Norman Duke (Auckland), John Griffin and Keith McIlroy (Tauranga). Tauranga also provided two tow planes to join Piako's Pawnee, flown by Ian "Iggly" Wood (Piako) Tauranga's Pawnee flown by Les Porter (TGC) and Cub flown by Craig Walecki (Christchurch). Les Porter (Tauranga) also did time in the towplanes.

When an instructor had their students to solo standard, the student then flew for Course CFI and Commander Rob Owens (Piako) before going solo.

On a not-so-gliding tangent, No. 3 Sqn RNZAF visited the course for dinner and to demonstrate their night vision goggles for the cadets, as part of a routine training mission. Ex ATC cadet and National Gliding Course student - now 3 Sqn Commanding Officer, Wing Commander Shaun Clarke RNZAF gave an interesting talk to the cadets about his career progression, from their position as gliding students to his position as an RNZAF Sqn Commander. Thanks to WGCdr Clarke and his crew for their time and support of the ATC.

The Matamata Soaring Centre provides excellent facilities for these courses and while they have occurred elsewhere in some years, Matamata is likely to be the site in the future. Courses are run to military standards and are as much about discipline, team work and co-operation as flying, which is based on the GNZ 'A' syllabus.

These courses are very satisfying, both for the students and for the volunteer instructors, tow pilots and administrators.





This is the report George Rogers will be tabling at the AGM.
Printing it in the magazine means that all members can read and comment.

SAFETY

In 2010, we recorded 14 glider accidents or occurrences, involving about 4% of the fleet of 355 gliders. There were no fatalities but one relatively serious injury.

This is a similar number to 2009 but with less serious consequences than that year. For this we can be thankful, but the number of accidents continues to be a concern.

Arthur Gatland prepared a series of three articles on Threat and Error Management (TEM) in gliding, providing excellent advice on tactics to reduce accidents. All pilots are encouraged to periodically review the articles (available on the GNZ website) and adopt the TEM techniques in their own interest.

Advisory Circulars (AC's)

Two safety oriented ACs were developed or reviewed in 2010.

AC 2-04 Instructor Privileges & Currency, and

AC 2-05 Biennial Flight Reviews.

These ACs are designed to ensure Pilots and Instructors maintain a level of currency and have available support in the safe enjoyment of their gliding goals. Affiliates are asked to keep the ACs 'live' in their operational planning.

While it is clear that the primary responsibility for ensuring certificates and ratings are current rests squarely with the pilot wishing to exercise the privileges, clubs have a secondary responsibility to monitor that pilots operating under their jurisdiction are current.

Instructors

Steve Care, ROO North and his team, again ran the annual Instructor course at Matamata in 2010. The course was of a very high standard and well received. The course has become an annual event and is an excellent contribution to the development of instructors.

Affiliate Audits

An area that continues to concern both Operations and the Executive is the achievement of timely audits of clubs. These audits are a key feature in the GNZ Quality Management regime and a requirement of our Part 149 Certification.

Affiliates are asked to check they have had an audit in the past 24 months, or discuss with the ROO.

Operations Team

The role of Operations Officers is vital to our organisation, and is often a challenge: supporting Affiliates, carrying out audits and when necessary, investigating accidents.

During the year Ivan Evans and Terry Jones stood down from the ROO role in the South Island. We owe Ivan and Terry a big thank you, for their contribution over many years.

Ross Anderson, Central and Jerry O'Neill, South, joined the Operations Team. Thanks for accepting the roles.

Steve Care, North, continued his great work and contribution.

The Executive is still seeking a National Operations Officer.



Prize winners and those collecting prizes on behalf at the recent GNZ AGM in Wellington. Winner's stories next issue. L- R Jill McCaw on behalf of Alex McCaw, Max Stevens, Chris Streat, Tony Passmore, George Rogers, Gavin Wills on behalf of George Wills, Warwick Bethwaite.

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
pborp@xtra.co.nz Ph 09 413-8384
Base RNZAF Base Auckland (Whenuapai) 021 146 4288
Flying Weekends, Public Holidays

Auckland Gliding Club

Club Website www.glidingauckland.co.nz
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) 384 3196
Base Hororata Road, Hororata
Flying Weekends, Public Holidays

Central Otago Flying Club (Inc)

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

Glide Omarama.com

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

Gliding Hutt Valley (Upper Valley Gliding Club)

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

Gliding Manawatu

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

Gliding South

Club Contact Bob Martin bob.martin@clear.net.nz
Phone 0274 828 611
Base Rouse Airstrip, Five Rivers, Southland
Flying Weekends and Public Holidays

Gliding Wairarapa

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

Hauraki Aero Club

Club Website www.flyhac.co.nz
Club Contact Ron Bergersen d.rbergersen@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 Dhcd@clear.net.nz
Ph (06) 876-9355
Base Bridge Pa Airfield, Hastings 0272887522
Flying Sundays. Other days by arrangement

Kaikohe Gliding Club

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

Marlborough Gliding Club

Club Website http://glide_marl.tripod.com
Club Contact bmg@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.glidingouthcanterbury.co.nz
Club Contact John Eggers johneggers@xtra.co.nz
33 Barnes St Timaru
Base Levels Timaru & Omarama Wardell Field
Flying Weekends, Public Holidays & by arrangement

Southern Soaring

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

Taranaki Gliding Club

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

Taupo Gliding Club

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

Tauranga Gliding Club

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

Wellington Gliding Club

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

Whangarei District Gliding Club

Club Website www.igrin.co.nz/~peter/gliding.htm
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 2011.

AUCKLAND CLUB

We are well into winter now and it is starting off to be unusually wet – even for Drury. Unfortunately, even prior to this wet patch of weather, the good days have been mid-week and the weekends okay for training and trial flights but little else.

The highlight, of course, has been our 80th Birthday party, which turned out to be remarkably successful. Organising any flying program weeks in advance is always risky, but we all know that gliding is even more so. However, for one day only, the sun shone, the wind dropped and those invited (for the most part) showed up to create one of the better days held at the Auckland Gliding Club for some time. I would personally like to thank all those involved – members, non-members, neighbours and exhibitors. They all contributed to a great day and a fun evening.

Otherwise, we have been busy flying the Baradene College girls on Wednesdays. Over 120 flights have been made, with more to come later in the year. Thank you to all who have aided with this busy mid-week programme.

The ATC cadets have also kept the pressure on our instructors on Sunday mornings, when once a month they are at our club to get some gliding experience. Special thanks should also go to those instructors who have worked hard to keep the ATC squadrons happy.

As our field can quickly become unusable when wet, we are researching several alternative sites so we can keep our members flying over these few months. Usually we don't lose too many days, but somehow the last season or two has seemed worse. Global changes – who knows?

Congratulations to Doug Henry, who has purchased an LS3a from down south. It's great to see some new pilots willing and enthusiastic enough to make the commitment to private ownership.

RG

Auckland Gliding Club boasts new tow plane. Dream on!

A young Arthur Gatland and family relax at the 1986 Ardmore Air-show following Arthur's aerobatic display in Discus GPV. The Skyhawk was being prepared for a demo. Marjory Bayliss looks on. Photo: John Bayliss



CANTERBURY

The club spent Easter flying from our new site at Springfield gliderdrome. A westerly provided good conditions, with punters getting into wave right over the field. From there, several pilots had enjoyable flights to Hanmer and other interesting places - very nice. While all this was going on, Terry Delore was displaying his ASH 25 to the spectators at the Omaka Airshow in Blenheim. GNZ ran a static display there which generated much interest. It was manned by members of the Marlborough Club, helped by several members from Canterbury. Much interest was also shown in the Weihe owned by Ian Dunkley from Canterbury.

Although bad weather has curtailed much of our flying, a fine Saturday during the school holidays enabled us to fly with about 50 Scouts and their leaders. This annual event is organised by Mike Oakley, with scouts coming from all over Canterbury. They each had a winch launch, a flight in Mike's hot air balloon and a short flight in a helicopter from the Mt. Hutt Company.

Work on developing our new field is ongoing, with working bees at regular intervals. These mostly happen on the last weekend of each month, when we also make a point of flying from there. At the moment, a local farmer is grazing a large number of sheep on the place, which is just great for getting to know our neighbours.

The woolshed on the property has been cleared out of fittings and it is intended to turn the place into a comfortable lounge-type area, with a good view out to the airfield. The alterations to the building will also allow the sun to shine in, especially during the winter months, making for a cosy atmosphere.

Stewart

CENTRAL OTAGO FLYING CLUB

Looking back on my weekly email reports, it seems we have been plagued with bad weather and poor soaring conditions for most Sundays over the past three months. There has, however, been the odd good day, with thermals to 8000' enabling flights of 3-4hrs.

Our flying weekend in March was a washout, but the rain and hail suddenly cleared on the Sunday afternoon, with good thermals forming.



Canterbury: Warwick Bethwaite and Mike Woods on the site of the new hangar at Springfield.

The two Hornets (John Eggers in JC and Phil in KJ) both had good flights, spending a couple of hours soaring along the Dunstans and Old Man range to Roxburgh at 6000' - 7500'.

Earlier in the year, we were pleased to welcome Derry Belcher and his son Mark, who trailered Mike Romeo from Mandeville. MR is a beautifully finished home-built Briegleb BG12-16 and looking at the high quality of the construction, it is not surprising that it took Derry six years to build!

Mention of Mandeville reminds me of the recent fly-in there and seeing the gull-winged Musger Mg 19 on display in the new hangar. What a wonderful vintage glider!

A few weeks ago, we hosted a gliding day for members of the Southern Riders motorcycle club, during their annual visit to Alexandra. We managed a total of twelve winch flights, using JW. Although conditions were not soarable, our guests thoroughly enjoyed the day and plan to return again next year.

Our winch is performing well with the reconditioned engine and our next job is to replace the worn out 4mm Dynex with stronger 5mm Dynex SK75, which we expect will be more resistant to our rocky and abrasive ground conditions.

Our newest member John Mathewson, who, along with his son Laurence, has recently purchased a Dimona motorglider, is now training for his QGP. John, an experienced power pilot, recently had an excellent introduction to gliding, with a wave flight to 11,000' off the winch, in our Twin Astir, with instructor Doug.

Phil

Central Otago: Musger Mg 19 at Mandeville.





Central Otago: Derry's home-built Briegleb BG12-16



The Clyde dam from 6000'



Alexandra

GLIDING HAWKE'S BAY & WAIPUKURAU

The old Confucian Curse "may you live in interesting times" has certainly been visited on the Pacific Rim this year. The recent deluge obliterated some of the best Hawke's Bay coastal hill country and we feel for the farmers who have had generations of work swept away.

The new Club took delivery of our self-launching two-seat training glider, a Grob 103SL. Teething troubles have been numerous and our plan to use this for most introductory flights, cross country training and club flying has not yet been achieved. The persistent efforts of Graham White, John MacConville and Brian Kelly in particular, are paying off though and last weekend it was running sweetly - a pity about the weather though. With the engine stowed, it is a delightful glider to fly, with a much better performance than its predecessor, the twin Astir.

Our Club Captain, Grant Jarden needed to increase his back seat training skills and decided to use the pool of 'guinea pigs' in the Aero Club. This has been a great success, with many of our fiercest critics really enjoying their first glider flight. The Aero Club is our landlord and thanks to the efforts of members of both clubs, relationships are now better than ever. There are more ideas being promoted to continue improving this relationship.

A few years ago we ran the risk of becoming bored with wave, but the last couple of years have been notable for a persistent northerly that kills our wave. My wave flight a couple of weeks ago was only my second since 2009. We are hoping for a more favourable weather pattern this winter.

The weather we needed for the National Sports Class and Central Districts Champs arrived later than we wanted, but I thank those who entered and assisted with the contest. Graham White made it possible.

We continue our involvement with ATC at Waipukurau and Hastings. It places a demand on our instructors and efforts are being made to increase the number and category of our instructor panel.

David

GLIDING MANAWATU

Editor Jill has shamed us into a brief update on our club news after an absence of some months. (I'll let you off with a double-length news since it's been so long - Ed.) We can report that the Feilding Club (as most of you know us) is alive and well and thriving. It has been a patchy summer weather-wise, but overall our towing hours in our trusty Pawnee CIG are up on the previous year, over 100 hours.

Several of our trainees who soloed last year have continued to progress. Stuart Cawood has now completed all the parts of his QGP and awaits the award. Patrick Frame and Al Park are almost there too, and it should only be a matter of a few weeks and a radio test or two.

Although it is a little in the past, Brian Li's spectacular effort demands a mention. Brian completed his Bachelor of Aviation at Massey University and decided, about October last year, to add gliding to his aviation accomplishments. So in the space of about 6 weeks, with a lot of help from club mates, he knocked it off. He was lucky with the weather, able to park under a thermal for literally hours in our old Ka6, and we laid on a mid week day or two as his deadline for graduation and departure in December neared. He not only made it, but on the last day his parents from Singapore came out and we had the spectacle of Brian in the Ka6 thermalling and his mother in our twin with an instructor, taking pics of each other. His parents were thrilled and we were very sad to see Brian depart. He was an excellent club member in the time he had with us. He left us with his mate, Alex Chua, who is still with us.

Stuart Anderson and his wife continue to maintain the club website, which is fast becoming the main noticeboard for the club. Check it out at www.glidingmanawatu.org.nz

Over the last summer we have had very patchy weather and our Kawhatau camp was a washout, only flying 4 days out of 9, as John Brooks told us in last month's Soaring NZ. However, we have clocked up many hours in our two twins, especially hosting the ATC Camp at Waipukurau in

January, the local ATC groups as usual and the National Air Scouts at Easter. On the Saturday we did 36 tows, once again showing the advantage of having two twins. Other highlights include two wave days at Dannevirke, where the whole club fleet was in wave at one stage and a rare easterly wave day at Taonui just a couple of Saturdays ago. Light wave up to 6000 ft, and lift everywhere over Feilding and Colyton up to Cheltenham. New member Rob Lashkey, an ex power pilot, who had gone solo after just a few weeks enjoyed two hours in the wave. It's not always like that Rob!

While we could do with more trainees, as the last group have progressed, it is very pleasing that those particular trainees have stuck at it and have not dropped out. Even more pleasing, Stuart has taken on the treasurer's role, for which we are exceedingly grateful.

So the club is in good heart, money is tight, but ain't it always? We are keeping our heads above water, and have a project with our grounds to complete over the winter. We could do with more members but we are managing to keep our roster pretty well manned. Enthusiasm is high and life is pretty good at Gliding Manawatu! Visitors are always welcome.

MOD

NELSON LAKES

The easy days of roaming the mountain ranges in thermals and convergences will have to wait until next spring. However, there is still fun to be had in winter - one can catch handy wave at our site. On other days, a weak thermal or two is all it takes to fly downwind and downhill to the flat lands of Nelson and land there on a selection of private airstrips.

Looking back over the season, a number of club members commented that the weather was pretty ordinary. However, I remember good days and we had two 300km badge flights, achieved by Kerry Eggers and Steven Evans during the season.

Our club had a 10 day camp over Xmas/New Year for the first time. A few people came and



Nelson lakes



camped but others were pleased to find the club operating and came up for the good days.

In February, our annual camp was well attended by visiting pilots and our own members. Our ab-initio training week in February was oversubscribed and was fun, with an interesting bunch of students. Four out of the six soloed (or re-soloed).

Easter had poor weather and only two days flying.

In May, we took one of our Grob 103's, the K4 and the winch to Motueka airfield and flew some 65 flights in fine weather. About 40 of these were trial flights with the balance being other club members trying their skills at a new airfield.

We have had two or three early solo pilots resign and debriefs from them contain helpful pointers to how the club could do better. Maybe the traditional club model of volunteers and club owned gliders etc that we follow is not attuned to the modern world. On the other hand, there seems no other viable alternative, so we have just got to keep our game up.

FS

Norfolk Aviation Sports Club

NORFOLK AVIATION SPORTS CLUB

The Norfolk road club in Taranaki have been pleased to add a Grob 103 to our fleet, taking the place of our grounded Blaniks. This glider has been a hit with the members and has already done some fun flights. Sam and Clinton recently introduced the glider to the Taranaki wave.

The club has recently held our annual Vintage Kiwi rally. Although the weather didn't really show the Norfolk road site at its best for gliding a great time was had by all and we enjoyed hosting our visiting glider pilots.

Auckland brought down their flashy new ASK21 with hand/rudder controls, and some of the local disabled people made use of the visiting glider for the weekend. Thanks Greg and Seamus.

Summer has gone so not many thermals hereabout, but the winter wave is what we will be watching for. Look out for ridge soaring gliders on the cliffs of Taranaki!

PIAKO GLIDING CLUB

The westerlies of equinox didn't seem to blow often on gliding days this year, but there were a few associated with passing showers which kept us on our toes. However Piako has run the first six-Saturday Learn to Fly course for the year, with four keen participants. They are now either solo or very close to it and we are following up with the B Certificate course soon. It is important to keep training and challenges in front of new pilots, because it can seem a long time until October when the thermals are strong and plentiful again.

Once again I enjoyed taking part in the Air Training Corps annual gliding camp. The cadets are very well mannered and a pleasure to be around. They learn so quickly, easily picking up new motor skills. Of course, as Nigel Latta tells us, 14 and 15 year old's brains don't have a developed sense of danger or consequence, so they can disregard danger signs - not because they are irresponsible, but purely because that is the way they are wired at this stage in their lives.

CS





Piako:

Even though the week was shortened by a bit of rain and Easter, we still managed to get a couple of return students solo.

Unfortunately, the Club's land-out BBQ had to be cancelled due to the weather this year; which was a shame, because the high number of land-outs had a record number of farmers coming to attend.

(That says something about the weather at the competitions this summer.)

Will the increasing fuel prices mean established pilots will turn up only in good weather?

The danger here is that they will become less current at struggling in hard conditions. I hope they remember the satisfaction they have had when getting away again after a land-out looks imminent.

Our AGM is looming and so the Club's performance will once again be reviewed, positions filled and enthusiasm renewed for the administrative roles. It is pleasing when we get offers from club members to become more involved and stand for committee positions. It is important members attend these meetings, as they get a better understanding of the issues the committee have grappled with and it gives an opportunity to contribute. We all appreciate that work done by the committee is done in their leisure time, and leisure time is our most valuable time.

Bill



Taranaki: A bunch of Indians waiting for the next concrete truck. L to R: Jim Finer, John Tullett, Jim McKay, Peter Miller, Tim Hardwick Smith, Peter Williams, Glyn Jackson.

TARANAKI GLIDING CLUB

One of the busiest days we've had in a long while was when we hosted 48 Squadron Stratford ATC. Before the gliders were back in the hangar, twenty-five flights had been logged. It was to have been a winch day but the cross-wind was a bit too much. Some cadets have expressed a wish to do more gliding and the New Plymouth Squadron will be visiting us soon.

We are pleased to welcome Allan Brady, Brendan Pittwood and Josue Hernandez-Mago to our club. In fact, Josue and Peter Cook managed a wave flight to 7000ft today and both are very happy with their flight in NW wave - something we have not used for a while. Trevor Pease is about to join, so welcome to him as well. David Drummond is off for a sojourn in Papua New Guinea and Les Sharp is recovering from a shoulder operation. Thus our tow-pilot numbers are down a bit.

The big news though, is the completion of our hangar extension. This project has been underway since early December last year. A concerted onslaught by members last month saw the previous outside cladding removed, cut to length, and affixed to the new outside wall. Guttering and spouting is in place and connected to drainpipes. The final touch was the pouring of the concrete floor on May 12th, with rain bucketing down outside as we worked. The project has been Tim Hardwick-Smith's baby and he has put in quite a few hours with his tractor - the initial site preparation, lifting beams into place and spreading the pit metal base for the floor. Well done Tim.

Our website has proved of interest to people all over the place. One of them was Anna Klausner of Germany, who flew with us while she was on a student exchange visit. She is currently involved in aeronautical engineering studies, but found time to do a couple of 500km flights backseat in a Duo DiscusT last month. Have a look at <http://www.glidingtaranaki.com/>. We are just a small provincial club but its success has involved a lot of hard work over many years, good stewardship and, every now and then, pilots have made good flights, both in NZ and abroad. It is a happy club and good fun to be involved with.

PJM



TAUPO GLIDING CLUB

After a warm autumn, it looks as though winter is with us and gliding activity is slowing down. Notwithstanding this however, we have had a rush of international trainees lately, notably 4 Chinese students from Hong Kong. Significantly, one student Kasper Cheung, went solo and gained his A certificate after a few weeks of flying. The students stayed on the airfield, put up in our opulent 'Glidetele' accommodation.

Our old workhorse (the Pawnee Tow Plane, TPO) has had its engine run out of time and, as planned, we have removed the engine and sent it away to be rebuilt. We need work on the struts and some other minor things as well, so TPO will be out of action for a few weeks. But wait, there's more. By chance, Alan Land and Martin Jones have just reconditioned their 160 horse power Pawnee BWP, which will be pressed into service and should see us right for the interim.

David & Jenny Austin from Australia are due back in June, wanting to settle in NZ. David is a B cat instructor. Also, Richard Leschen and his brother, both glider pilots from Australia, are coming to settle in Taupo and join our club in September. We look forward to these new members.

We are once again about to have our annual club airmanship and bombing competition for club pilots, prior to the June annual prize giving dinner.

Peter Battersby

WELLINGTON GLIDING CLUB

The great news for Wellington is that after six months of demanding negotiations, we finally have signed a reasonable landing fee and lease agreement with the Paraparamu Airport company. While this will see us through to 2015, collateral damage from the negotiations increased the subs and towing rates for club members. The positive side is that we do not have to maintain our well drained grass strip. Starting on Labour Day, Air Nelson will begin service to Auckland with 3 flights a day. In addition, a flight information service (AFIS) will be run by a team of four air traffic controllers from the old tower. My guess is they will have plenty of



Taupo:



time to read the morning paper, but we are not sure how all this will effect our gliding operation.

In mid-March, Vaughan Ruddick organised a memorable weekend away to Masterton. About a dozen members put their faith in the weather gods and made the trek over the hill to the Wairarapa. After gridding in a clear sun, the first cu's started to pop at 11am and in a slightly unpredictable way, they just kept on popping. In the afternoon, the famous east coast convergence formed offshore (pictured) and we were able to fly over water. Later that evening, we found our

Cantabrian friend Mike Oakley at the balloon glow in town. Sunday was a repeat, but conditions were stronger and by 2pm the whole of the east coast, from Napier to Cape Palliser was our sandbox (pictures). That day, Vaughan clocked up 500km non-wave, which is not bad for autumn in the 'rapa.

April saw our Pawnee, TUG, fail its cluster inspection. We had not expected this and it forced us to put its low-hour engine into our second Pawnee SUG. Fortunately, SUG has a good airframe and with luck, we should have no

major repairs for five years. As SUG came back to tow, a fine easterly wave developed over the Tararuas Although 40 kts at 8000', it was dead calm on the ground and this provided some interesting occurrences of lift in the mountains. Easterly wave used to be as rare as a blue moon, but we have now seen a number of them in the past 3-4 years and they give a welcome change to the westerly.

Warren D



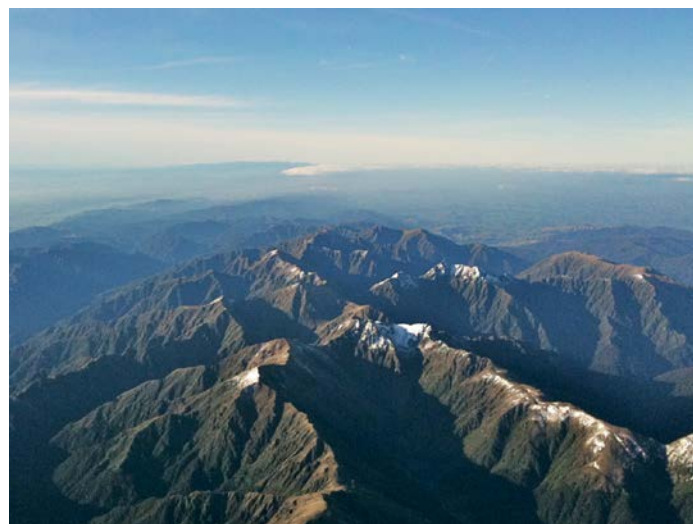
Palliser Bay from Ngawi



East coast convergence Cape Palliser to Napier



Bruce inventories TUG for spare parts



Looking north from 9500' over the Tararuas in easterly wave

The GNZ Webmaster has culled the classified page. What is left should be up to date and still for sale. Please go on line and check your ad. If, by accident your ad has been removed then use the link to put it back. Please contact the webmaster if your item sells.

Sadly Ian Malin's Pipistrel, previously for sale was damaged in an accident. The insurers had sold the aircraft on and Ian understands that it has been bought by a Tauranga syndicate who plan to rebuild it.

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OTHER

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Norfolk Aviation Sports Club has a brand new, in the box Becker AR4201 Aviation Radio for sale, at the discounted price of \$1700+GST. Phone Clinton 06 762 4871

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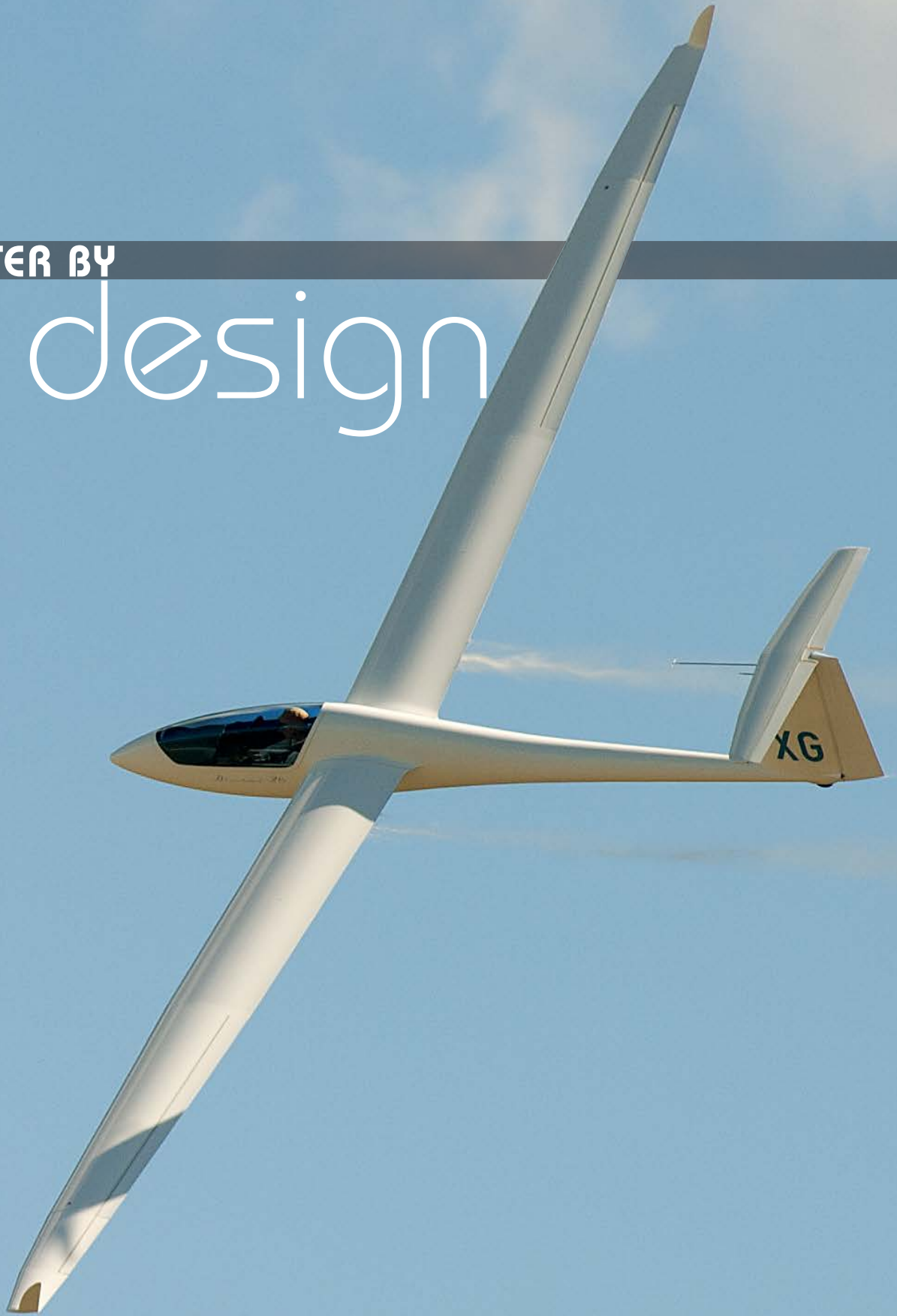
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