

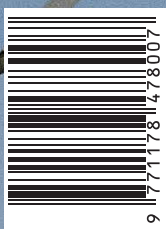
NEW ZEALAND'S PREMIER SOARING MAGAZINE

# Soaring NZ



## NATIONALS

YOUTH SOARING DEVELOPMENT CAMP  
NORTH ISLAND REGIONALS  
DRURY COMPETITION • CLUB NEWS



issue 20 february/march 2011

# BSport Breakfast

6-10am



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



Ian Smith

Dean Lonergan

Nathan Rarere

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# Soaring<sup>NZ</sup>

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SoaringNZ goes to all glider pilots registered to a New Zealand gliding club. The reason the magazine exists is because CAA requires that Gliding New Zealand has a means of disseminating technical notices and safety information to all of its members. We are in the Manual of Approved Procedures (MOAP) – section 1-3: 10. Go look it up on the GNZ website. SoaringNZ contracts our services to GNZ and you pay your subscription money (via your club) directly to us. Your club is billed every issue for the number of pilots (less family members as there is only one magazine required per household), who received a magazine. Youth members' subscriptions are paid directly by GNZ.

Just because we are here to pass on official information doesn't mean we have to look like a technical manual. One of our goals when we took on the contract was to make a magazine that looked stunning and would catch the eye of non gliding people. It's a promotional tool for our sport. John was delighted to have a means of showing off his gliding pictures but we've always been very careful to use other people's photos from around the country and around the world when we can.

Not all registered GNZ members live in New Zealand, of course. Some are regular overseas visitors who fly here often enough to make membership of a New Zealand club worthwhile. Several members work or live both here and overseas on a regular rotation. We also have a growing list of private subscribers, glider pilots overseas who love our magazine and find it useful, interesting and informative. They are also really impressed with how good it looks. We've certainly met the goal of producing a stunning magazine.

Because we have international readers, we have to be very careful of word usage and slang. Our new proof reader Melanie Henrikson noticed an odd word in the story about the Drury contest. She'd never seen it before, so she looked it up on-line. She was rather surprised to see that this particular word, according to the American Urban Dictionary meant: a superficial, shallow, provincial, and generally ignorant girl, who is so intellectually and socially repulsive their only redeeming qualities come in the form of sex appeal. They are often sluts, and are commonly considered the most contemptible, worthless wastes of life on the planet. Since the word in the story was referring to the weather she decided it obviously meant something different to glider pilots. We discussed whether or not to leave the word in the story and decided that since it had the potential to sound insulting to overseas readers we would change it.



Editor Jill McCaw checks out the proofs for *SoaringNZ* with Matt Tyson of Spectrum Print.

What was the word? It was cooze. I don't actually know how to spell it. I've never seen it written down before but it is a word that I frequently hear in gliding, often referring to the weather. The sentence was, 'The weather was forecast to cooze out from the east.' I knew exactly what the author was talking about. I imagine most of you would have too. I've heard a lot of you say just that. I've also heard broken things referred to as coozed. "Well the tail's half off. It's coozed mate." (This might have been said in Omarama the other day.) I have no idea where this word came from or how it came to be New Zealand slang for something bad.

Welcome to the team Melanie and thanks for sorting that out.

Language and the way word choice makes a difference to meaning and the feel of a piece of writing has become very important to me. My role as editor involves leaving contributors' pieces of writing reading as if they wrote it, even if, for reasons of clarity we have to change words, correct grammar and otherwise mess with it. I have been appalled to discover that the American Soaring Magazine does not actually edit text. My predecessor didn't either. I think it is important.

Our aim is to produce the best quality gliding magazine in the world. Many of our readers, the GNZ members, have to subscribe to it but we want them to want to receive it. We want you to start checking your mail box in the third week of every second month, waiting for it to arrive. The pictures, the layout and the stories are all important to doing that but we go further. We look at the tiny details that make up the whole. We look at the words.

In a brief earthquake update; we have learnt that our house will be demolished and rebuilt. The time frame for this is very up in the air. In the meantime we are still living in the house and hoping that something will happen before winter, as there are holes right through the walls in places. The house is quite safe to live in and it is much better than paying rent. Thank you to all that have been concerned.

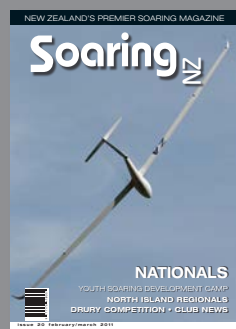
Happy flying for the rest of the summer  
Jill McCaw

## next issue

Toby Read and Gavin Wills' flight and landout at Milford Sound.

The new Nationals: reports from Club Class and Sports Class contest.

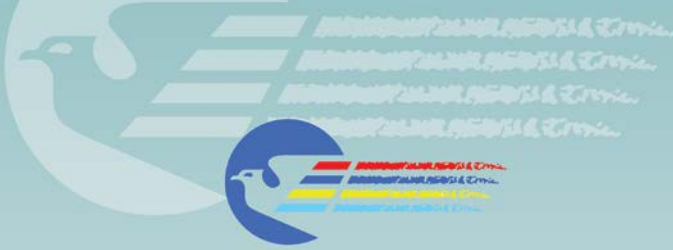
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Bill Walker turns onto base in his LS8

Photo John McCaw

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OTTO ADVERTISING

SoaringNZ is pleased to accept letters from all readers and to reprint your opinions on all subjects. While we reserve the option of not printing material, generally it doesn't matter what you have to say; if you want to say it, we're happy to give it a wider audience. However, you have to be willing to put your name to your arguments/opinions/gripes and admiration. We have recently received a large A4 sized envelope containing a considerable amount of information on topics recently covered by the magazine. It both repudiates and corroborates recent articles. We can't use any of it as it is not signed. We have no idea who sent it. We're not even quite sure if the author actually likes us or not. You can email your opinions (preferred) or send them the old fashioned way. What matters however, to getting them printed, is that they must be signed.

#### Well done Arthur Gatland

I very much enjoyed Arthur's series on Threat and Error Management, which was recently published in SoaringNZ. I could easily identify with what he had to say. However it was the opening statement that really grabbed my attention and stopped me from attempting to skim read it, as you can tend to do with such things. To me, this statement is worth repeating.

Quote – "Already I can see a number of pilots losing interest in this discussion – because this doesn't apply to me – I'm experienced/ skilled/ smarter/an above average pilot [delete where applicable] and I don't make mistakes."

If you believe this of yourself, then you can replace those descriptions with "arrogant/overconfident/unrealistic/unaware (delete where applicable)." If I'd stopped reading I would have automatically placed myself into the arrogant/overconfident league. And that thought shocked me.

The use of such a tool (TEM) within professional flying environments is not new. However, virtually all other documented safety structures and ideas are generally based on general aviation, and gliding is never really mentioned in these references. We all tend to grasp these words of wisdom and somehow try to make them fit our own, very unique, flying environment. This was certainly not one of those articles. Arthur has shown us very clearly how to use this type of tool, with scenarios in the areas of our operations that we are all only too familiar with. We can easily identify with the examples, but rather than just accept what may be happening, we can truly identify the potential threat and better manage the situation.

Threat and Error Management – it should be part of what we do.  
Roger Brown Piako Gliding Club



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## “CONCRETE SWANS”

An interesting side to the Youth Camp was the large collection of Grob aircraft on the Omarama airfield. Variants of Grob training and single seat gliders, were supplied by Glide Omarama, and the Omarama, Canterbury, South Canterbury and Southland Gliding Clubs. The two single seaters belong to Youth Glide Omarama and Youth Glide Canterbury. For the trainspotters among you, can you name the model of all the Grob gliders in this photo?



Answers p8. Also on the airfield but not in the photo was GUB, a Speed Astir IIB. We couldn't contact the owner for permission to add it to the line up.

## YOUTH GLIDE MEMBERS DO WELL AT POWER FLYING

Five Youth Glide Members attended the Walsh Memorial Flying School in Matamata this January. Three of them, Toby, Alex and Nicholas were returning students while Jonathon and Joshua were there for the first time. Both Jonathon and Joshua went solo during the camp. All the guys were excellent ambassadors for the sport of gliding and were presented with awards at the end of the camp. They had all previously attended the Youth Development Soaring Camp earlier in the season. They have done an awful lot of flying this summer.



L-R Canterbury Youth Glide Members Toby Read, Alex McCaw, Nicholas Oakley, Jonathon Wardman, Auckland Gliding Club member Joshua Chevin.

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## JOHN COUTTS (and JS1 sailplanes) win the South African Nationals

Flying a JS1, New Zealander John Coutts won the Open/18 metre class of the South African Nationals. The contest was held in December at Goldfields Gliding Club in the Orange Free State. Coutts narrowly beat Australian Bruce Taylor, also flying a JS1 with Attie Jonker, one of the glider's creators coming in third in another JS1. Altogether there were 10 of the type flying in the contest with five nationalities of pilots. Proving that consistency wins places, Jonker started at the back of the field and gradually worked his way up the placings. Taylor was ahead for the first 2/3 of the contest until Coutts passed him on the second to last day.



### History of Contest Flying

For an interesting read on contest flying, admittedly with an America flavour, google **Cochrane Barnaby Lecture**. John Cochrane (Professor of Finance at the University of Chicago Booth School of Business and a noted USA soaring pilot) recently gave a speech in the USA with some thought provoking ideas about the overall philosophy, management and safety at soaring competitions. He talks of the huge changes to racing created by the use of GPS and looks to the technologies of the future and what they might mean. He looks at new types of racing, new classes, rules and safety. It is well worth the read.

### PIPISTREL

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Pipistrel have just been named as the winner of the prestigious European Business Awards, sponsored by HSBC, in the category UKTI award for innovation, therefore becoming the most innovative company in the European union.

More than 15,000 companies entered these business awards which are judged by 51 independent and international judges from across 27 member European countries. Pipistrel was presented with their award in Paris on November 16 finishing another significant year in Pipistrel's history.

Based in Slovenia, Pipistrel were established in 1987 as the first private aircraft producer in the former Yugoslavia. Pipistrel's major innovation launched recently is 'Taurus-Electro', the world's first 2-seater electric propulsion aircraft with a new four seater aircraft in the final stages of development.

## Klaus Ohlmann's record hunting season in Argentina has been very successful

FAI has received the following Class D (Gliders) World record claims:

Claim number : 16137  
 Sub-class : DO (Open Class Gliders)  
 Category : General  
 Type of record : Distance over a triangular course  
 Course/location : Chapelco (Argentina)  
 Performance : 1600.2 km  
 Pilot : Klaus OHLMANN (Germany)  
 Crew : Christian HOLLER (Argentina)  
 Glider : Nimbus 4 DM / Schempp-Hirth  
 Date : 08.12.2010  
 Current record : 1556.3 km (23.11.2006 - Klaus OHLMANN, Germany)

Claim number : 16138  
 Sub-class : DO (Open Class Gliders)  
 Category: General  
 Type of record : Free triangle distance  
 Course/location : Chapelco (Argentina)  
 Performance : 1608.2 km  
 Pilot : Klaus OHLMANN (Germany)  
 Crew : Christian HOLLER (Argentina)  
 Glider : Nimbus 4 DM / Schempp-Hirth  
 Date : 08.12.2010  
 Current record : 1582.8 km (09.01.2007 - Klaus OHLMANN, Germany)

Claim number : 16139  
 Sub-class : DO (Open Class Gliders)  
 Category: General  
 Type of record : Speed over a triangular course of 1 500 km  
 Course/location : Chapelco (Argentina)  
 Performance : 122.75 km/h  
 Pilot : Klaus OHLMANN (Germany)  
 Crew : Christian HOLLER (Argentina)  
 Glider : Nimbus 4 DM / Schempp-Hirth  
 Date : 08.12.2010  
 Current record : 119.11 km/h (13.12.2003 - Steve FOSSETT, USA)

### AUSTRALIAN HOMEBUILT SYMPOSIUM

The Australian Homebuilt Sailplane Association would like to advise interested persons that there will be a Symposium at Bacchus Marsh Gliding Clubhouse on Sunday 3 April, 2011, from 10.00am to 1.00pm. Provisional topics are "Building the Minimoa", speakers Malcolm Bennett and Peter Raphael and "Why I wanted to build the Minimoa", speaker Fernando Salazar.

It is intended that two additional speakers will give presentations, to be confirmed.

Contact Dave and Jenne Goldsmith  
 daveandjenne@gmail.com Phone 61 (0)3 54 28 3358  
 www.vintageglidersaustralia.org.au www.australianglidingmuseum.org.au

### Answers from p7

II Twin II	NE	G103A Twin II Acro	OR	G103 Twin II	MO	II Twin II	PR
G108 Twin II	MY	Grob Twin Astir	MN	G102 Club Astir III B	MO	G102 Standard Astir III	NG



(ABRIDGED) IGC NEWS  
**FROM PRESIDENT BOB HENDERSON**

Ian Strachan and the GAFC team have completed an extensive review of the Flight Recorder Technical Specifications. This review was designed to tidy up the text, remove duplications and errors and generally rewrite areas of the specifications that had been "patched". The amended FR Tech Specs became effective on the 20th of December, 2010.

The 2010-2011 GP Series has completed 2 rounds of qualifying and 2 rounds planned for 2010 have been re-scheduled to 2011.

- The Zar QGP (Poland), scheduled for May 2010, will now be flown from 30 April to 7 May 2011 because the original competition was badly affected by weather
- The Boonah QGP (Australia) scheduled for September 2010, will now be flown in mid-March 2011 in the 18m class
- Results from the St Moritz Qualifying Grand Prix (Switzerland) August 2010:

1	Mario Kiessling	GER	Ventus 2ax 39
2	Uli Schwenk	GER	Ventus 33
3	Eduard Supersperger	AUT	Ventus 2 32

- Results from the Pribina Qualifying Grand Prix (Slovakia) September 2010:

1	Matkowski Christoph	POL	ASG 29/18m 20
2	Novak Ivan	CZE	Ventus 2C/18m 12
3	Netusilova Alena	CZE	ASG 29/18m 11

The FAI Executive Board, in its meeting of December 2010, unanimously confirmed that they fully support the development of the Sailplane Grand Prix Plus (SGP+) competition format; that Planetaire's (Commercial partner) proposal with regards to the marketing concept held a significant interest. However, disappointingly Planetaire has not provided the required information needed to progress and seems unlikely to do so.

The Plenary Meeting is in Lausanne in March. Speakers include FAI President John Grubbström, Helmut Fendt, Chairman of the OSTIV SDP, with a presentation on "Safety Pays", and there will be discussions on the future management of our world championships.

**IT'S NEVER TOO LATE**

Lee Middleton proves that it's never too late to come back to gliding and Edouard Devenoges that proper record keeping never goes out of date. Middleton learnt to fly in freezing winter conditions at Ardmore in 1960. In January of the following year, at Christmas camp at Matamata on his 142nd flight of 3 hours and 44 minutes, he soared to almost three Silver C height gains, all barograph recorded and signed off after the event and secreted away for future use. "As the Eon Baby was super cheap at two pence a minute, I was trying to do five hours as well, but ran out of lift." Middleton kept his trace, waiting to finish his Silver C and register everything together. It didn't happen then, but now solo again Middleton is determined to have another go. In the meantime he's discovered that his height gain is valid. Awards officer Edouard Devonoges has processed it and it appears in this issue's Awards and Certificates - page 35.



My flying continued with conversions to ZK-GAA, the Eon Olympia and ZK-GBM a Skylark 2; never managing to match or better that time, or the 35 mile (50 kilometre) distance. I finally petered out in 1964, due to matrimonial and business restraints. I came back for a trial about every ten years, still keen on gliding, but eventually rebuilt several powered aircraft and flew them instead.

The inevitable happened. The bug bit again, so at Taupo in February 2010 I started again, soloing after nine retraining flights on the ASK 21. I flew some more in March and got into the PW5 ZK-GSD, for a total of 5 hours and 23 minutes. I followed that up with the Twin Astir at Whenuapai and an ASK 13 winch launch at Whangarei District Soaring Centre.

I joined the cross country course at Matamata Airfield, to update with all the information needed to fly in these times. It was a real jump forward from the way things used to be. Then, when we had the talk about the sporting code and were asked if there were any questions, I put up my hand. "Er, please Sir Edouard, I have a barograph recording of a flight done almost 50 years ago; would it still be acceptable?" This was greeted with great mirth among all present, except Edouard who had a look of complete disbelief and stated this had never been done before. However my 50 year old log book confirmed date, time, and place. The barograph had punched its serial number along the top, the height gain track along the bottom and Edouard remembered the type of barograph. It was accepted. I don't have to do my Silver C height gain again!

What about the rest of the Silver C? I know I am not able to wait another 50 years, even though it only feels like yesterday. Lee Middleton (Vintage Gent)

**VINTAGE KIWI**

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

**Vintage Kiwi Digest**

Where is it all happening? USA, Italy, Austria, Czech Rep & UK & NZ Collecting Subscriptions and new members

Vintage Kiwi members, and of course anyone who wants to join us, are reminded that 2011 subscriptions are still at a new low rate. Payment to Greg Douglas, 7 Carter Place, Glenwood, Auckland 1023, NZ. Or direct to Bank of New Zealand. Code 020032, Account 02003232-00. (Overseas contact being for the good of our news)

It would help us if you pay direct to the bank to confirm via email to: [kawg@gnz.co.nz](mailto:kawg@gnz.co.nz)

**No 9**

From one of our Veterans of the Month but not by this at home. Even with a model.

**February 2011**

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

Vintage Kiwi Web links of the Month. Please let me have your recommendations. <http://trade-a-glider.net/firms.com/picturepro/picturepro/index.php> More photos than ever before. [http://www.nasm.si.edu/exhibitions/uhc/uhc\\_sport\\_aviation.cfm](http://www.nasm.si.edu/exhibitions/uhc/uhc_sport_aviation.cfm) Get lost in an Air Museum. <http://www.mojavemuseum.org> Celebrating the Vintage Record Breakers

For Vintage NZ & Int'l membership details <http://www.gliding.co.nz/vintagekiwi> and for a copy of CV with 1st & 2nd issues please see page The Vintage & Classic Gliding Club of New Zealand Inc.

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



# INAUGURAL YOUTH SOARING DEVELOPMENT CAMP, OMARAMA, 12-18 DECEMBER 2010

By Jill McCaw

The inaugural Youth Soaring Development Camp was an unqualified success. Twenty four young people from around the country gathered just before Christmas.

Alex McCaw (18) got the week off to a fantastic start with a 1000 km flight on the Saturday. (See article pg 16.) It was the first of many successes during the week, including three first solos, three A certificates and one B certificate completed. There was also one five hours, one silver height gain and numerous firsts for the pilots: first time on oxygen, first climb to 20,000 ft, first flight longer than 300 km, numerous type conversions and one landout at Milford Sound.

This was not a camp for ab initio pilots. Although some of the participants were pre solo, all of them had been flying gliders for long enough to have a good grasp of the sport. The pilots were divided into two groups, dependent on flying skills. The Advanced group were all capable pilots, with hours of solo flying under their belts. They were treated to the expertise of Glide Omarama's top mountain flying instructors, as well as flying with, and learning from, some of the best competition and soaring pilots in the world. Justin Wills, Terry Delore, Mike Oakley and Gavin Wills gave freely of their time and knowledge. Trevor Mollard and Mike Strathern flew many back seat hours and thoroughly enjoyed the experience. Mike said he felt he'd learned every bit as much as the kids had and the information flowed in both directions. Other instructors working with the advanced group were Bo Nilsson, Phil Plane, Devon De Bargainnier, Gabriel Briffe and Joachim Schwenk. All instructors said they enjoyed their time and

want to be involved again. It was fantastic to have all these talented people in the same place at one time, youth and experience working together. Some flying was done dual, some was lead and follow. Dane Dickenson made a huge contribution with the lead and follow flying.

Roger Read and Yvonne Loader worked tirelessly with the Basic group to ensure they got the best flying and training possible at their level of expertise. Steve Green was a huge help with the ab initios all week. Others were Doug Hamilton, Kerry Jackson and Paul Marshal. Cross country flights with experienced pilots in the back also got this group out and away from the airfield, and showed them what this sort of flying is all about. We were incredibly fortunate with the weather, which was brilliant all week – something not normally seen at gliding events.

The camp itself was a huge achievement. The idea was mooted by some of the Youth Glide Canterbury members last Christmas and carried forward by Gavin Wills, Roger Read and Yvonne Loader, who were responsible for organising the funding, aircraft, instructors and expertise required to host an event like this.

Justin Wills was the guest speaker at the final night dinner, and pointed out that all glider pilots are special people with unique abilities. The participants shared with family and friends, telling them what the camp had meant to them. Roger and Gavin awarded prizes to pilots who had shown outstanding abilities during the week. Alex was awarded the Lucy Wills Memorial Trophy for outstanding flying by a youth pilot, a National award. The camp was a huge success and there is every expectation that it will become an annual event.



# MENT CAMP



## HUGE THANKS ARE OWED TO:

**Gavin Wills and Glide Omarama** who provided a significant level of support – people, gear and expertise.

**Roger Read** who was the major driver of the camp; he pulled all the diverse aspects of the course together, as well as instructing during the camp.

**Yvonne Loader** spent hours securing funding and grants, which made the camp possible. She also worked as an instructor and tow pilot during the course.

**Dick Georgeson** offered support and provided scholarships for four participants.

**Kim Read, Ingrid Mesman and Lynette Tillman** fed 40 people regularly and 80 for the final night.

### Prizes from:

#### Glide Omarama

\$500 of towing, awarded for Outstanding Achievement to Alex McCaw.

#### Accelerated Flight Training

\$500 to help accelerate gliding performance, awarded to Tim Austen.

\$500 to help accelerate gliding performance, awarded to Toby Read.

#### Mt Cook Airlines

A day with a line crew on the ATR-72 won by Jonathon Wardman

A day with a line crew on the ATR-72 won by Pete Shields.

#### RNZAF Aviation Medicine Unit:

A complimentary Hypoxia Indoctrination Course awarded to Abbey Delore.

## SOME STATISTICS FROM THE CAMP:

24 student attendees who ranged from 1 previous flight to 300 hrs gliding experience.

Ages ranged from 13 to 24, (which is quite a significant range) yet all participants got along well.

16 volunteer staff instructing, towing, cooking etc.

259 flights (59 instructional flights by Roger Read)

326 hrs done in gliders

27 hrs in towplanes

## GLIDERS AND TOWPLANES FROM:

Glide Omarama, Canterbury GC, Omarama GC, South Canterbury GC, Southland GC, Youth Glide Canterbury, Youth Glide Omarama, Bo Nillson, Justin Wills, Nigel Davey and TF Syndicate.

## GENEROUS FINANCIAL SUPPORT FROM:

Southern Community Trust, NZ Charitable Trust, Georgeson Trust, Omarama Soaring Centre.

Four Young People received Sponsorship from the Georgeson Trust Pete Shields, Daniel Meyer, Alex White and Bevin Buchanan.

## DONATIONS (FOOD AND GOODS) FROM:

Heinz Watties NZ, Couplands Bakeries, Meadow Mushrooms, Halswell Butchers. Vegetable supplies from Oakleys Premium Vegetables and Lovetts Onions. Wine from Winesale.co.nz.

Derek Kraak, The Original Smoked Garlic and Sage Company and Omarama Hot Pools.

# SOLO

## AT THE YOUTH CAMP

CANTERBURY GLIDING CLUB

By Matthew Mesman

“Would Matthew Mesman, Tim Austen and Tino Bryan please stand up,” Roger’s voice boomed. We were all in the Omarama terminal, at the three course meal for sponsors and volunteers which marked the end of the Youth Soaring Development Camp.

Tim, Tino and I were the next three unfortunates to have to give a short speech about the best thing we did on camp. I thought to myself, “At least it will be easier for me, all I need to do is say something about going solo”. Solo - it hit me again. Two nights previously, I had been one of two pilots to go solo. I thought back to that evening as we reluctantly walked forward to speak.

Roger got out of the passenger seat and began talking about our recently completed circuit. “Longer finals and make sure you have your hand on the brake when you come on to base,” he said, but I wasn’t listening. All I could hear was the click, click, click as he did up the back seat belt. Then he said, “It’ll come off the ground faster without me, so be careful not to come high on the tow plane.” Then I hooked on and with no wait, I was off. I towed to around two thousand feet and bunged off over the hills that separate Omarama from the lake. I did a few turns to enjoy my freedom, then joined the downwind leg and started my checks: Straps tight,



undercarriage fixed, flaps not fitted, brakes working and equal. Safe speed  $40+10+2=52$  knots. As expected, I noticed something on the ground that filled me with dread: lots of people (and buckets) in an area which housed only one thing, a tap. I turned onto base, watching the crowd of people, and buckets, grow. I trimmed to 52 knots and turned onto finals above the end of the golf course. I did a long final, like Roger said, with only a little brake, flared, held it off, touched, rolled, stopped and watched the crowd of happy people (for different reasons) rushing towards me. John McCaw took more photos than needed. I shook more hands than you could point a stick at and was dunked by more people than you could count. Then it was all over.

Tim’s voice brought me back. “It’s your turn.” I took the mike and said “Well, going solo is a big achievement in any type of aviation, so that was the best thing that happened to me on this camp.” Putting down the mike, I thanked Roger and Gavin, then went back to my seat, happy as ever.



# BEVIN BUCHANAN

AUCKLAND AVIATION SPORTS CLUB

One of the older and more experienced pilots to fly at the Youth Soaring Development Camp. The nineteen year old is a member of the Auckland Aviation Sports Club, had 100 hours prior to the camp and is just starting his cross country career.

Flying around Auckland at under 3,500 ft may not sound like much but you take what you can get, so any opportunity to fly down in Omarama is not passed up lightly. Even more of an opportunity is one to meet up with the other talented youth from around the country.

The morning always started with some great lectures on all aspects of flying: from cross country in the mountains, to racing techniques and strategy. Then we went off to have a briefing with our instructor and to prepare the glider. A lot was learnt by watching, and seeing how the instructor prepares for a cross country flight. After we collected the day's task we did the typical glider pilot umm and ahh about the weather and what might develop later in the day. Then off to the grid to launch.

The one flight that I will remember for a long time was my first major cross country with a flyby of Mt Cook. The task was Mt Horrible - the Dingle - Thompson's Track - Mt Cook - Omarama. I was flying with Trevor Mollard in the back seat, guiding me through the task. He piped up when I lost the thermal or my speed was too slow. But I was glad to have his expertise available and to share the decision that "Yes we can make it over the ridge, or no, we need to



stop and top up to be sure of a clear glide". The final portion of this particular flight is one that many pilots have experienced and is still awe inspiring. The flyby of Mt Cook is something I had been looking forward to ever since I took up this sport. We opened the airbrakes to come down to just below the tops, to ridge run the western face, then climbed back into the wave for a quick run home at 120 kts. On that flight I knocked off a few personal records: highest altitude 18,000 ft, longest task distance 320km.

The Youth Soaring Development Camp was a fantastic opportunity for the youth of this country to try their hand at the fantastic soaring backyard that New Zealand has to offer. For a few of us it was the first time we had flown in the South Island and I am sure it will not be the last. A big thank you to Gavin and the team at Glide Omarama, Trevor Mollard and Mike Strathern for donating their knowledge and time for this camp. And a really big thank you to Roger Read for organising this camp and I hope it continues for years to come.

Bring on the 2011 edition...



# ALEX WHITE

GLIDING HAWKES BAY AND WAIPUKURAU

Alex frequently visits Omarama with his father Graham. He wrote the following:

For me, the camp was a great chance to compile all the knowledge of some of the best instructors and learn the essential skills on the way to becoming a cross country pilot. I got out of it the 'tricks of the trade' and had great fun doing it in the beautiful South Island with some of the best instructors in the country sitting in the back seat.



# JOSHUA CHEVIN

AUCKLAND GLIDING CLUB

Joshua soloed at fourteen and had about 30 hours gliding prior to the camp. The sixteen year old is very keen on helping the club develop a Youth Glide operation in Auckland. He was in the Basic group for pilots with little solo experience.

Travelling 1500 km to a place I had never visited, with people I didn't know, was never going to be easy going. It helped make the Youth Soaring Development Camp even more exciting. Being isolated from the home comforts we take for granted made it easier to adapt and get to know the airfield and the people I was to share the next two weeks with. From day one, we had to work together to get things done, such as rigging the gliders and laying down systems to follow, to make sure there were no hiccups where flying was concerned.

A personal goal of mine was to be able to fly solo at an airfield I wasn't familiar with, in this case Omarama. But this changed to extending my comfort zone, to allow me to maximize my flights and understand what I could do with the height I had. What made the camp amazing wasn't just the flying I had to do myself, but the



inspiration that I found from watching the advanced group have a task set and then find that in the right conditions many of the tasks were achievable!

A key skill for any pilot is to be able to safely fly close to terrain. This is not a skill I am usually able to perfect, as most terrain where I fly is at or below circuit height! It is a unique and fascinating experience to start ridge soaring halfway up a mountain and be able to watch yourself progress upwards. The camp provided an opportunity to fly at what is arguably the best soaring location in the world and I look forward to returning for the 2nd youth camp in December this year.

Matthew Mesman



Instructor Steve Green with Ben Lane





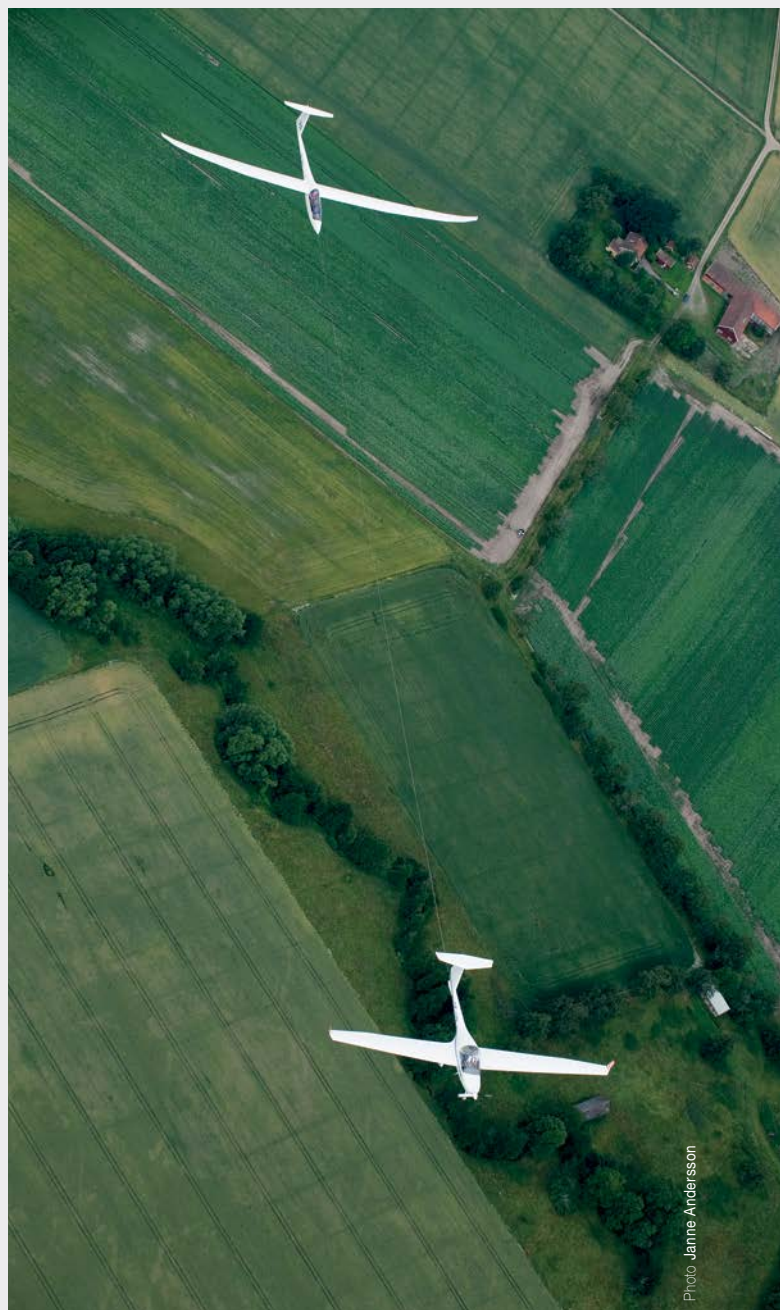
# SWEDISH JUNIOR GLIDING CAMPS

New Zealand is not the only country promoting youth development. The following is from our new Swedish correspondent Kjell Folkesson who visited Omarama during our youth camp. Folkesson is the president of Västergötlands Flygsportförbund (VGFSF) a district airport association in Sweden that has organised junior gliding camps annually since 2006.

He says, "We do it because we must help our juniors to become established in our gliding operation. It is also important for teenagers to be able to tell their friends that it is not just older people involved in gliding, as they are often the youngest member of their club. We have between 10-20 juniors who participate in our camps which are 5-16 days long. In 2008 we had our camp in Poland and (world champion pilot) Sebastian Kawa was one of our instructors. In 2011 we will go to Krizanov in the Czech Republic."

One aim of the 2010 camp was to hold a Junior Grand Prix. Kjell Folkesson planned the contest and set the task; a short one of just 55 km, which was the same every day. The weather was not ideal but they still flew four of the five days, with weak thermals. Youth competitors flew in two seaters with safety pilots and were challenged by the contest conditions.

One of the youth competitors said "I learned a lot from this flight. The biggest lesson is probably that it is actually possible to fly, even when it looks completely useless to even pull the gliders out of the hangar. Grand Prix is a really fun sort of competition."



# At the age of 18, Alex McCaw is probably the youngest person ever to complete a solo 1,000 kilometre flight.

He has now joined the elite ranks of only 560 pilots who have claimed that gliding distance with the Fédération Aéronautique Internationale (FAI).



Alex is congratulated by his mentor Terry Delore.

## GOING THE DISTANCE

By Carrie Miller

Alex is part of the McCaw clan, a family of pilots and gliding enthusiasts. Born in the Hakataramea Valley he grew up in Christchurch. "I've been coming to Omarama on holiday all my life and I really enjoy it," he said. "It's a cool location, surrounded by all these mountains, and it's really good for flying. If it's not a good flying day, all the young people go swimming or water-skiing, and we sit around the fire at night."

Alex started gliding at the age of 14, quickly becoming involved with Youth Glide Canterbury and youth gliding camps at Omarama. "It took me a month to go solo," he said. "I camped down here (in Omarama) with Roger Read and flew every day. I love gliding: there's a lot of skill involved in staying up. It's cool to be able to use the atmosphere to get you these great distances, rather than using thousands of dollars worth of petrol. There's also a big advantage to having a group of young pilots around to fly with and be competitive with, like Toby Read, Nicholas Oakley and Abbey Delore. We push each other along."

It wasn't long before the passion for gliding eclipsed everything else. "Alex told me he was going to quit rugby because he wanted to focus on gliding. He wanted to become a world champion glider pilot," said Jill McCaw, Alex's mother. Last season Roger Read asked Alex to write down his goals for the summer (2009/2010). Alex wrote down 'a 500km flight'. His mother was sceptical. "Yet in January 2010, after two or three attempts," she says, "he just did it. Alex just puts his mind to something and quietly gets on and does it."

On Saturday, 11 December 2010, nearly a year after his 500km flight, Alex completed his 1,000km flight in Canterbury Gliding Club's LS4. It took him 11 hours and 40 minutes.

"I wanted to be the youngest person to do it," Alex said. "We set a task flying a circuit between Lumsden and the top of the Rangitata River, and we were going to do that twice."

Alex spent the entire day before preparing for the journey ... with every expectation of a landout.

The plan was to try to stay between 10,000 and 20,000 feet, using wave, thermals and ridge soaring to get around the task. Alex spent the entire day before preparing for the journey, pulling together everything he'd need for a long cold flight, with every expectation of a landout.

Two other pilots joined Alex in the attempt, setting off in weather conditions that were less than ideal. "It was blue wave, so there weren't many clouds around," Alex said. "We started in Omarama, climbed over the Ewe Range, got into wave and flew to the start point, which was halfway up Lake Pukaki."

From there, the circuit led down the lee of the Dunstan Range. "That part was quite difficult," Alex said. "The wind was coming from the West and I couldn't quite work out what the clouds were doing. I flew down to Clyde, pushed upwind to get into wave, which ran down the Waikaia Valley. It was really difficult; there weren't any clouds, but I hit the turn point in Waiparu and flew exactly the same route back past Omarama and up."

After that, Alex said, it got fun: "From Omarama to Mt Cook the flying was the easiest of the trip. I was beating everyone going into the Ben Ohau Range and the view is always amazing up there. I got to 22,000 feet and it was very cold. I hit the second turn at Mt D'Archiac, pushed back into wind and followed wave all the way down to Magic Mountain, then back into the lee of the Dunstans."

The most challenging part of the journey was the mental preparation to concentrate for the better part of 12 hours. "You're constantly watching the weather, looking ahead, trying to figure out where to go and how you're going to get there," Alex said. "If you lose your concentration for a moment, you can end up making mistakes and just one little mistake during these long flights can set you back an hour, and then you don't have enough time to finish."

Alex almost became unstuck when he returned to Clyde and





found the weather had completely changed. “Suddenly a southerly had come up and there was no wave and only a few thermals. I glided out to the turn point and then ridge soared up the Garvie Range, which was quite scary. I was just above the ridge. I fluffed around there for ages and thought, Great – I might not be able to make it back to Omarama, but at least I can make it to Cromwell and not have to land out in a paddock somewhere, then I managed to climb out in convergency, wavy stuff and made my way up to 10,000 feet. That saved me.”

However the task wasn't through with Alex yet. Without any wave, Alex ridge soared up the Lindis Ridge. “I thought there was just enough daylight left to give it a try, and then I found wave in the Maitland and again in Dobson, and I got to my finishing point at Glentanner. There were only 20 minutes of daylight left to get back to Omarama and I realised I wasn't going to make it, so I landed at the Pukaki airfield.”

Alex was welcomed by several carloads of friends, family and fellow pilots who helped the exhausted young pilot celebrate his success, showering him with champagne.

“I was pretty happy,” Alex said. “I didn't think I'd achieve it at this age, maybe not on a first attempt anyway. The other two didn't make it around. I'm competitive, so I was happy I was beating them, but I wanted them to finish, too. Everyone's been really happy for me: Mum and Dad, Roger Read, Terry Delore.”

Alex's advice is to stick at it. “Luck's always involved, but also determination. There was one point when I had to push on through the bad weather, go back to Omarama or land out. I wasn't going back to Omarama, and I wasn't quite ready to land out, so I pushed on and I got through. It can be quite scary, being up at 20,000 feet by yourself, and you get cold, hungry and uncomfortable, but you just have to keep going.”

Alex's advice also holds true for people who are learning to glide. “You just have to keep trying. When I started, I used to get

airsick on every single flight and I couldn't stay up in the air. There were days when people would say it was the best thermal day they had ever had and I couldn't stay in the air. I went for a flight with Yvonne Loader and she showed me how to stay up.”

One thing that's instantly apparent about Alex is that he's equal parts competitor and teacher. He's always happy to help less experienced pilots, recently returning to his home in Christchurch from a stint as a student leader at the Walsh Memorial Flying School, which also gave him flying time towards his Private Pilot's License. “I'd love to move overseas, work as an instructor and enter competitions,” Alex said. “I would like to compete in the World Championships representing New Zealand.”

According to Gavin Wills from Glide Omarama, Alex has every chance of achieving his goals. “Alex did his 1,000km in less than ideal weather conditions. The two other pilots who were making an attempt on the same day didn't finish, and it's a credit to Alex's skills that he did,” Gavin said. “It's also a credit to Youth Glide that they're producing young pilots of that calibre. It's exciting: a few years ago the programme was really struggling, and now it has a patron, the camp at Omarama and some really good young pilots who are enthusiastic about gliding. Alex is one of the most experienced youth pilots and he will be one to watch in the future, I think.”

As for Alex, he now has some thinking to do. “Achieving 1,000kms was the main goal for my gliding career. I'll have to think of a few other goals now.”



Carrie Miller is new to gliding but found herself in Omarama over the Christmas period. She did some flying herself and was in awe of the achievements of some of the pilots there. In her first assignment for SoaringNZ she interviews Alex McCaw and talks about his 1000 km flight.



Just another brilliant sky, looking South over Lake Waikare towards Huntly



JANUARY 2011

# DRURY COMPETITION

By Dave Moody



Low save over Mangatawhiri, just another 6 knot climb! (Day 8)

Left: Day 1, 8 January, Climb at Mt Te Hoe, close to final glide and 55 km from Drury!

Below: Over the Bombays and heading South.



We'll be talking about this fabulous event for years. Some of us can remember a spell of weather like this before; sometime in the 1970's we think. We had high cloud bases to around 6000 feet, good co-operation from Air Traffic Control so we could use the height outside the Glider Flying Areas (GFAs), thermals, convergence, light winds - so not much real ridge flying, and a great bunch of enthusiasts to enjoy it with.

**Statistics for the contest** include 27,516 km and 1197 hours flown. The Fast Class flew close to 300 km tasks every day for nine days. On the biggest day Patrick Driessen flew 479 km at 118 km/h.

The Duo-Discus with Nigel McPhee and Paul Knight flew 295 km at 133.4 km/h on Day Five. All six finishers that day flew speeds over 100 km/h.

On Day Eight the first five were over 110 km/h on a 267 km task. In the Club Class, speeds were up to 88 km/h (Grahame Player in the Apis WR) and tasks from 160 to 230 km. So, here are three 'bar stories' from three different points of view, which give a sense of what we've been up to.





Day 1, nearly home: Convergence over the Hapuakohe Range looking North over Twin Forests towards clouds on the Hunuas

# PAUL KNIGHT

Flying Duo-Discus DX with Nigel McPhee, Day Five

The weather was supposed to go bad from the East, with a sea breeze coming down from the Gulf which would help people get home. That's why they set local tasks. It caught a few pilots out, they got there a fraction late or slightly in the wrong place, and they missed that sea breeze front.

We started a fraction over four minutes after Pat Driessen and there's no way Nigel wanted to let him out of his sight. We were neck and neck all the way down the plains. As we were going across the Hauraki Plains, Patrick decided to head across to the ridge at an early stage. Nigel and I debated that, and decided to follow a line of clouds that sort of angled towards the Kaimais but a bit further south. Patrick looked to be quite a bit higher than us for a while, but if you go over the back, around Thompson's Track, you've then got to push forward again to get in front of the High Point, and we met up with Patrick at about the same spot and he had probably only gained about 50 feet on us.

The whole flight continued like this, with one glider or the other gaining 50, 75 or 100 feet on the other one. If you overlay the two traces on SeeYou, there's a small divergence from the start line to Mangatawhiri, maybe 500m to 1 km at the most, then the two traces are almost overlaid until we got to the Hauraki Plains. Patrick went straight for the ridge and we took a more angular approach. We drifted apart by maybe 3/4 of a kilometre there; for the rest of it the traces are almost laid on top of each other. We didn't slow down much; you see the speed of 133 km/h. We seldom got below 80 knots, and quite a lot of the time we were doing 90 to 100 knots.

The final glides made all the difference. I was just thinking "We're looking just a wee bit skinny, I wouldn't mind if Nigel pulled up a bit in one or two of the little lumps". He was thinking exactly the same thing. He pulled up, hesitated a moment, and then started to turn. As we turned, there was Patrick underneath us. We could see him looking up at us. He hesitated for a moment and then took off. Later he explained. "It was a bit of a big call. If I'd turned you'd have beaten me home for sure. By going straight ahead I was hoping I'd find a couple of little lumps I could just gas up on a little bit in a straight line." That's exactly what happened. We had that extra four minutes on him but he clawed it back, beating us home and was only two minutes slower than us. It was a bloody good fly, quite exciting to be racing like that. It was really interesting to watch the tactics.

The benefits of this competition are great. Some people were complaining about the depth of competition but we had three of NZ's top pilots flying most of the time (Patrick, Nigel and Lindsay Stephens. For me, it was a huge privilege to be a witness to a duel between two of these pilots around a big task.

Then there were the Club pilots who wanted to 'give it a go'. In my case it's been over twenty years since I've flown in a contest. This has been a great confidence builder. I've got out there and pushed myself; it did me the world of good and extended my flying skills. The other fantastic thing was that it gave all levels of pilots a chance to get out and experience a serious cross country flight and hopefully engenders a bit more spirit and enthusiasm for flying cross-country.



Day 2, on the grid: Paul Knight (DX), Geoff Gaddes (GO), Vincent Vingerhoeds, Nigel McPhee (YL), Hadleigh Bognuda (GP), Ross Gaddes (YL), Rae Kerr (PV)



Roger Didsbury (IB) Club Class runner up.



## WALLY MEYER

talks about his flight with Paul Knight in DX, Drury-Pio Pio, 304 km.

On Sunday I talked to Paul after flying and said, "I wish I could come along just to learn a few things, to see what it's all about" and he said "What are you doing tomorrow?"

We put on about 65 litres of water, which was a new thing for me, and we struggled to find good lift. Geographically challenged, I learned a lot about navigating as we scratched our way down country to Pio Pio; in serious danger (in my opinion) of landing out for most of the trip. Paul managed to superbly work all the lift we found and eventually we found ourselves back at the swamp below the Bombay Hills.

We came closer to Mercer; looking at the final glide calculator I saw that we would be on final glide in another 5-600 feet. It was amazing how my feelings changed. For the last three hours I had thought we were going to land in a paddock somewhere. Initially when we were low in Pio Pio I thought, "This is it! It's going to be 2 o'clock in the morning before I'm back in Drury," but Paul made it all the way back. Making it back to Drury was a real possibility, and it felt fantastic. We were working on the final glide, Paul wanted to

give it 1,000 feet to spare, and then the lift really started. We flew into wave-like lift, it just went up; I couldn't believe it. I've got a photo of the instrument panel where you can see we are just short of VNE and we are going up 3-4 knots, so of course the final glide wasn't a problem anymore.

The feeling I had after making it back was just awesome. It was a handshake /hug / "the beers are on me" kind of thing. People tell me that they think me flying to Los Angeles is a big deal - it's not. This was a different kind of flying, so different! I fly big aeroplanes for a living, but this 5½ hour flight was so much more enjoyable than the 12 hours flying to LA.

You learn a lot when you fly with somebody who's been in competition and you see how they look at thermals, centre and stay up. I must give credit to Paul; if I'd been on the same flight, I don't think I would have made it back. It was an eye opener. Perseverance comes into it - don't give up too early. When we were at Pio Pio I probably would have landed. Maybe next year I'll be in the Club competition.

# DOUG HENRY

won the Club Class on Day Nine, doing 77 km/h in a PW-5

I tried one day in the competition last year, landing out at Kaihere after 35 minutes. This year, my goal was to get around the course at least once, and then improve upon that each day.

On the first day we went to the Dairy Factory at Waitoa. I had the Cambridge calibrated in miles, so when it clicked over at 15 miles I said "well that's 15 km" and I skedaddled home. I got home, but I had only done about 80 km of the 140 km task! The second day we had to go to Huntly, Kaihere and back, so I made sure I went round every single turnpoint less than 500 m from the turn.

I couldn't fly for the rest of the week, but on Friday I was back. I thought, "This time I'll fly as quickly as I can to get around, and see how it goes". The task that day was Kaihere-Ohinewai-Meremere-Huntly-Drury 176 km with 'hard' turnpoints. I won the day! Then on Sunday, working by map because I was having trouble with my Cambridge, I won again!

I got a good tow straight into a thermal and up to 3,500 feet over the airfield really quickly. I headed off to Mount William, and the further I went the lower I got, so I said to myself, "Today, I'm either landing out or I'm getting around," so I kept going. I followed Graham Player a bit, climbing in his thermals while at times he came and climbed in mine. At times neither of us was going up and we just crept over the hills at the back of Huntly. We got down to about 2000 feet at times and the day was starting to blue out as forecast. The Waerenga valley was getting a bit thin but I'd been down the Waerenga and it was good, so I was happy to go back the same way I came. At this stage I ran into a huge thermal which I took to the top, about 4,500 feet. Half way through the thermal process Graham went through above me. He'd gone to the turnpoint, went round and came straight back out, without stopping for anything. He was obviously at maximum height (Airspace limit 4,500 feet around there). I took a different route but kept seeing him ahead of me at different places.

At Hotel du Vin I took a climb to 3,500 ft which probably wasn't enough, but I decided I was going home all the way on it. I got just south of Stevenson's Quarry and down to about 1,500 ft and took two turns there, when Pat Driessen came screaming along doing 100 knots plus in the Ventus. It seemed like he was 900 feet below me (ridiculous!) but he was right at grass roots level, and I thought, well if he's going like that I can make it, and I followed him home.

All I really did was put together all the things I'd learnt in the last three days. I actually used Lindsey's method of flying: get reasonably high, don't wait for it, don't take the extra three or four turns when it's really not going, and just move on to the next one. There was plenty of lift - it felt safe and I enjoyed it. I was surprised at how fast I went, but most of my glide between thermals was at 65 knots plus, so it panned out pretty well. I'd finally learned that you can't go anywhere in a PW5 unless you put the nose down. If I pushed on, there was the possibility that one day I would run out of lift, so the other big lesson was probably psychological - I realised that it didn't matter if I landed out. It would not be a big retrieve and I was never more than an hour and a half from the club.

I like this contest because, even when I won a day, there was not that much between all of us, only 10 minutes between Roger Didsbury and me on Sunday. The blue day was a good teacher too; you can't fly every day looking at the sky. It was one of those days when you had to look at the ground. It was cool, I really enjoyed it.



11 January, David Hirst completes a 300 km task in Auckland Clubs Discus CS



16 Jan Roger Didsbury (18) Club Class runner up.



Patrick Driessen (OP) Winner of the Fast Class



Contest Director and Club Class winner, Grahame Player, in his homebuilt Apis WR. Thanks Grahame for an awesome job.



# NORTH ISLAND REGIONALS

MATAMATA, 28 November-4 December 2010 By John Griffin – Contest Director

Entries to this year's contest were combined into two classes – Fast Class and Club Class. There were 15 entries altogether plus several other people flying for a day or two.

The weather for the week was dominated by a large stationary high in the Tasman, with a low pressure system passing from the north to the east of the North Island mid week. This produced a lot of low cloud bases and over developed days, making tasks difficult.

The contest was saved by great soaring conditions on the final day.

## DAY ONE

Reduced from a Speed Task to an Assigned Area Task (AAT) and a late start for the day going south, where over development later turned to rain.

### CLUB CLASS

**1st Lionel Page (577 pts)**

### FAST CLASS (DISTANCE DAY ONLY)

**1st Patrick Driessen (812 pts)**

## DAY TWO

Again reduced to an AAT, due to a low cloud base and substantial over development. The task was south to Kuratau however the cloud base over the country did not lift as expected and was not above 4500 ft. Alan Belworthy did a creditable 214 km for the day, just reaching the southern 30 km circle and completing the task. All that effort for only 500 pts for the day! This flight later gained Alan the Ardmore Trophy for the most meritorious flight in the contest. Club class winner was Brian O'Brien with 215 pts, a highly devalued day.

The real entertainment on day two was provided by Trevor Terry's retrieve from south of Mangakino. A crew set off to retrieve

him using the correct GPS co-ordinates, but not realising Trevor's vehicle GPS was not on WGS184 – they got lost, ending up 50 km away before finally entering a descriptive destination on the GPS and finding him. Trevor meanwhile had been helping Hotel Uniform and crew, in the same paddock. Finally packed in the trailer, they left just before dark for the return trip home. All local fuel stations were closed and by the time they got back to Arapuni, the fuel gauge said 1 km left! Here Trevor stopped. Thankfully HU's crew were behind him and went on to Putaruru, returning with 5 litres of diesel for him. He topped up further at Putaruru with fuel and their last pies and they all arrived back at 11 pm.

**Tuesday** Flying was cancelled due to a low cloud base and poor visibility caused by a farmer's large green fire at Walton which spread smoke from Te Aroha to Walton.

## DAY THREE

**Wednesday** Again a shortened day and a Task B, with a late start; many did not get further than 20 km. In the Fast class Steve Wallace (task setter) managed a very creditable 142 km for no points and Bob Gray flew 86 km for no points in the Club Class.

**Thursday** was a no contest day due to easterly winds and low cloud.

## DAY FOUR

**Friday** Looked good initially, with a noon launch, however it overdeveloped and became another no contest day as most got no further than the first turnpoint at Kaihere.



Photo Jonathon Pote



Photo Jonathon Pote

The view from the back seat of Auckland's Duo.

Contest Director – John Griffin  
Scorer – Edouard Devenoges  
Task Setters – Steve Wallace and Tim Bromhead



Photo Sandy Griffin

Alan Belworthy accepts his trophy from Bill Mace.



Photo Sandy Griffin



Photo Jonathon Pole

## DAY FIVE

The third possible contest day, with an improving forecast to the south, but with possible Taupo lake breezes developing. A task of Walton, Waitoa, Te Hoi, Atiamuri was set for both classes with 10 km circles (Fast Class) and 15 km circles (Club Class) on the two southern turnpoints. A great soaring day was finally had by all. Brett Hunter (a casual day flyer) averaged 103 kph around the course. Alan Belworthy won the Fast Class with 262 km (88 kph) for the first 1000 point day of the contest. Club Class was won by Brien O'Brien (56 kph) but it was a devalued day as he was the only finisher.



Photo Sandy Griffin

## FINAL RESULTS

### FAST CLASS

Overall Champion      Alan Belworthy      Piako

### STANDARD CLASS

Bob Connor Trophy      Steve Wallace      Whenuapai

### CLUB CLASS

1st – Scholes Trophy      Bob Gray      Piako

**Champion Volunteer** was Mavis Oates on the radio.

**Most Improved Competition Pilot** was David Hirst, flying Auckland's club Duo Discus.

A big thanks from the Matamata Soaring Centre organisers to all the volunteers who make these contests possible.



Bill Mace and Club Class winner Bob Gray (Piako CFI)

Photo Sandy Griffin



# NORTH ISLAND REGIONAL CHAMPIONSHIP: A STUDENT PILOT'S VIEW

By Jonathan Pote

Auckland student pilot Jonathon Pote thought he would have a relaxing time watching some flying and possibly helping to launch a few gliders when he went to the Northern Regionals at Matamata. He was wrong.

At Lionel Page's suggestion, "You'll enjoy it and learn a lot," I headed to Matamata for the last few days of the Northern Regional Championships. As I arrived on the Thursday, Steve Wallace was describing his previous day's flight - a day when so few completed the task that it was declared invalid as a competition day. Amazing (to me) technology allowed a 3D view of his flight (and all the others initially, but soon he was alone in the sky) as he harvested energy from thermals and a weak convergence on a poor day, to successfully complete the task.

David Hirst gave a very detailed Meteorology Brief (more technology to impress and confuse me) and it was his opinion that it was not a suitable day for competition. Reluctantly, all agreed. I helped to re-rig a lot of gliders after the landouts of the previous day. Good experience, excellent company and then a meal out that evening.

Friday showed more promise. The day was declared 'on' and the grid formed. A handful of people organised the rapid launch of nearly twenty gliders, using three tugs. As it quietened down again, news of the first landouts trickled in. I offered to ride along with someone to assist. No chance - I was firmly handed a set of keys, a large scale map showing exactly which paddock I had to find, (some sixty kilometres away, by 'the swamp') and sent off on my own. I found Adam in quite a small paddock without difficulty. We de-rigged and headed back for the mandatory beer. A lot of beer was bought that day; about a dozen landed out, so lots more practice at rigging followed.

That evening, Steve very kindly gave me an excellent tutorial on several aspects of thermal soaring and safe gliding distance. Almost as if by arrangement, David Hirst then came over and offered me the back seat in Auckland's Duo Discus ZK-GDX the next day. Steve's brief was to be followed by 'the practical', a Master Class in fact.

The next day the forecast was better. The Contest Director came up with an Assigned Area Task (AAT) in which we would go 16 km north from the start gate to Waitoa, then 115 km south to Tihoi, beside Lake Taupo, 36 km north-east to Atiamuri, then home to Matamata for a total of 273 km. To somebody who struggles to get a twenty minute flight off the same 2000 ft tow height, it seemed daunting, but I was clearly in good hands.

Third on the grid of seventeen, David refused the offer of the Cub as we had 100 kg of water in the wings and fin. The Pawnee had no problem however and soon left us at 2000 ft. The undercarriage came up with a hefty pull and a satisfying clunk. It was tricky gaining height but gradually David made the local cloud base at 3300 ft whilst the others were launched and we waited for the gate to open. For fairness, no one can set off across the start line until all are launched and settled down.



After about thirty minutes, some of it spent with several gliders in the same thermal, the gate opened and we crossed the line, declaring a start. It was indeed a struggle to reach Waitoa and most gliders seemed to be below us. Heading back south, David considered landing to have a relight in the improving conditions, but instead carried on. As predicted, the cloud base rose, but so did the terrain which was at times a little hostile. David had asked me to keep an eye out for possible landout paddocks along the way, as well as spotting other gliders circling in lift. Lake Rotorua was to the east, and Lake Taupo gradually came into view from the south, as we alternated between harvesting energy in thermals and running across the blue gaps. The very clever small screen on the instrument panel (more technology) initially announced that we had to make a net gain of 24 500 ft before commencing a final glide, but that steadily reduced and the cloud base gradually rose to 6000 ft in the clearing sky.

At times we were close to several steeply banking gliders (very useful conditioning for someone used to empty skies,) at others following a couple then choosing the path of the more successful. Other times we were strangely alone. David's style seemed to be one of playing safe; I rarely saw a glider above us, often saw one below. This has its drawbacks though, when viewing horizontally from just below cloud base, it is hard to assess where to go next unless you can remember the view as you entered the base of the thermal. From the ground it seems so easy!

After Tihoi, success seemed assured; assisted by a predictable thermal, 'the Kinleith thermal' over a wood pulp works. There are actually two thermals here - the one over the pulping plant smells nicer (but not 'pine fresh fragrance', rather 'wet wood'), the one over the effluent ponds not only smells like effluent but is weaker. Soon the magic screen changed from minus to plus. At about plus 300 feet, with the computer deliberately misfed information as we had squashed insects distorting the airfoil, it was time for the final glide from 60 km out. It would be a skilful (and brave!) person who could compute that without help, but even I could understand that screen. So 80 knots directly to Matamata, with the water dumped a few kilometres short of the airfield, a 'Competition finish,' pulling up into the downwind leg, wheel down with another loud clunk and a lovely landing after just over four hours airborne. Over the week, David was third in the Standard/15 meter class and Steve second.

It was a fantastic learning experience over three lovely days; I personally find I can learn a lot just by observing even when not actively involved.

Thank you to the two Davids, Steve, and Lionel. I am in awe of your knowledge and skills, but you share them so readily.

# Youth Soaring



1. Alex McCaw, Abbey Delore and Nicholas Oakley
2. Matthew Findlay and Bo Nilsson
3. Steve Green (back seat), Tom Hoare, John Harrison, Cam Hoare, Richie McCaw and Robert McCaw.
4. A driving force behind the camp, Roger Read.
5. Abbey Delore and Trevor Mollard, one of the many pilots who gave time to the camp.
6. John Harrison



# Soaring

Inaugural Youth Soaring Development Camp, Omarama, 12-18 December 2010.

# Development Camp



7



8



9



10



11



12

7. Yvonne Loader.

8. Toby and Gavin landed out at Milford story next issue.

9. Toby Read and Hugo Miller.

10. Ben Spence, Yvonne Loader, Robert McCaw, Roger Read, Matthew Buckland, Jonathon Wardman, Tim Austen and Cameron Hoare give a clear verdict on the camp.

11. Joshua Chevin - how to keep young pilots occupied on a rainy day? Have them wash trailers.

12. Tino Bryan





# NATIONALS

By Roy Edwards

The 2011 contest was flown in conditions which the locals said were very unusual. It was expected that rain would swoop through and take a couple of days hostage, but the continuing easterlies were the unusual bit. The easterlies had the effect of killing the lift in the valley and reducing the 'launch' effect on the two local ridges.

In the turnpoint review done in late 2010, a new start cylinder was established at the tip of the Ewe Range. This was fortunate and it was used a number of times, especially with one day's tow to Magic Mountain. That is the longest tow of any contest I have been involved in, anywhere in the world! A 4,000 ft tow AGL across the valley from Omarama, to leave the dead air behind. In review, it was the right decision and worth the time (and cost) to get a contest day in.

This contest also included the Tasman Trophy - the annual slug-out between the Kiwis and Aussies. This and the next contest are to be held in New Zealand. Aussie battler Brian Allerby (with his lady support team Janeen) gave it his best. They were great representatives of the flatland West Island, however we did have a sneaky suspicion that Brian was really on the tourism trail. On Day One he landed out near Simon's Hill (one could say the birthplace of NZ mountain soaring). Then a landout at Paradise (yes a real place name), used by Peter Jackson for filming some stunning scenery in the Lord of the Rings. Of course his competitor Tony Passmore was not to be outdone, and he landed out just as a drover moved a flock of some 1,000 critters past Tony's lovely

LS8. All this was caught on Tony's camera in 'baa baa' video. We are advised however, that the pièce de résistance was the drovers 'friend' lifting a leg and washing Tony's tailplane with a slight acidic rinse.

Racing in Omarama is as much about strategy and local knowledge as it is about flying fast. Bill Walker stunned the locals during Day Three by absolutely blitzing everyone (in all classes) with an average speed of 144.3 km/h! He only stopped to climb four times in the flight; three times to do a couple of swipes at a ridge and only once did he stop to climb in a thermal. The first time he stopped for a climb was after flying 201 km and that was a single S turn of a ridge to gain 300ft! Total turning time 3 minutes. Dane Dickinson, in comparison, was turning for 45 minutes.

A new task setting tool was also used for the first time in an Omarama competition. A height restriction was set from launch until the first turnpoint. It was used to provide track separation to keep the hotshots out of the wave and force them to find alternative tracks to the first turnpoint (usually Cromwell or Thompson's Track - below 9,000ft). After some initial reaction from some of the hotshots, it seemed to provide the extra edge to that part of the task. From a Competition Director's point of view, it was not a big management problem.

I would like to take the opportunity to thank all those at Omarama for their support and welcome over the last five years, as this was my last time as Competition Director for the Nationals in Omarama. After 10 years being the 'man' it's time to move on to other things. Webmaster for GNZ did I hear you say? Matamata Club Class Nationals will be my last Directorship and I am looking forward to a full summer of 'pottering' about.



**RESULTS**

		Rego	Glider type
<b>OPEN CLASS</b>			
1	Doug Hamilton / Karen Morgan	TF	ASH 25
2	Mike Oakley	XZ	ASH 25M
3	Grae Harrison	CH	Ventus 2cxt
<b>18M CLASS</b>			
1	Grae Harrison	CH	Ventus 2cxt
2	Warren Dickinson	ZB	LS 8-18T
3	Chris Richards	XL	Ventus CM
<b>15M/STANDARD CLASS</b>			
1	Dane Dickinson	ZN	LS 8
2	George Wills	XG	Discus 2c
3	Vaughan Ruddick	ZI	LS 6a

For full results see the GNZ website

# NEWS

## FROM THE SCHLEICHER FACTORY

By Bernard Eckey  
AUSTRALASIA'S SCHLEICHER AGENT



ASH 30 Mi prototype in the workshop.

Despite the well known reduction in demand for new gliders, the Schleicher factory is as busy as ever. Strong demand for the ASG 29 and the new ASH 31 Mi guarantees a high workload for the foreseeable future. Currently almost two aircraft per week are being dispatched from the Poppenhausen factory in Germany.

### ASG 29

Michael Greiner is Schleicher's recent design recruit and can't believe the enormous success of his first design. ASG 29 pilots are occupying the podium of almost all major competitions. The first eight places of the French Nationals went to ASG 29 pilots and a similar picture emerged at the British championship where seven ASG 29 pilots finished in the top ten. The last few World championships and numerous National championships were won by pilots flying the ASG 29 – often with unprecedented margins. No wonder the demand for this glider remains very strong indeed. The combination of a recent design upgrade and a new wing construction method has reduced the shrinkage in the area of the wing spar to an absolute minimum. Extensive tests, measurements and comparisons have confirmed that the new design has resulted in wing stability second to none.

As a contribution to safety, Schleicher is now offering anti collision lights in the leading edge of the fin. This location avoids any aerodynamic penalties and still provides a powerful visual warning, especially in critical near head-on situations. The intensity of the latest generation of LED lights has now reached a point where they can be compared to conventional aircraft strobe lights, despite their comparatively low power consumption. In conjunction with

optionally available solar panels, this new technology can now make a real contribution to enhanced safety in our sport.

### ASH 31 Mi

The new self-launching ASH 31 Mi is well on its way to matching the popularity of the ASG 29. This glider not only offers total independence but it also provides unrivalled flexibility, allowing pilots to compete in two different classes. In the standard 18 m version the glider can be entered in any 18 m competition but after the fitting of longer outer wing panels the wingspan is extended to 21 metres. This makes it possible to compete successfully even in open class. In fact, early European competition results have confirmed that the ASH 31 Mi can match any open class gliders currently on the market. This is quite remarkable given that the glider has six or even seven metres less wingspan. The advantages in terms of ground handling are obvious but the agility of the ASH 31 and the proven performance of the new wing section even allows this new aircraft to compete with much larger gliders on equal terms. It features the same outer wings that have proven so successful on the 15 metre and 18 metre version of the ASG 29 and a very powerful fuel injected rotary engine. Several fast 1000 km flights have already been performed in central Europe. Production is sold out two years in advance but several Schleicher agents have booked slots on the production line and can offer much shorter deliveries.

### ASH 30 Mi

Late last year the new open class two-seater was finally assembled for the first time. It is called ASH 30 Mi and by the time this article goes to press it will have undergone its maiden flight. Compared to the ASH 25 the cockpit is significantly roomier and very comfortable in both front and rear seat - even for the tallest of pilots. Forward visibility is further improved by an enlarged



New anti collision lights.

front canopy and easier access to the rear seat is also ensured. Automatic control connections throughout the aircraft are factory standard and so are winglets and a PU paint finish. The maximum all-up weight was increased to the current JAR 22 limit of 850kg giving pilots a much wider spectrum of wing loadings and enables them to fully explore the performance potential by an easier adaptation to different conditions.

The photo shows the ASH 30 prototype after it was assembled for the first time in the factory. Although the aircraft will be available as a pure sailplane, all fuselages will already be prepared for an engine retrofit at a later stage. Readers of this magazine are among the first to know that the aircraft will be equipped with an improved and even more powerful fuel injected rotary engine from Austro Engine. This new engine has a power output of 75 hp (55 KW) and will make the ASH 30 Mi the most powerful self launching glider ever built. A new tailor made propeller will also contribute to giving the ASH 30 Mi impressive take off and climb performance.

## ASK 21

The ASK 21 remains an evergreen – especially since the motorized version was introduced. Several clubs around the world are setting a new trend and train new glider pilots by making exclusive use of the aircraft's self launch capabilities. Recent sales in Australia and New Zealand have increased the number of ASK 21 in the region to over 25. It is still as popular with students and instructors as it was when first introduced more than 20 years ago.

It also remains the only glider on the market certified for 18,000 hours of service. As such the resale value is second to none and the ASK 21 is clearly the most cost-effective trainer in the medium to long term. With a measured glide ratio of 35:1 it might not be in the running for too many world records but it is already the most successful and most popular fibre glass two-seater ever built.

## Service Guaranteed

In recent times concerns were raised by a large number of glider pilots with regard to an involuntary service contract forced onto customers by another manufacturer. Because it was wrongly claimed that their competitors will also adopt this approach, it has become necessary to clarify the Schleicher policy on this matter and publicly state that Schleicher has no intention to introduce any form of service contract. This applies regardless of whether a glider is relatively new or was built over 60 years ago. Provided the necessary materials are still available, Schleicher undertakes to manufacture and supply spare parts for all their gliders in an attempt to guarantee a continued operation and allow low cost flying for young pilots and average income earners.

Accelerated product development has long been Schleicher's answer to a gradually shrinking market and we can look forward to more exciting designs in future. Keep watching this magazine. Best wishes to our ever growing number of customers for ongoing success, lots of sheer gliding pleasure and smooth landings always.



## OUR NEW TOWPLANE

by Graham Lake

In June of last year the Royal New Zealand Air Force (RNZAF) Auckland Aviation Sports Club was unfortunate enough to have a major engine failure in our Cessna 172 tow plane. After some quick enquiries and with the help and cooperation of the Piako and Auckland clubs and owner Noel Williams we were able to secure the lease of an 160hp Cessna 150. This got us back into operation and gave us time to consider, what next?

As expected a number of factions formed, each espousing its view: fix our 172 and continue using that, buy the Cessna 150, get something bigger and far more powerful (Pawnee, Wilga etc.) or possibly a microlight/Light Sport Aircraft (LSA). As the various arguments cranked up, a quick demonstration of a microlight in the towing role showed promise, but the purchase cost seemed out of the reach of the coffers of a small club so we forgot about this one. The discussions continued as the costs of operation against performance were considered. Typically the views of various experts were cited by both factions in support of their arguments. Notwithstanding this, we received a great deal of unbiased helpful advice from a number of folk around New Zealand and from Australia and this was truly appreciated.

The breakthrough came when one of our members offered to buy the microlight/LSA and lease it to the club with the option to buy it after a year. The fact that he wanted to get his power licence had no small influence on his offer. It was time to have a couple of our tow pilots do a proper evaluation. While our initial look had shown good climb performance, we had many unanswered

questions concerning work in turbulence, strong crosswinds (both of which are regular features), ability to handle out of position work, tow upsets and the strength or durability of the design. Queries regarding ease of flying and control power, low speed handling, visibility and fuel consumption were added to the list.

The aircraft under consideration was the German made FK9 Mark 4 with a demonstrator available in Tauranga. The FK-Light-planes company has been in business for a considerable number of years and there are a significant number of their products, including more than 300 FK9 Mk4, around the world, particularly in Europe and USA. More importantly, the aircraft was in use as a glider tug. Two of our tow pilots travelled to Tauranga and acquired type ratings. Ron Donaldson of Polaris Aircraft brought the aircraft to us for one of our regular weekend days and our two tow pilots flew essentially identical sorties. We both tested the same parameters so we did not rely on just one person's interpretation. 'Sods law' dictated we managed to pick a nice fine day, with a breeze more or less straight down the vector and minimal turbulence. We managed a further trial day during Labour weekend at Matamata (again a benign day), where Alan Belworthy (Piako Tugmaster) also took the opportunity to do some tows.

Our tests showed a 200 - 300 fpm improvement in climb against the 172 when towing the twin Astir. The FK9 is light and is much livelier on tow than the 172 or 150 (no surprises there), but the control power and stability easily allowed this to be managed. Out of position work proved to be no big deal, though acquiring a big bight in the rope while in the 'I cannot release' position gave a big yaw which was easily brought back under control with minimal loss of speed. During one performance of this test, the glider was in full sight of the tow pilot, who was able to feed in rudder as the load came on and virtually cancelled most of the yaw. Not surprisingly, turbulence creates considerable speed variation which





Above: RDW instrument panel. Graham Lake and Rex Carswell settle in for a familiarisation flight.

is best countered by maintaining attitude and ignoring the Air Speed Indicator. Crosswinds have not proven to be an issue. Fuel consumption looks to be around 17 to 20 litres per hour of MOGAS, compared with 40 of AVGAS on the 172. The Rotax 912 engine is a well developed and mature product. It is liquid cooled, allowing faster descents. We initially had trouble slowing it down to flap speeds and even getting it to come down once the flaps were out (it has a 13:1 glide ratio). Later work has shown a no flap approach and landing is much easier to accomplish and avoids busting Vfe (Velocity flaps extended).

Visibility is good for a high wing aircraft. Durability is something only time will validate. Our physical examination shows good strength where we think it is needed. It has a welded steel tube cockpit frame, but the rest is composite construction, similar to a glider, so corrosion will not be a problem. We will get used to climbing at 5560 rpm, and we will all become more confident in handling it. Interestingly, it reacts just like a glider when it hits a thermal. What happens to the tow plane is going to happen to the glider 10 seconds later.

We now have our 'Yellow Peril' on the line as a Light Sport Aircraft, although we may revert to a microlight as we develop our experience and see how rules change. So far our tow pilots who have flown it are impressed. We are conscious that we are the first club in New Zealand to take on this class of aircraft as our sole tow plane. It does not have the performance of a 235 Pawnee (though it will give an 180hp version a run for its money), but that's not what we as a small club need. It will offer a reduced cost of operation and that we do need.



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## GLIDING NEW ZEALAND NEWS

**MAX STEVENS** GNZ EXECUTIVE OFFICER

This column is intended to give readers an ongoing insight into the activities of the GNZ Executive and its Committees.

Rather than a detailed report on matters currently under consideration, here are some recent items of significance.

**NEW MEMBERS** Excluding visiting foreign pilots, 46 new members have joined in the last six months. It is heartening to observe that about 1/3 of these are juniors. Not so good is the fact that we lost 57 in the usual October "cull", bringing us to 814 flying members as at mid January.

**PROMOTIONAL BROCHURE** By all accounts, the new brochure has been well received by clubs. There is a little stock remaining, so any club wanting more should contact me – first-in-first-served.

**SOUTH ISLAND REGIONAL OPERATIONS OFFICER** I am pleased to report that Jerry O'Neill has agreed to take on the role as ROO for the South Island. Based in Christchurch, Jerry is centrally located and he replaces Ivan Evans (Nelson) and Terry Jones (Clutha Valley). The Executive would like to thank Ivan and Terry for their long service, having mentored clubs in their respective areas for many years.

**GNZ AUDITS OF CLUBS** I would like to remind clubs that they now have a shared responsibility (with their ROO) for ensuring audits are completed. If your club is overdue for an audit, or will be due before June 2011, please make contact with your ROO ASAP to plan for the audit. If you are unsure when an audit is due, please contact the Acting NOO, George Rogers. Guidance on what is involved is provided by the General Operations Audit form (OPS 15), which is on the web site.

**ARCHIVED GLIDING SAFETY ARTICLES** There is a page on our web site that archives some of the excellent safety articles that have appeared in SoaringNZ, CAA's Vector and other magazines. This will be added to from time to time and provides an ongoing resource, not just for trainees, but for all pilots. Check it out – from the home page, navigate >Training>Safety Information.

**EXECUTIVE PROACTIVE BEHIND THE SCENES** It may be timely to remind members that the Executive takes an active interest in a range of issues that demand attention and consume time and energy. Submissions may be made directly by GNZ on behalf of members, typically in response to a Notice of Proposed Rule Making (NPRM) from the CAA, or via GNZ's membership of the NZ Aviation Federation (NZAF), or both. GNZ is a founding member of NZAF, which represents almost all of the private and "sport and recreation" aviation organisations, including RNZAC, AOPA, Microlights, Warbirds, Sport and Vintage, Parachute Federation, Gliding, and Model Aircraft. Aligning with NZAF can increase the "voice" or weight of submissions. Immediate Past President and Acting NOO, George Rogers, is also Vice President of the NZAF – a most useful and influential connection for us.

The Executive finds it has to be relatively ruthless in deciding which issues to focus on. It is difficult to cover all the bases and in cases where GNZ cannot realistically affect the outcome, our efforts are not to be wasted on them. Notes follow on some of the current issues where considerable effort has and is being made on your behalf.

**ADVENTURE AVIATION (CAR PART 115)** The CAA proposes to regulate all forms of recreational aviation involving fare paying passengers. However, it is quite evident there is no safety basis for including gliding in Part 115, which would segregate out a small proportion of overall glider flights (3 or 4 %) and would complicate responsibility and accountability lines. The need for independent organisational certification and the attendant costs of gaining and maintaining such certification would effectively be a barrier to any development of "adventure gliding", which is clearly not an enabler as the proposal claims to be. Any Part 115 gliding operation would have to rely on GNZ as the Part 149 organisation for a range of support services and that would likely create tensions between the volunteer-based sport/recreation personnel and those operating for hire and reward. There simply is no need to apply the 115 model to gliding, which has been successfully organised for many years with no serious injuries or fatalities to trial flight participants or paying passengers. GNZ has made a strong

and detailed submission to the CAA. Our main driver is to ensure that normal trial flights by clubs are not caught up in the CAA's intervention.

**CAA FUNDING** The CAA recently issued consultation documents on funding alternatives. As CAA charges have been static for many years, there is a potential for new charges to impact on gliding. For example: the annual registration fees payable for each glider, the hourly charges for airworthiness certificate inspections, modification approvals, audits, and fees for pilot licences. There are likely to be flow-on effects from maintenance providers covering their costs by increasing their charge-out rates for maintenance of gliders or tow-planes.

GNZ is working through the NZAF on this issue, pressing the CAA to minimise interventions in our aviation areas by furthering the "self-administration" approach proven to be effective under the Part 149 certification arrangements. George Rogers is the NZAF representative on the industry group liaising with the CAA on the review, so our interests are well represented. George notes that he would have preferred six days gliding to the six days recently spent at meetings on this topic!

**ADS-B** About a year ago, Airways called for submissions on a paper, "Airways Surveillance Policy & Strategy". This paper noted that the current Primary Surveillance Radar (PSR) and ground based surveillance systems are nearing the end of their life and must be replaced in about 2018. Airways is promoting the adoption of ADS-B technology as the replacement for the existing PSR, to meet future ICAO requirements.

Gliders would need to have appropriately certificated Mode S Transponders compatible with the ADS-B Surveillance system to be permitted access to Transponder Mandatory airspace. The majority of existing transponders in gliders would not be compatible.

GNZ submitted that there should be no increases in Transponder Mandatory airspace, controlled or otherwise, until the longer term transponder requirements are sorted out. It is unfair to make changes requiring glider owners to fit transponders that may soon be outdated. We stressed that a clear timeline for defining the required equipment needs to be published to allow owners to make informed decisions on equipping or re-equipping their gliders, and the technical and cost issues need to be fully taken into account.

There will be considerable debate on the best options for the future, but international requirements will be the driver. Those wishing to understand or follow the issue can find the Airways documents at [www.airways.co.nz/documents/Surv\\_Policy\\_010310](http://www.airways.co.nz/documents/Surv_Policy_010310). GNZ will monitor developments and be involved in the future debate, likely to be a time-consuming issue over the next 5 to 10 years.

**STRATEGIC PLANNING** The last time GNZ extensively involved the clubs in planning was the two-day session in Matamata in April 2006. On that occasion key representatives from nine affiliates joined the Executive and most of its officers in a highly stimulating weekend. The current GNZ Strategic Plan (which can be downloaded from our web site) was built on the outcome from that Matamata session.

The Executive believes that the mission statement and core objectives remain valid today, but it is now time that we refreshed club input into the broad strategies for achieving these objectives. It does not seem clear what the clubs expect of GNZ, and the GNZ revenue model may need revisiting.

It has been decided to run a pilot planning session involving four of the bigger clubs plus a small number of selected individuals. Auckland, Piako, Taupo and Tauranga clubs are thought suitable for their relative proximity, with the session to be held on Sunday 27 February at Tauranga, backing onto the Executive meeting the previous day. Hauraki and Rotorua clubs will be represented as well. Based on what we learn from the Tauranga meeting, further sessions may be held at other centres.

# GNZ AWARDS & CERTIFICATES

## OCTOBER – NOVEMBER 2010

**GNZ Awards Officer**  
**Edouard Devenoges**  
 gnzawards@xtra.co.nz  
 40 Eversham Road, Mt Maunganui 3116.



QGP No	Pilot's Name	Club	Date	Glider
3100	Soren Nielson	Glide Omarama	6.12.2010	
3101	Paul Guldbalek	Glide Omarama	6.12.2010	
3102	William Tugnett	Glide Omarama	6.12.2010	
3103	David Austin	Taupo GC	6.12.2010	
3104	Konrad Beckel	Taupo GC	6.12.2010	
3105	Christopher Gough	Wellington GC	6.12.2010	
3106	Krishna Pillai	Akl Aviation SC	6.12.2010	
3107	Timothy Harrison	Whangarei GC	6.12.2010	
3108	Gabriel Briffe	Glide Omarama	12.12.2010	
3109	Charles Jessup	Glide Omarama	12.12.2010	
3110	William Hopkirk	Taranaki GC	15.12.2010	
3111	Brian Li	Gliding Manawatu	15.12.2010	
3112	Glenn R. DeFever	Taupo GC	15.12.2010	
3113	Filgas Zdenek	Taupo GC	15.12.2010	
3114	Mark F. Barnfield	Glide Omarama	20.12.2010	
3115	Hans Folkesson	Glide Omarama	24.12.2010	
3116	Alaric D.E. Giles	Glide Omarama	24.12.2010	
3117	Dick Laan	Glide Omarama	6.1.2011	
3118	Adrian Lutz	Glide Omarama	6.1.2011	
3119	Markus Lewandowski	Glide Omarama	10.1.2011	
3120	Alexandre Bank	Canterbury GC	13.1.2011	
3121	Allen M. Paul	Taupo GC	18.1.2011	

### AIR NZ CROSS COUNTRY CHAMPIONSHIPS

	Glider	Distance	Points
<b>NORTHERN DIVISION</b>			
Clinton G. Steele	ASW 15	135.59km	150.41
<b>SOUTHERN DIVISION</b>			
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

### OFFICIAL OBSERVERS

09/068	Mark D. Aldridge	Canterbury GC	17.12.2010
09/069	Mats E. Henrikson	Canterbury GC	17.12.2010
09/070	Jerrold M. O'Neil	Canterbury GC	17.12.2010
09/071	David N. Tillman	Canterbury GC	17.12.2010
09/072	Jenny M. Wilkinson	Canterbury GC	17.12.2010
09/073	Oliver Winkler	Canterbury GC	17.12.2010
09/074	Carl P. Jackson	Marlborough GC	17.12.2010
09/075	Ivor N. Link	Marlborough GC	17.12.2010
09/076	Brian J. Mogford	Marlborough GC	17.12.2010
09/077	Mark L. Robertson	Marlborough GC	17.12.2010
09/078	Grant E. Willis	Marlborough GC	17.12.2010

### SILVER DURATION

Christopher Painter Nelson GC 12.11.2010 Grob 103

### SILVER HEIGHT

Henry L. Middleton Taupo GC 8.1.1961 Eon Baby

### GOLD DURATION

Christopher Streat Omarama GC 23.12.2010 LS 6

### GOLD HEIGHT

Christopher Streat Omarama GC 23.12.2010 LS 6

### GOLD DISTANCE

Christopher Streat Omarama GC 23.12.2010 LS 6  
 Kerry W. Eggers Nelson Lakes 3.12.2010 Cirrus

### GOLD BADGE

317 Christopher Streat Omarama GC 23.12.2010  
 318 Kerry W. Eggers Nelson Lakes 11. 1. 2011

### DIAMOND HEIGHT

408 Alexander McCaw Canterbury GC 11.12.2010 LS 4

### DIAMOND DISTANCE

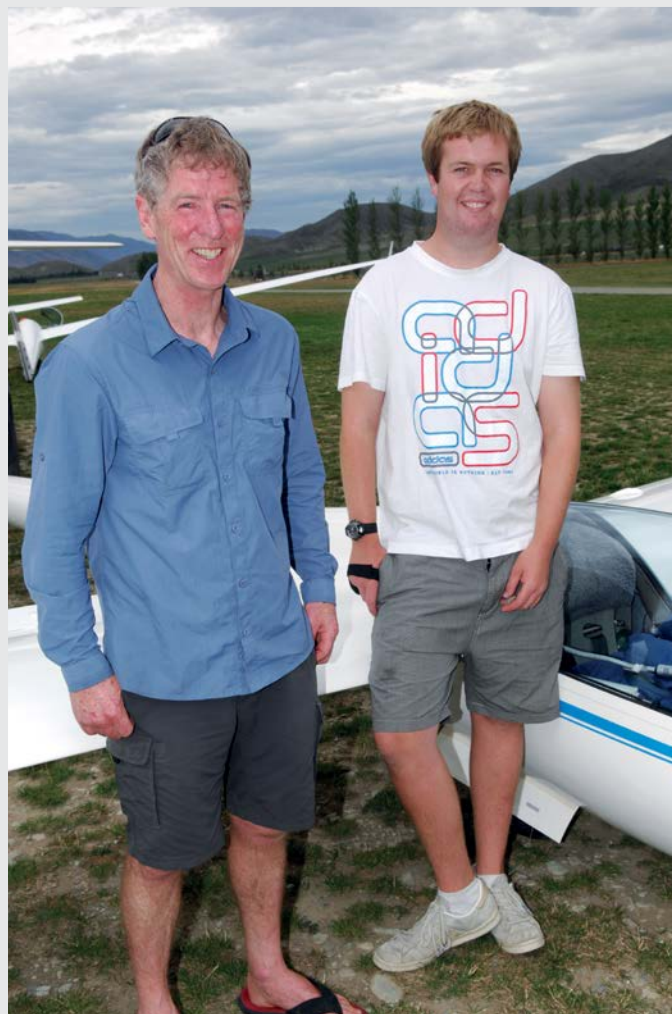
142 Christopher Streat Omarama GC 23.12.2010 LS 6  
 143 Robert J. Mollard Omarama GC 30.12.2010 Discus CS

### THREE DIAMONDS

120 Alexander McCaw Canterbury GC 7.1.2011  
 121 Robert J. Mollard Omarama GC 15.1.2011

### 1000KM DIPLOMA

40 Alexander McCaw Canterbury GC 11.12.2010 LS 4  
 41 Christopher Streat Omarama GC 23.12.2010 LS 6



1000km pilots Chris Streat and Alex McCaw

# WSPA SEMINAR

WOMEN SOARING PILOTS ASSOCIATION  
NEVADA, USA

By Irena Raymond



Slovenian Irena Raymond is a member of the Women Soaring Pilots Association and hosted the first meeting of the association to be held in her country in 2009. In 2010 she attended the annual meeting in Nevada. SoaringNZ felt our women members needed to know more about this international association, which aims to promote all aspects of soaring for women glider pilots. Irena is the wife of Sunseeker designer Eric Raymond.

Photo: Eric Raymond

Women pilots from the United States, Canada and Europe attended a week of outstanding flying at the WSPA Soaring Seminar in Nevada. The seminar took place July 18th – 23rd 2010 at Air Sailing glider port, located about 45 minutes north of Reno, at an altitude of 4,400 feet above sea level.

This was the 32nd annual Soaring Seminar sponsored by the WSPA and was their second largest seminar ever. Altogether more than 70 people spent the week at the glider port. There were 44 active

pilots, flying both local training sessions and long cross country flights. The experienced women pilots flew solo, while students and those less experienced enjoyed thermalling with the assistance of many kind instructors. The oldest lady attending the seminar was 82 and she still flies as an instructor.

The pilots' main goal was to learn how to survive in the desert, with good decision making and adaptation to extreme conditions. Attendees had been invited to arrive a few days early to acclimatise to the



Before the flight

Photo: Irena Raymond



Irena and Matt in tow



Sylvia Geusen preparing the glider

Photo Eric Raymond

altitude and to the extremely high temperatures. During the seminar women gained experience with cross wind takeoffs and landings, simulated rope breaks during the tow, different landing approaches, and a day of scheduled landouts on a dry lake bed.

Organisers also scheduled a program of classes including airspace around Reno International Airport, meteorology and a lecture about landing on dry lakes.

On the last two days of the seminar the women enjoyed a visit

from the well known and respected soaring pilot from Omarama, Gavin Wills. He gave an excellent presentation about soaring in New Zealand.

Women Soaring Seminars started in 1979. WSPA was then established in 1986 with its main purpose to encourage women to fly. The association offers many scholarships to help women to start and continue soaring, including in competitions. The current membership exceeds 200 women pilots worldwide.

WSPA website address: <http://www.womensoaring.org/>



Photo Eric Raymond



Mary Rust giving lecture

Photo Irena Raymond

# BLANIK FUTURE BLEAK

By Gerard Robertson



Gerard is the President of the New Zealand Division of the Royal Aeronautical Society.

I read the Blanik articles in the last issue (SoaringNZ December 2010/January 2011) with a mixture of interest and dismay. Interest in the fate of the type in which I first learnt to fly and dismay, not only that it remains grounded but that there seemed to be a marked absence of communication between the Norfolk club and Gliding New Zealand. So I did the logical thing, looked up contact details on the GNZ website and called Karen Morgan. From this sprang contact with both Australia and the U.S.

Before I go on, let me explain why I believe I'm qualified to have an opinion. I am a professional engineer and for nearly a decade I have held a Civil Aviation Authority (CAA) NZ delegated design approval for (large aircraft) structures. In the course of exercising this delegation I have had regular contact with regulatory authorities and believe that I am familiar with how they work. I have attended numerous structures courses at both Boeing and Airbus (I spent a year at Airbus in 2004 - 2005) and have developed and taught courses on aircraft structure design and repair locally. I don't claim to be God's gift to modern engineering, but I have now spent nearly 25 years in the industry and even we slow coaches pick up a few things in that time.

Like the rest of us, I'd like to see Blaniks flying. The impact of the grounding on those clubs with Blaniks and the delay in resolution must be very frustrating. What can be done (as Grant Wisniewski asked in the last issue) to 'help try and convince CAA that Blaniks should be flying again?' Here's my opinion: not a lot. If I was trying to convince CAA NZ that the type was airworthy, I'd face an uphill battle, since:

The 'State of Design' has grounded them (European Aviation

Safety Association (EASA) now has responsibility for most European countries, including the Czech Republic)

The manufacturer holds all of the loads data required to substantiate any modifications or repairs

There has been a failure within the original design life, implying that (arguments about usage notwithstanding) the original design life calculation may not be valid.

Let me elaborate on these dismal views:

Most airworthiness authorities now automatically adopt Airworthiness Directives (AD) issued by the State of Design, on the basis that - as these authorities originally certified the Type - they are the best informed. Even the Australian Civil Aviation Safety Authority (CASA), after many years of going it on its own, by re-writing foreign ADs, now follows this practice.

The manufacturer has a valid interest from the point of safeguarding intellectual property (and protecting itself from potential litigation in the U.S., where suits have previously been filed applying modern design standards to 50 year old designs) and also a commercial interest in selling its current product before supporting a type long out of production.

Design life calculations typically produce a spread of hours to failure in the shape of a bell (called a normal distribution). To ensure that failures consistently occur at the high hour end of that range, a safety factor is applied (typically two for items tested to destruction and from three to six for lives determined by analysis).

What can be done? Development of an adequate inspection may be forthcoming. Roger Harris (also in the last issue) is correct when he notes that 'the critical part is hidden under two

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layers of sheet metal ...' The concealment of the affected part is likely to require non destructive testing (NDT) by low frequency eddy current (LFEC) which, while it will penetrate layers, is less accurate than the high frequency eddy current (HFEC) which can be used where there is direct access to the part being examined. This means that only larger defects can be detected, requiring more frequent inspections, since larger cracks leave less time for successful detection prior to catastrophic failure. The fact that the original construction used rivets in drilled holes rather than bolts in close-reamed holes makes cracking more likely.

What about the Australian modification which increases the life to 12,000 hours? Dafydd Llewellyn holds the Supplementary Type Certificate for that modification and has been generous enough (on a commercial in-confidence basis) to share details of that with me. Dafydd is keen to have this modification approved for application, but will run up against inertia within EASA - which I suspect views requests from anyone other than the manufacturer in the same fashion as an elephant views an ant on its leg (i.e. a minor irritant to be ignored) - and other regulatory authorities which are likely continue the practice of following the State of Design's direction.

Another hurdle will be cost. Roger Harris noted that the modification cost around \$20,000 AUD in the 1980s. Indications are that the same modification would be no cheaper nowadays. The last Blanik sold in New Zealand went for, I understand, less than half this amount. Obviously, given the cost of replacements, Blaniks may well hold more value for clubs which would otherwise have to buy replacement aircraft (new or used).

So, from the regulatory, technical and commercial perspectives outlined above, I see no other practical course of action than to wait and see what the manufacturer proposes. It gives me no pleasure to say this, but I believe it to be the most pragmatic action.

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# BLANIKS - WHY ALL THE FUSS?

10 JANUARY 2011 By Ian Dunkley

Today the majority of glider pilots dashing around the sky in composite gliders may wonder why there is such a fuss about the grounding of a glider designed in 1956, with a safe life of 3000 hours, following a fatal accident. The reason for the grounding has been covered adequately in the last issue of SoaringNZ and I am sure that most readers will have recognised the inevitability of the EASA decision, which other countries have followed. However as a brief introduction to Philip Plane's story of a declared Blanik 100 km triangle, I will outline the reasons for the international fuss.

The total production of the Blanik L13 and L13a was a staggering 2649 gliders, sold mainly in the former eastern bloc countries. It was the most widely used two-seater in Australia. Over 200 were in use in the USA and it is used throughout the world for basic training and to a lesser but significant extent, for aerobatic training. It is generally used by smaller clubs and so the grounding is a threat to the survival to those clubs who may not be able to afford a more modern replacement.

It remains to be seen whether an agreed inspection and rectification will emerge, although I have been informed by a Czech friend that the manufacturers have indicated they will have a 'fix' by the European spring. 'Yeah right' may be the best response;

for a technical solution is not necessarily an economic one. At this time I think it is fair to say the market price of a Blanik is zero, unless there are gliding gamblers around. Thus in economic terms, if the cost of inspection and any rectification is significantly less than buying a suitable replacement, then Blaniks could fly again. That is of course an oversimplification, for the rate of depreciation depends on any change in the airframe 'life' and income depends on flight limitations, most importantly allowing two-seat operation.

If this is not bad enough, then there is a further consideration - the price of older generation two-seaters is starting to creep up due to lower operating costs, to the extent that in Europe there are firms specialising in renovating old two-seaters to new condition. Thus internationally affected clubs have a whole pile of unknowns: if and when the grounding will be lifted, and if it is, at what cost? Will there be new flight limitations? How much will a replacement cost (when they know for sure they need one) and will any be available?

Wouldn't you be very worried and making a fuss if you operated a Blanik?

Now over to Phil, for his story about a modern 100km flight that would not have been made, had a Blanik not been available.

## 100KM 28% TRIANGLE IN BLANIK MV

4 DECEMBER 2009 By Phil Plane

Just to prove that you can have fun in any glider - not just the latest and greatest carbon fibre variations - Philip Plane, a gliding instructor based at Omarama sent in the story of this flight.

Tom Werner, a visiting German pilot wanted to do a declared 100km cross country flight with an instructor for his German glider qualification. He was on a budget, cycling around the South Island, and wasn't looking to spend the sort of money you need to have a Duo Discus for the afternoon. I suggested if he could hang around and wait for the right day we could borrow the Blanik for the flight.

The Blanik used was from Youth Glide Omarama. ZK-GMV was



built in 1972 and is in good condition with just over 2000 hours. The performance is claimed 1/28. This design first flew in 1956 and was built until the late 1980s. Blaniks were used by many clubs in NZ as trainers. There are still twelve on the NZ register.

I planned a few 100km triangles using the normal Omarama contest turnpoints. The tasks were optimized for different conditions so I could select one to suit the conditions on the day. Due to the limited speed range of the older design I was looking for a light wind thermal day so we didn't have to push into the wind.

When the day came the wind was light easterly, so the task selected was a 28% triangle around Berwen, Cotters, and Glen Lyon using Omarama as the start and finish. This is a 113 km triangle, but due to the start and finish at Omarama being slightly offset from the triangle, the task distance is 117 km. By staying to the west I was hoping to avoid the easterly air blown up the Waitaki valley into the Mackenzie Basin. All the way around the task there are good landing options, particularly important because the Blanik didn't have a roadworthy trailer. We needed to be able to aerotow retrieve if things went badly.

The Metservice synoptic chart for the morning showed a high pressure area to the east of the South Island moving north-east, bringing a light north-east flow over the South Island. Checking the NOAA predicted sounding I saw the winds below 10,000 ft were all expected to be less than 10 knots. The air was quite dry, so not much cloud was predicted and a good chance of blue thermals to 9,000 or 10,000 ft during the afternoon.

We launched at 14:21 into a very light easterly on the ground. There were several gliders ahead of us struggling over the Buscot and Little Ben in the blue so we knew it was soarable but difficult. Our initial climbs getting established were slow, just over one knot average. Drift in the thermals showed a light northerly.

As soon as we had climbed to 4,000 ft we glided through the start line and headed on track to the first turnpoint. I had selected Berwen so I had the Nursery ridge on the way, and the western end of the Ewe Range at Berwen to provide lift. We found nothing until we were close to the Ewe Range and down to below 2500 ft, less than 1000 ft above the ground. A Duo Discus was high above us providing confidence that the lift was working. We found weak climbs and worked them until we could get on top of the Ewe Range, then hooked a good climb of nearly four knots average to climb up to the Duo at just over 5,000 ft.

Once we had the height we set off across the first turnpoint towards the Ahuriri Valley. The Duo set off in the same direction at the same time. We arrived over Killermont and found a weak climb. The Duo had gone around the corner into the Lindis and found nothing, so he came back out and joined underneath the Blanik. We took the weak climb of less than two knots to the top, getting over 5,500 ft then glided west to the hill north of Dalrachney. The Duo went ahead and started climbing just above the hill. As we had little room between the Duo and the hilltop I selected to keep going and ran along the low ridges on the western edge of the Ahuriri trying to find a climb.

Nothing much happened, although we lost little height. We tried a few thermals, but they were weak and difficult. Drift in the thermals in the Ahuriri showed a slight south east breeze. We arrived on Ben Avon around 4,500 ft and worked a scree slope in a gully on the south side of Ben Avon. The Blanik is really good at that sort of close work as it has such good control at low speed

and will climb in weak lift. Eventually we worked up onto the top of the hill and started to circle in three knots of lift. This quickly set us up for the run into the Dingle to get the Cotters turnpoint.

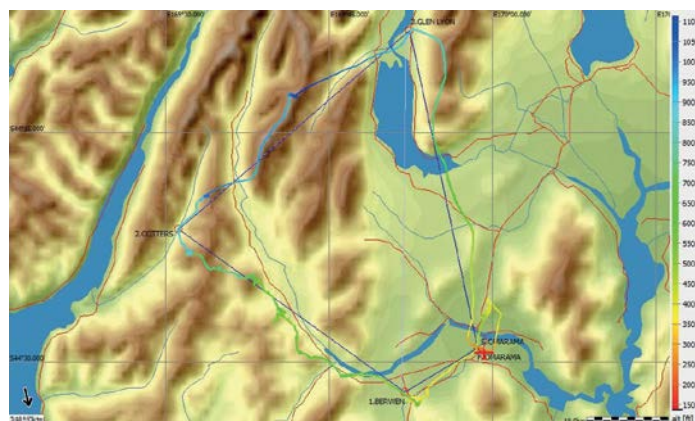
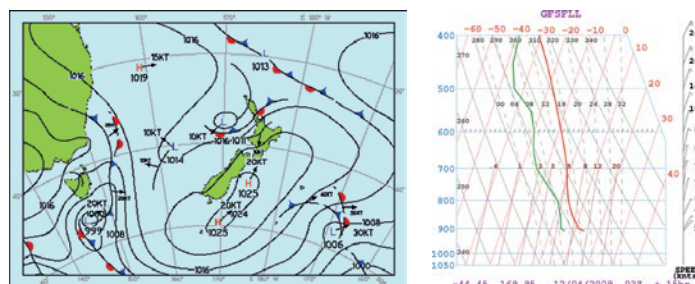
So far the task had been in the blue. There was some nice cloud in the Dingle. I had hoped to get high enough to glide into the Dingle with height to glide back out, but that wasn't going to happen. All we could get was 6,500 ft. As I could see good cloud at the turnpoint I crossed into the Dingle and quickly sank below the ridge. Pushing forward to the clouds over a large spur we soon found a weak climb that turned into a good climb that got us to 8,000 ft and around the turnpoint. The drift in the thermal here was westerly, just a bit less than five knots. We had escaped the easterly and were in the convergence between the east and west airflows.

Next was Glen Lyon. I could see good cloud on the Barrier Range and we set off with plenty of height and confidence. Running along the Barrier at 8,000 to 8,500 ft was working well, and at the northern end we took a solid three knot climb to nearly 10,000 ft. The drift in this thermal was slightly north of west around five knots. This put us above glide for the rest of the task, so we glided around Glen Lyon and back to Omarama without stopping. The final glide was 55 km, nearly half the task distance.

We finished the flight with a high speed straight in approach and pull up. The Blanik losses energy quickly, so we only got a small pull up and landed straight ahead. Ash, the tow pilot, was laughing so much at our 'competition finish' that he was barely able to do the radio calls for his next launch.

We had a good cross country flight on a day when many high performance gliders didn't get out of the Basin. Our 117.6km at 26.38 knots isn't going to win any speed records, but it was a fun flight.

Met report and tephigram from the day show. Light winds and weak thermals, perfect for a blank cross-country.



# OBITUARY

## STEPHEN J. 'CHOOK' MORRISSEY

BY HERB FAMILTON AND ROGER READ

In August the gliding community was stunned by the death of Steve 'Chook' Morrissey, while hiking in Hong Kong with an Air NZ colleague, Mark Apperley. Chook's death was so out of the blue and unexpected for someone who loved life, lived it well and who was known for thorough planning and preparation for any adventures undertaken.

Every weekend or so, we still expect a breezy, extended phone call from Chook, usually beginning with, "Now Mr. , what's happening?" There won't be any more extended or short phone calls from our great mate Chook. Steve was great fun to be with, a loyal and very supportive friend. Everyone enjoyed a yarn and a few beers with Chook. He was liked by all. Not a recently active gliding pilot, Steve still kept in touch with Omarama events and followed the movement via other people's copies of Gliding Kiwi and Soaring NZ. A tribute to his frugal nature ...

Steve's gliding started with the Air Training Corp (ATC) in the Hutt Valley with Upper Valley Gliding Club. Once in the Air Force, Steve purchased LS3 ZK-GLP with Steve Moore. Chook was a long term Wigram Aviation Sports Club (WASC) instructor after having been posted to Wigram as flight instructor. His attention to detail, direct and personal style shone through in his instruction. He insisted on the very best standards, as any professional pilot would do.

His zany humour (such as wearing a fake police helmet while running the South Island Regionals as Competition Director) is an ongoing memory. The Wigram Base Commander asked Steve about his future employment options and was answered with "I'm going to become a gliding bum, Sir!" A man of his word, Chook certainly flew the pants off the Read/Mollard/Morrissey syndicate DG 400, ZK-GWW over that summer.

His funeral in Wellington was attended by a large number of the South Island gliding community. It was also attended by many Air NZ colleagues and Air Force contemporaries, including his old ATC Squadron Commander, as well as Wellington gliding compatriots Grae Harrison and Tony Van Dyk. Steve Moore recounted his temporary ire at Steve for a landout in Matamata. Steve was flying LP in the contest when Chook visited. He took 'Lollypop' for a soar during a rest day in the competition, managing a well executed



Steve's first 500km Diamond flight.

landout in a football field, but unfortunately scratched the nose in the final roll.

The Canterbury earthquake failed to stop friends and family filling his favoured watering hole, 'The Brickworks' for the memorial service which was planned for the following day.

Steve's great legacy to gliding is the Omarama Gliding Club. With a few other key people, Steve realised that the traditional concept of a gliding club wouldn't work well in Omarama, but an advanced club which catered for soaring pilots would. He wanted a club with good hangars, good gliders, and good people. The spade work was not easy, and the process was long and fraught. Steve dutifully took on his share, including the challenge of being the first Chief Flying Instructor of the OGC. Being a remote CFI posed huge challenges, to which he rose and managed in his usual affable style. Subsequently, all OGC CFIs have been Omarama based for the gliding season. Steve was also a strong supporter of the upgrade to a Duo Discus as a more suitable glider for the club.

Allowing the WASC and North Otago Gliding Clubs to combine has created a far stronger and more resilient entity. Omarama Gliding Club is now one of the larger clubs in the South Island and has a club fleet par none in NZ. We understand that Steve's family will be arranging for his ashes to be spread on Omarama airfield as a fitting tribute to a man who had a vision for the Omarama Gliding Club. Steve shared that vision with WASC and NOGC members and was instrumental in making it a reality. Nothing more would make him happier than the success that the Omarama Gliding Club has become. So while we mourn the loss of Steve, we know that part of his legacy lives on in the Omarama Gliding Club.





## A QUESTION OF SAFETY

**GEORGE ROGERS** NATIONAL OPERATIONS OFFICER, ACTING

# ACCIDENTS

Four accidents were reported in the last couple of months of 2010. One pilot suffered relatively severe injuries.

The first occurred on a training flight, where a 'brake jammed open' exercise was planned. The circuit commenced satisfactorily, but curl over from a local feature appears to have increased the rate of descent, and action to close brakes and increase speed could not prevent contact with a pine branch and gorse, which arrested the glider. The pilots were not injured but the glider was damaged.

The second occurred at an outlanding, with the wingtip touching the ground and initiating a ground loop. The pilot was not injured but the glider was damaged.

The third occurred in a contest, where an outlanding became necessary in rough country. The pilot suffered injuries and the glider was substantially damaged.

The fourth involved landing short and impacting trees on approach. The glider was substantially damaged but the pilot not hurt.

There is nothing particularly new in the recent accidents. They involve the sort of circumstances and consequences that have happened previously.

**2010 - A Review.** Fourteen (14) glider accidents / occurrences were reported in 2010. There are 355 gliders on the aircraft register so the 14 represent 4% of the glider fleet.

Fortunately there were no fatalities in the accidents, but one relatively seriously injured pilot and one with minor injuries.

Of the 14;

Six (6) landed short of the runway and often hit obstacles on approach, generally at home airfield.

Five (5) were at out-landings, including one at a contest, and two where engine non-start problems featured.

One (1) a non-standard circuit / landing training flight.

One (1) bush / terrain impact.

One (1) extreme sink with out-landing in street.

One (1) winch takeoff incident.

One (1) aero retrieve take-off.

One (1) maintenance related.

(An occurrence may have more than one factor involved so numbers may not reconcile)

Clearly most accidents are in the landing phase of flight either at the home field or out-landings, (11 occurrences).

Three gliders were reported destroyed and nine substantially damaged.

The number of 2010 accidents (14) was the same as 2009. The consequences in 2009 were much more severe, with three fatalities and four serious injuries.

As noted above, there is really nothing new in the factors involved in the accidents. The issues have occurred before and are recognised in gliding.

The series of articles prepared by Arthur Gatland and published in recent issues of SoaringNZ on Threat and Error Management (TEM) provide good advice on techniques to reduce the errors that lead to these sorts of accidents. The articles are well worth a reread.

**Biennial Flight Reviews (BFR).** GNZ has recently revised the Advisory Circular, consolidating longstanding requirements for BFRs. The intention in refreshing and consolidating was to see if we could improve the quality of reviews and support pilots in their safe flying. It is generally expected that review flights would be no more onerous than in the past.

It is recognised that completing a review confirming the pilot is up to speed for the privileges to be exercised needs an individual approach, rather than a 'one size fits all'.



# CLUB DIRECTORY

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

## Auckland Aviation Sports Club

Club Website [www.ascgliding.org](http://www.ascgliding.org)  
Club Contact Peter Thorpe  
pbthorpe@xtra.co.nz Ph 09 413-8384  
Base RNZAF Base Auckland (Whenuapai) 021 146 4288  
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## Auckland Gliding Club

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

## Canterbury Gliding Club

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

## Central Otago Flying Club (Inc)

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

## Glide Omarama.com

Website [www.GlideOmarama.com](http://www.GlideOmarama.com)  
Contact Gavin Wills [gtmwills@xtra.co.nz](mailto:gtmwills@xtra.co.nz)  
Base Omarama Airfield  
Flying October through April 7 days per week

## Gliding Hutt Valley (Upper Valley Gliding Club)

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

## Gliding Manawatu

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

## Gliding South

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

## Hawkes Bay and Waipukurau Gliding Club

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

## Kaikohe Gliding Club

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

## Marlborough Gliding Club

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

## Nelson Lakes Gliding Club

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

## Norfolk Aviation Sports Club

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

## Omarama Gliding Club

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

## Otago/Youth Glide Omarama

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

## Piako Gliding Club

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

## Rotorua Gliding Club

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

## South Canterbury Gliding Club

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

## Southern Soaring

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

## Taranaki Gliding Club

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

## Taupo Gliding Club

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

## Tauranga Gliding Club

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

## Wellington Gliding Club

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

## Whangarei District Gliding Club

Club Website [www.igrin.co.nz/~peter/gliding.htm](http://www.igrin.co.nz/~peter/gliding.htm)  
Club Contact Paul Rockell [rockelkaym@xtra.co.nz](mailto: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 March 2011.**

## AUCKLAND AVIATION SPORTS CLUB

We are well into the soaring season, although conditions our way have not been conducive to lengthy flights. Nonetheless, we accommodated ATC Cadets and Air Scouts into our gliding days and now have three cadets who have joined the club and are learning to glide. It's good to have young folk around. Congratulations to Gary Patten for his first solo and to Steve Foreman for completing A Certificate. Some of our folks get things the wrong way round. A recent 50km attempt on the West Coast became a 30 minute flight when conditions allowed sustained ridge soaring. The landing on a remote beach near Piha with difficult access required a five hour retrieve effort. Some innovative work went into figuring how to get the trailer around tight corners on a rough, narrow, winding access road. I guess this will get their Retrieve box ticked on the B certificate.

We decided, once again, to spend our Christmas break at home. A number of members away on holiday meant little action on some days and a lot on others. Our big event has been the delivery of our new towplane, FK9 Mk 4 RDW. We have taken the brave step of taking on a microlight as our towplane and really do hope we have done our homework correctly. Only time will tell whether the aircraft is durable for the towing role.

Graham Lake

## CANTERBURY

Our annual camp at Omarama started early this year to accommodate a youth camp, organized by Roger Read and ably assisted by instructors from various clubs around the country. Three Canterbury members made their first solos. They were Matt Buckland (son of glider pilot the late Greg Buckland), Matthew Messman and Robert McCaw.

Good weather prevailed for the period and everyone learnt a great deal.

The main club activity commenced on Boxing Day and since then members have been making the most of the soaring to be had at this scenic site.

The 30th December produced a good soaring day, which Alex McCaw and Jonathon Wardman made the most of, when they flew our Janus CE from Omarama to Waikaia to Mt Cook and return; their flight lasting just over five hours and covering 505km. Terry Delore flew his/ his daughter's Libelle 'Shrek' to the Mavora Lakes and back, about 350km. Quite a few other members are making some good flights in club gliders, not for badges, but just having a great time. At the time of writing there are still two weeks of the camp to run and then we will be returning to fly more at our new Springfield site. Finally Junior Glide member, Cameron Hoare had a big grin on his face after Roger Read sent him off on his first solo in one of the club's Twin Astirs. His landing must have been pretty hot because they tipped a bucket of water over him when he alighted from the glider!

Stewart

## CENTRAL OTAGO FLYING CLUB

We are still waiting for the predicted long, hot and dry summer to manifest itself with those 10,000 ft cloud base thermals. Many of the club days (Sundays) during November/December were not flyable because of low cloud and rain but despite this our small band of dedicated regulars did manage some excellent soaring. Early in November, the first decent thermals of the season enabled John (KG) to head off east to the Ida valley and then up to the Hawkduns, Omarama, and St Bathans before returning



Auckland Aviation Sports Club

Spot the glider

home. Pete, in LP, had a great flight west to Mt Earnslaw via Shotover. Meanwhile, Doug flew with son Hamish in JW up to the Dingle and back, one of the better JW flights for a long time. Early December saw Pete and Owen in JW thermalling up to contact the northwesterly wave over the Dunstons. They then flew for two hours down the Waikaia valley, cruising all the way to Garston at 10,000 ft.

Our winch has been given a new lease of life with a replacement reconditioned engine and transmission overhaul and now gives us consistent and cost-effective 2000 ft AGL launches.

Congratulations to Brian Savage who recently gained his Silver Badge and for a creditable performance in the Club Class of the South Island Regionals.

We plan to hold our regular Gliding Weekend again in early March (details will be given in our

weekly Flying Update e-mail), so why not plan for a weekend away and enjoy some affordable and relaxed gliding at Alexandra.

Phil

#### GLIDING HAWKE'S BAY & WAIPUKURAU

After a few false starts, we have relocated most of our fleet to Waipukurau for the next few weeks. Mike Moloney's famous thermals have been absent in recent weekends but we are optimistic that weather patterns will return to normal soon.

Our Grob 103 Self Launching Glider, GHB, is still based at Hastings. More members are becoming proficient under the watchful eye of past CFI George Lane, who is managing to get enough time off work to return to flying. Several members are rated to fly GHB as a glider, but we now have three more rated for self launching.

An added challenge to learning Aero Assisted Self launching is that the Waipukurau Airfield is marginal for a pure self launch. The Auto Assist used by the late Peter Lyons with his ASH 25 RJ is not ideal.

Preparations continue for the National Sports Class and Central Regional Championships in the last week of February at Waipukurau. The prize for the earliest entry has been decided, but there is no prize (or maybe a booby prize) for being last. The details and entry forms are available on the GNZ website.

We have had a very successful ATC weekend camp at Hastings, and we join organisers Manawatu for the ATC full week camp at the end of January at Waipukurau.

We look forward to seeing more of you in February.

David

Central Otago: Left: Over the Hector Mountains near Garston. Right: Pete and Owen in JW over the Dunstons.





Piako Gliding Club: View of Raglan

**GLIDING WAIRARAPA**

'F' stands for fantastic flying at Gliding Wairapa's near Greytown. On January 7th, instructor Selwyn had four momentous wave flights to the area regulation 9,500 feet. On the final flight, he and student Jordan Mackie hit wave at 2,500 feet and soared from Papawai to Opaki, on the northern side of Masterton, in a very narrow and acutely defined wave band. On the return leg they encountered some serious sink over Waingawa, which Selwyn estimated to be a slam-dunking 10 knot down, so they elected to land at Hood Aerodrome. When on the ground, they encountered the stunningly kind ministrations of Vintage Aviator extraordinaire Gene de Marco, who encouraged them to use his private hangar overnight. They were likewise treated extremely well by Tom and Wayne from the Upper Valley club, who took time out from their Saturday flying to effect a 'grand rescue' mission with their tug. Thank you to all concerned. The absolute willingness to help other gliding clubs in a moment of need is a 'thing of beauty' and long may it continue.

Back on the ground, we have rotated the Hampidjan Dynex winch cable so that the end which previously made contact with the glider is now first on the winch drum. This should lengthen the life of the cable. We also replaced a CV joint

in the retrieve car, so that it no longer sounds like an anti-aircraft barrage as it rockets up and down the field. Well done to all of the helpers.

GVG

**NORFOLK**

The Blanik grounding has slowed down the flying for the club here in Taranaki, and we have been disappointed at the response by our own GNZ executive and the CAA in helping to get a resolution to this problem. However we have had some good flights.

Our Vintage Kookaburra has been doing a fair number of flights out of the Norfolk Road Airfield.

I personally had a great wave flight on the 4th September, soaring to 22,000 ft and collecting a height Diamond on the way. I also attended the Cross Country course at Matamata. It's a fun and interesting course, thanks to Bill Mace and the people of Piako, and all the other experienced pilots who gave their time and lent gliders, to encourage us into cross country flying.

A couple of our glider pilots have landed at the New Plymouth airport lately. No big deal I guess, but good practice for us landing at an active airport.

Kevin Wisnewski, our CFI of at least 15 years has stepped down, and his son Grant has

now taken the CFI position. We also have a new member Sam McCloud who has soloed in gliders and will be helping with the towing as a Wilga pilot.

CS

**PIAKO GLIDING CLUB**

As I write this, the PGC is based at Raglan for our annual away camp, while the Walsh Flying School takes over the Matamata Airfield. This year we stationed a twin and the tow plane there from the 3rd of January, to introduce gliding to an audience we would otherwise miss. It has been quite successful, in that we have taken up a lot of people and I expect that other clubs, as well as ours, will benefit from a few new members as a result.

What a glorious place to 'sell' gliding from, with its meandering harbour and spectacular coast line.

Of course, for our members, it is an opportunity to fly at a different site with an approach over the town, harbour and then pedestrians before the fence. It also has a line of trees on the edge of the strip that catches the sea breeze and illustrates why it is not a good idea to pick a paddock in the lee of a row of trees. All good experience.

Prior to the Raglan camp, we had the Auckland

Club down for their annual Christmas Camp. This year the weather was only mediocre and it seems most of our members were away on holiday, which is quite normal. Some of our members did attempt five hour flights; unfortunately a dying battery stymied one promising attempt. A 500 km and a 750 km flight were started by a couple of members too, but the conditions didn't live up to the forecast.

Of course, now is the season to compete for the various club trophies, so I expect there to be a rush of enthusiasm as people return from their holidays and get back into it.

We share the airfield with a number of different disciplines, and as a result of some comments from CAA, we all got together to talk about safe operations and how this relates to each other's activities. We have had a Memorandum of Understanding between us for many years, but it is good to remind each other of our respective needs and practices. All good stuff, and I believe there will be continuing meetings between the safety officers of each organisation. It is good to be proactive on safety issues.

Bill Mace

### **SOUTH CANTERBURY GLIDING CLUB**

A Happy New Year to all. Another year complete and we still survive with a better year ahead, with some new ideas and a new place to fly. We have come to the summer season in better shape this year, through the hard work of club members who made themselves available to fly the Schools ATC and Youth Glide programs. We are especially grateful to the Youth Glide organisers for the invitation and it has certainly 'iced the cake' for December.

We have been looking for away flying opportunities and have found a site near Arundel, where an east-west farm strip has proved to be suitable for us to operate. We will be making regular visits in the coming year, to make use of the soaring opportunities on nearby Mount Peel. The attached photo shows Kerry Jackson and HY ready to take off towards Little Mount Peel on the Westerly vector. This strip is about 50km from Timaru by road, so it will hopefully increase our soaring opportunities. The second photo is from a flight made by Pete McKenzie on a sea breeze day, looking east over irrigated farmland to the Rangitata mouth.

We have our scholarship to run this year and we will be putting this together earlier this season, so that the winner can use our winter quiet time to get flying.

FMSG



### **TARANAKI GLIDING CLUB**

We have enjoyed some good flights since our last report and our superb Twin Astir has featured in nearly all of them. Convergence/energy lines extending out from the mountain provided narrow but consistent lift, but also a mix of beautiful visual scenes of cloud, sky, countryside, Egmont National Park and the mountain itself.

Congratulations to Glyn Jackson for converting to the PW5 in fine style, and a big welcome to John McFadgen, a retired topdressing pilot, who was most happy at being able to get back into an agricultural-type aircraft in the shape of our Pawnee. I hear that John Frew is about to rejoin, which further alleviates the tow pilot drought. Also, Les Sharp quickly got sick of not flying and is back on full readiness as an instructor and tow pilot.

The builders doing the additions to our hangar made good progress prior to Christmas and

work will soon resume. We will have to put up with a gravel floor for some time, until we can afford a concrete floor. An interested observer of this is Steve Barham who, after a foray down to Omarama, arrived back with a Nimbus Two. Prior to this, he could be seen with a tape measure, anxiously determining the area needed to safeguard the intended purchase from the elements. Stratford being what it is and where it is, we get a lot of elements, most of them rather windy and often very wet.

One of Piako's top pilots, Robin Britton called in the other day, having absconded with her Morris Eight from a vintage car rally. She took off with Tim Hardwick-Smith in the Twin and into the convergence zone, which had areas of gentle wave in it as well. We would have been quite happy to have accepted her car as part payment for the flight but she insisted on paying by cheque. Thanks for coming along Robin and



Taranaki: A Morris Eight waits for its owner to return.



Taranaki: Robin and Tim ready to launch.

giving us the chance to return the sort of hospitality that Piako has shown us.

Anna Klauser writes from Germany that she is now at Hamburg and doing an aviation engineering course.

Papa Mike

**TAUPO GLIDING CLUB**

Our Christmas camp has been very successful – we accommodated glider pilots from Taranaki, Wellington, Whenuapai, France, United Kingdom, Czech Republic, Los Angeles and Australia.

Lots of interesting conversation around the dining table.

Club achievements:

Brent Griffin - Tow Rating, Reid deFever - Tow Rating & QGP,

Denis Filgas - NZ QGP, David Austin -NZ B Cat. Instructor Rating.

Michi Miyahara - Solo.

Solo in a Week Course: We have 4 booked in for February; why not book in and achieve solo over beautiful Taupo (pic. attached) as we still fly every day, all year round, weather permitting.

Our tow plane is due to have a replacement engine in May 2011. Alan Land will be 81 in April and hopes to achieve 7000 tows before then in time for licence renewal.

We hosted 10 Tauhara College students on 3rd Dec 2010 for glider flights. All are looking forward to an aviation career.

We would like to host a fly-in the weekend of March 5 for glider pilots and any other interested aviators, with a BBQ on the Saturday evening, please reply if interested.

Thomas Anderson

**TAURANGA GLIDING CLUB**

In late September, John and I visited the Schempp-Hirth factory in Germany to see TGC's new glider, just prior to completion. On the Friday we visited their local club, Wolf Hirth Gliding Club. The club's president, Hans Pushkeiler, made us welcome and we joined in their BBQ and a few beers. We were supposed to go back the next day to fly in a self launching Arcus but alas it rained. At the factory we spotted an aviation license on the wall for Mr Schempp, signed by Orville Wright!

After a great deal of effort from many of our club members, we are now the proud club of a new Duo Discus XLT – call sign GXT. GXT is a beautiful glider, with sleek lines and handles like a dream – everyone at our club will enjoy soaring in this dream machine.

The club is now working through a system of safety ratings for the Duo. This has been broken down into three separate ratings.

1. Straight Duo Discus XL rating – no engine may be used and local flying only.
2. Turbo motor rating – can fly as glider and use the Turbo, only when needed and with

discipline – locally and for cross-country use.

3. Instrument, navigation instrument rating for cross country flying – must be able to competently use the Oudie/Cambridge and all instruments to go away cross country flying.

We hope to see novice pilots go on cross-country flights with our senior cross-country pilots. We have also had three new members join as full flying associate members from other clubs (Auckland, Thames & Piako).

I will be doing my best over this next year to see how we might encourage more young women into our club and sport. Peter Lever (club instructor) has a budding young daughter in waiting – Sophie – we just have to wait another 10 years!

Adrian Cable, our CFI, went to the South Island Regional's and flew with young members of Youth Glide there – really enjoying assisting them in their first competition.

Adrian and Brett Hunter are currently at the South Island Nationals, enjoying some good soaring and friendships on the wet days. Many of our members are entering the new Club Class contest to be held at Matamata in late January – this should be a great new contest.

Tauranga Club is again planning to go to Kingaroy, Queensland later this year (Aug/Sept) and if anyone is interested to join us please contact me on grifinsnz@xtra.co.nz or Ph: 07-5737-203.

Taupo Gliding club: Michihide -first solo in single seater - pictured with his wife Miho Miyahara. Middle: Replacement engine due in May. Right: Scenic Taupo.







Tauranga: local instructor Peter Lever and his little girl and boy - his daughter has been up a few times already and is our budding glider pilot in waiting.



Vintage Kiwi

**VINTAGE KIWI**

November 2010 saw Vintage Kiwi once again at Raglan (by the sea) for the annual three day VK Raglan Fly, again in conjunction with the Norfolk Aviation Sports Club from Taranaki. The weather was kind, the best day being Saturday. It was pleasing to see some new attendees, both in aircraft and people this year. We also had a Technam arrive, having flown down from Helensville for the event, as well as Lee Middleton. Lee owns a DH Gipsy Moth, but decided to drive to Raglan after sighting a very indifferent meteorology forecast.

Because of the worldwide Blanik grounding, this year was very much a single seater event, with most of the fleet making good use of a localised sea breeze on the Saturday. Great local restaurants, great company and flying from such a picturesque location make for a pleasurable and relaxing flying escape, I have to say.

Taumarunui 2012 - why not?

VK Scribe

All very much appreciate our international flavour and are pleased to meet and host visiting foreign pilots with their families at our clubroom's. Apart from NZGA engineer, NZGA safety auditor, and CAA inspection, our only other NZ pilot visit was Doug Henry of the Auckland Gliding Club. (All escaped without being eaten!) To be a friend of our happy band, go to Whangarei Gliding Club on Facebook and click (Like) to see a glimpse of soaring in the North, even if you cannot come yourself.



PHR



Whangarei: Top: Rebecca Owls from Norfolk, our latest solo pilot. Middle: Gerold Simmendinger from Uberlingen flying east coast weak wave. Below: Sylvia, (camp mother) from Camp Hill Gliding Club UK.

**WHANGAREI GLIDING CLUB**

The Whangarei Gliding Club has had a busy summer, gliding and socialising. After a three month spring drought, with thirty three degree days, dust devils and salt spray haze off the Tasman Sea, the farms were saved with a week of gentle rain mid December and a change to humid easterlies. The cross country pilots have bashed around Northland in wave, coastal convergence and good old thermals, while others have been content to hone their soaring skills locally. Instructors have been busy with students and were seen to nervously send them off solo.

Demographically, most of our members were born in Northern Europe but now live in Northland to better enjoy our NZ weather, environment and recreations, so at times our club rooms buzz with a variety of accents and languages. We now have twenty five members, plus ten social members.



SoaringNZ and the GNZ Website Classifieds are now linked. Members are allowed one free non-commercial classified advert per issue. Ads may be submitted to the GNZ website or directly to SoaringNZ. They will be displayed in both places until notified that they are no longer required. Adverts that are obviously old and no longer in effect will be removed. Please notify us when your item has sold.

## GLIDERS

**Pipistrel Sinus motor glider (tail wheel) ZK-GIM • 2004.** 80hp Rotax 912 UL3 (non cert) twin magnetos in perfect cond. Serviced by Solowings Tga. Short take off & landing. VNE 121 knts. 100 litre fuel, 10.4 litres/hr. Feathering prop., Brauniger glass panel with vario, flight recorder, engine monitoring etc. Microair T2000 SFL transponder, Xcom760 VHF transceiver, PLBGPS, Elec soaring vario, GPS map 296 colour with terrain warning, airframe 550 hrs, engine 376 hrs. photo. SoaringNZ AUG/SEPT 2009 p44. Offers wanted malinsi@vodafone.co.nz

**Libelle 201B #579 GIU •** Good condition approx 2300 hours and 1600 launches. Basic panel plus transponder, chute, O2, Trailer, \$18K Contact Paul 021 331 838

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

**ASW20A GTL 40K or partnership 20K •** LNAV+GPS NAV, Mode C, EDS O2, FLARM. Komet Tractor. Help me keep this glider in NZ. contact Luke: wingswinewomen@gmail.com

**Test-10-M •** self launching motor glider for sale GVV, better than new condition. Polyurethane finish. 40:1 15mtr, 30 KW Rotax engine. Winglets, tinted canopy, digital avionics, radio, transponder mode C; Live your soaring independence dream. Contact: geraldv14@gmail.com or mob 0274 836 308 NZ\$98,000

**Ka6cr GCQ •** Excellent condition, PU paint, Ceconite fabric, new wiring. Standard instruments + Borgelt electric/audio vario. Icom IC-A3 radio. GPS cradle and PDA. Wired for transponder. Large tinted canopy. Rotary buckle belts. Good trailer. Fresh annuals done 11/09/2010. \$9000 or 1/2 share \$4500. (half share owner can have glider located anywhere in NZ. phone 021 221 85599 or email: hewstan@slingshot.co.nz

**LS3-A ZK-GLL •** Refinished by Sailplane Services, Cambridge L Nav and GPS Nav, EDS Oxygen, Mode C Transponder, Flarm, Complete with trailer, \$46,000. Call Paul on 021 622 396

**DG800B Motorglider ZK-GZT •** 18m with winglets. Only 273 hours TTIS, 23 engine hours. Full panel, Borgelt B500 & B2000, Microair Radio and Transponder, full set Jaxdia covers. All AD's and services up to date. Contact Mike Strathern. strathern280@gmail.com

**Duo Discus T GTT Aug 2004 •** As new condition, 650 hours. Finished in Autocryl from new. Cambridge 302, Becker AR4021 com, Microair T2000 transponder. Dual oxy. Comet Deluxe trailer. Available as complete sale or one half share based and hangared at Centennial Park, Taupo. Enquiries please to Trev Terry 0274 908 566 or trev@treverterry.com

**DG 400 •** great condition, comes with 15m/17m tips, fully equipped and ready to fly. Including A8A oxygen regulator with quick connect, Cambridge 302/303 and Winter Mechanical varios. Terra transponder, Dittel FSG60M radio, boom microphone and headset, tow out gear, wing, canopy and tailplane covers. Trailer has Cobra fittings and can charge batteries with glider in trailer. Contact Mark 0274 508 505 mda.308@xtra.co.nz

**Ventus Ct SW •** In good condition with Cobra Trailer. Won the Nationals

in 2006. Hard to beat for price versus competitiveness with the get home convenience of the turbo. \$120,000. Phone Julian Elder on 027 692 4114 or email julian@elder.net.nz. Only selling as want a self launcher to get more gliding in by being able to operate closer to home.

**Nimbus 2b •** GKI Priced for a quick sale \$38,000 ono. Phone either John 0274 994 375 or Ben 0275 555 485 for all info

**2 Gliders for Sale RONLERCHE K4, SKYLARK 2 •** Both hangared at Norfolk Aviation Sports Club. Phone John Schicker 06 758 2953 day or night.

**ASH-25E ZK GZZ •** 1100 hrs total time NDH Refinished in polyurethane. 2 sets Maughmer wing tip extensions & winglets to near 27m. Ilec SN10B front & rear Cambridge, 302A Mode C transponder, Flarm, front & rear EDS oxygen system, Leather seat cushions, Parachutes. Motor reconditioned to operational standard. Jaxdia covers. Cobra trailer. Many spares. \$ 215,000. NZ, Omarama hangar also available. Phone Theo Newfield +64 27 432 6015

**Discus-2cT 2007 •** 18m. Every option. PU paint finish. Avionics include LX8000 computer with FLARM & remote stick, Becker radio & transponder, Tru-trak turn & slip. Cobra trailer with SL package. Jaxdia hangar covers. Brand new condition. Brett Hunter hunter.b@ihug.co.nz

## HANGARS

**15 Metre Hangar Space in Omarama •** We are selling our 15 m space for \$25,000 which is less than \$1700 per meter. Call Paul on 021 162 2396

**15 metre hangar space Omarama •** South Canterbury Gliding Club is offering a 15 metre hangar space at \$1800 per metre plus GST. Contact Paul Marshall 021 331 838

**Hangar space Omarama •** Top slot in new private lock-up hangar. Secure, convenient, water, power, painted floor. Great neighbors. Regret not available to syndicates or commercial operators. Contact David Laing laing.braeview@xtra.co.nz or phone 027 434 0074

**15 meter hangar space.** East hangar at Omarama \$2000/m negotiable. Call 03 348 7009 or email vindaloulou@gmail.com

**Interest in double hangar space at Omarama Hangar.** Vendors have for sale two rights under Deed of Licence for adjacent spaces each for an 18 metre wingspan glider (numbered 7 and 8 in the Omarama Hangar) constructed in or about 1998. Can be sold together or individually by assignment of Deed of Licence according to the terms together with transfer of 18,000 shares in Omarama Hangar Limited in respect of each space. Price \$40,000 each. Contact Wendy at Geddes and Maciaszek tel 03 366 1681 or email wendy@gedmac.co.nz

**Hangar freehold with concrete floor available at Drury •** \$12,000. malinsi@vodafone.co.nz

## WANTED

**ASK-13 Sailplane needed •** in good condition, please email: leh33@hotmail.com

**Single Seat winch launch-able sailplane wanted •** Priced from 20-60k would prefer glider with trailer however will consider without. If you happen to have a self-launcher would pay up to 120k. Contact Douglas 021 118 5797, doug@waipapaeyecare.co.nz

GNZ members are eligible for one free non-commercial classified advertisement per issue. Deadline for receipt of advertising for our April issue is 22 March 2011.

### OTHER FOR SALE

**Tow Plane, Champion Citabria 7GCAA** • Very economical and fun to fly. TT 2070 hrs. Spares include new fuel tanks, propellers, undercarriage spares plus brand new 0320 motor (150hp) still in box. Open to offers. Ph Jimmy Berkett 04 566 0192 or 0274 424 356

**Replotte barograph** • complete with charts, \$250. Don Spencer, 09 537 5964.

**PDA moving map components** • Brodit PDA cradle. Comes complete with inbuilt power converter, power and data input cables. 2x Ipaq 3970 PDA's, 1 loaded with Winplot advance, the other with GlideNavII. PDA's come with a sync cradle, and software to connect to PC, extra charger and 512MB SD card. \$360. email hewstan@slingshot.co.nz or phone 021 703 839

**Winch for Sale** • Nelson Lakes Gliding Club is selling its well proven yellow winch. Launches Grob twins 1400ft to 1700ft AGL for less than \$10. Brilliant design. Simple to maintain and operate. Ford Cleveland 5.7 litre V8 with automatic transmission. Only \$NZ15,000 plus GST for this wonderfully successful machine. Further details at [www.glidingnelson.co.nz](http://www.glidingnelson.co.nz) or contact Ken Montgomery ah 03 547 2317, mobile 027 631 4040 or email kenandshirlzintransit@yahoo.co.nz

**Terra 250 Transponder & Alticoder US\$500 for both** • Altimeter - 3 needles to 35,000' offers Contact Roger 021 689 592 [rog.peters@xtra.co.nz](mailto:rog.peters@xtra.co.nz)

**PLB MT410G (GPS) 2 Years old** • batt expires 2015. \$550 ono. Contact Andrew Crane [dallascrane@xtra.co.nz](mailto:dallascrane@xtra.co.nz)

**ILEC SN-10B Flight Computer plus Vario Meter** • 3 years old - in "as new" condition. \$3,200. Contact Mike Tucker 021 439 193 or [mike.tucker@xtra.co.nz](mailto:mike.tucker@xtra.co.nz)

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# Soaring



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