

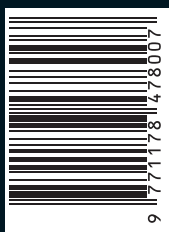
NEW ZEALAND'S PREMIER SOARING MAGAZINE

# Soaring NZ



**WOMEN'S WORLD CHAMPS  
NATIONAL AWARD WINNERS**

**REINSTATING THE SAILPLANE REGISTER  
DEVELOPING SPRINGFIELD  
MOTION SICKNESS • CLUB NEWS**



issue 23 august/september 2011

# *IMAGES THAT SOAR ABOVE THE ORDINARY*



John McCaw – aviation and agricultural photographer

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# Soaring

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# from the editor

august/september 2011

New Zealanders are not good at congratulating ourselves when we do something well. We don't quite know what to do when someone compliments us either. We shyly lower our eyes and mumble something like, "Oh, really, it was nothing." There might be some follow up comment of, "I just did what I was trained to do/followed the instructions/if you know what to do it is easy." It is a very rare person that stands there and says, "Yes. I did do that well. In fact what I did was totally awesome and you have every right to congratulate me."

I've been reminded of this tendency to play down achievements on several occasions recently. I write a regular column on gliding in Kiwi Flyer magazine and its editor Michael Norton and I have become quite good (email) friends. We both understand the pressures and problems of trying to put together a quality aviation magazine every two months. We've reminded each other that we're doing this because we love aviation and we both need to, in Michael's words, "commit aviation" much more regularly than we do. He also reminded me a month or so ago, as we congratulated each other on another good magazine that we need to step back and congratulate ourselves on our achievements. We get so close to the nitty-gritty of our work that by the time the magazine is printed, we are totally over it and barely even glance at the finished article. And yet, what we do is good. SoaringNZ is good; it is a top quality magazine. The last few issues have been a real struggle to prepare but the quality hasn't dropped at all. I'm proud of that. I did good!

Our National Award winners did good. Most of our National Award winners will be completely unknown outside of their clubs. George Rogers, winner of the Angus Rose Bowl may be the exception to the rule as he's served a recent stint as GNZ President, just finished his term as Immediate Past President and is still our Acting National Operations Officer. It would be interesting though to know how many members on the ground have actually heard his name. I felt our award winners need to be showcased and so we present two stories this issue, with more to come in the future. Chris Streat won the South Island trophy in the Air New Zealand Cross Country competition. He describes his winning flight on page 18. We hope to bring you Mark Drayson's winning North Island flight next issue.

Down here in Canterbury the efforts put in by the Friendship Cup's winner Warwick Bethwaite went largely unknown for a number of years. It is very appropriate that all his work in



"What I did was totally awesome and you have every right to congratulate me."

developing the Canterbury Gliding Club's new glider field should be acknowledged at the national level. It has been a phenomenal effort. Part one of Warwick's story about the development starts on page 12.

On a sad note we acknowledge the passing of a club that did good for a long long time. Gliding South, previously the Southland Gliding Club has decided to close down. I'm not sure how long there has been gliding at Five Rivers, I'm hoping someone will do a write up of the club and let us know, but it was **the** place for wave flying when I first started gliding. I only have one Five Rivers story but I remember it fondly. The welcome was very warm. On a South Island winter holiday way back when I first started gliding I organised a few extra days after my friends had headed home. I have no idea how I organised it but I stayed in Lumsden with Noel Mair and his lovely wife, whose name I don't remember anymore. There was an All Black match on that night and half the gliding club wandered in, sat down and were fed and watered. It was very convivial. The following day Noel and I and an enormous tin full of baking went out to the club. It wasn't a wave day unfortunately but we had a wonderful flight along the famous Five Rivers ridge. It was my first attempt at landing uphill on a sloping strip and I remember being quite frightened by the thought of it but the actuality was a bit of an anticlimax.

If you have a Five Rivers story please share it. My email address is down in the black strip at the bottom of the previous page. And if you've done something that deserves celebrating, a good flight, a new fundraising scheme for the club, a club award or finally nailing your Silver C let us know and let us celebrate with you.

Jill McCaw



Tight finish at Womens' World Championships.

Photo Mats Lundqvist

## next issue

Next issue -100 years of soaring at the Wasserkupe and the Grand Prix Final

Part Two of the Springfield development story, literally the ground work of building a new airfield.

The North Island Air New Zealand Cross Country winner.

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

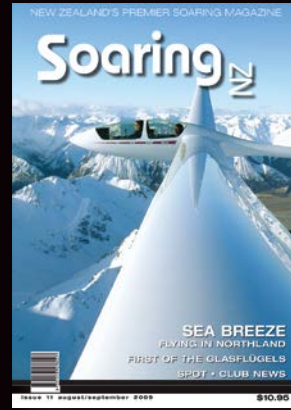
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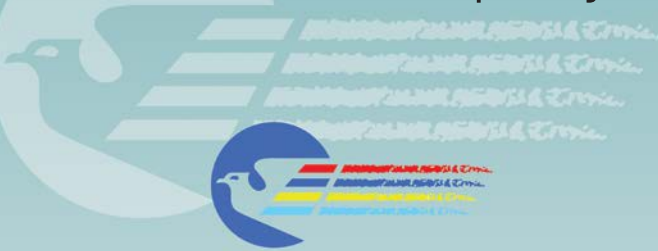
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We're obviously not doing anything very controversial right now. Only one letter to the editor this issue. Please share your opinions with us and our readers. – Ed

**Condor Soaring, the perfect winter activity**

I am just reading, with pleasure, your latest edition and in your editorial about "what glider pilots do in the winter" you did not include one possibility – continue soaring at home per "Condor" simulator!

I know this is "not the same thing" but it is a good simulation, allows for competition with fellow pilots, and is just plain good fun.

For the inexperienced in cross-country flying, it can be a great help in getting to know the problems you will be faced with 'in real life' and give some guidance in judging what is achievable. I have seen the comment that inexperienced pilots could gain bad flying habits and become accepting of an undesirable level of risk-taking, and I can see that this is a possibility, but if clubs find ways of making use of Condor as a training aid, then bad habits can be spotted and discouraged.

Condor is not perfect (it does wave flying but not well, and it does not generate wave cloud). The basic sceneries are indeed basic (but do look quite good AND they will run on simple PCs). For those with reasonably recent PCs (sorry, no Mac version, as far as I know) there is now a small number of 'HD' sceneries, which do look splendid – but they require lots of hard disk space.

For older pilots, like myself, who have retired from the active scene Condor is a splendid low-cost, nil-risk way to maintain some competency and continue to get the pleasure of soaring flight.

Tony Ryan

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

**GNZ AWARDS & CERTIFICATES  
 JUNE – JULY 2011**

QGP No	Pilot's Name	Club	Date	Glider
3132	Philip G. Penny	Glide Omarama	18. 5. 2011	
3134	Alan K. Park	Gliding Manawatu	14. 6. 2011	
3135	Stephen P. Frame	Gliding Manawatu	26. 6. 2011	

**SILVER BADGE**

1150	Chris Streat	Omarama GC	8. 1. 2011	
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**NZ RECORD**

100 km, O&R, Speed	Alan Belworthy	Ventus 2ct	8. 7. 2011	191.01 km/h
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**TWO UPDATED WEBSITES TO CHECK OUT**

Tim Bromhead of Piako Gliding Club has been working on new gliding websites for Piako Gliding Club and Vintage Kiwi. Both of these sites have been sponsored by Tim from PowerSite websites: [powersite.co.nz](http://powersite.co.nz)

Check these out.

**Vintage Kiwi** has revamped their site, and it is designed to make it easier for Vintage Kiwi to update the site themselves. There are heaps of good articles with lots of images, and the monthly Vintage Kiwi Digest will be archived on the site. Anyone can subscribe to be emailed news alerts from the site.

See [vintagekiwi.gliding.co.nz](http://vintagekiwi.gliding.co.nz)



The **Matamata Soaring Centre** website has been set up to be a central point of information for North Island gliding news. Information, rules, turnpoints etc will be published on this site. Anyone can subscribe to the news section so they get alerts by email.

Any club can publish information on the site, please contact the webmaster at [tim@pear.co.nz](mailto:tim@pear.co.nz) to do so. We've also launched a page for the Kaimai Speed Challenge, and the first results are starting to come in.

See [msc.gliding.co.nz](http://msc.gliding.co.nz)



## ONE HUNDRED YEARS OF SOARING IN AMERICA

The Soaring Society of America along with the United States Hang Gliding and Paragliding Association, the National Soaring Museum and the Vintage Sailplane Association will be celebrating 100 years of the sport of soaring on the weekend of 21-24 October. The celebrations will be held, among other places, at the place where soaring flight first happened: the Wright Memorial. According to the Soaring 100 website 'eight years after Wilbur and Orville Wright first proved that controlled powered flight was possible, Orville Wright returned to Kitty Hawk to conduct new experiments with flight, in a new non-powered glider. Orville's flights in October of 1911 were some of the world's most dramatic glider flights ever seen by man. Not only did they deepen man's understanding of flight; they also served as the birth of recreational sport of "Soaring".



## ONE HUNDRED YEARS OF SOARING IN GERMANY

The Grand Prix finals were part of the celebrations to mark one hundred years of soaring at the Wasserkuppe in Germany. Numerous events accompanied the competition flights in memory of the pioneering achievements of the students from Darmstadt who first launched off the hill.

### 4th FAI Grand Prix Gliding Competition Winner

The winner was Giorgio Galetto from Italy with Sebastian Nägel from Germany second. We will bring you information on the centennial celebrations and a contest report in the next issue.

## PIPISTREL HAS TWO PODIUM PLACES IN 'GREEN' AIR RACE

In a follow-up to our last issue, two Pipistrel aircraft, the Sinus 912 and Virus SW 100 made the podium in the Paris-Madrid 2011 efficiency race. In the race, each team had to fly the distance between Paris and Madrid in several legs totalling 1229 km, as fast and efficiently as possible, while performing a noise emission test half-way through the race. Criteria for the calculation of the final result included: Speed, Payload Capability, Fuel Consumption, Range Distance, Noise Emissions and Safety Features.

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## GLIDING AUSTRALIA

The Gliding Federation of Australia (GFA) has launched its new magazine with the first issue available on line now. The magazine is sent in hard copy to subscribers/members and made available a month later on line. Since 1998 the GFA has had a combined magazine with the Hang Gliding Federation of Australia, an arrangement which had become unsatisfactory in recent years. Following a membership poll it was decided to separate and have a gliding only magazine. SoaringNZ welcomes Gliding Australia to the ranks of soaring magazines.

It is not obvious how to find it on the GFA website so you will need to copy out the following link.

[http://soaring.org.au/ga/mag/GlidingAustralia\\_issue\\_1.pdf](http://soaring.org.au/ga/mag/GlidingAustralia_issue_1.pdf)



## BILL ANGUS OF ANGUS ROSE BOWL FAME

Aviation historian Errol Martyn thought newer members should be reminded of the contribution Bill Angus made to our sport. He says, "Bill Angus, who I interviewed and corresponded with a lot during the 1970s, was the Angus Rose Bowl donor. Bill, if he were around today, might argue that he (and his good friend George Bolt) were members of the first real gliding club in New Zealand, flying their Chanute-type hang glider off the Cashmere hills in pre-WWI days. With others they had founded the Canterbury (NZ) Aero Club – a quite different animal from the aero clubs of today of course. There is a good account of their endeavours in my forthcoming history of early New Zealand aviation (1868-1914).

We will have a review of Errol Martyn's new book *Swift to the Sky*, New Zealand's Military Aviation History in our next issue.

## INTERNATIONAL GLIDING COMMISSION (IGC) NEWS

### 2012 – 2013 GP SERIES

The Bureau is calling for bids to host the Qualifying Grand Prix races and GP Final for the 2012- 2013 series, commencing in January 2012

**IGC Journalists** (Your editor mentioned in dispatches)

The president is pleased to be able to tell you all that the IGC now has three journalists scouting for news and information and stories about our World Championships and our elite pilots. Angela Sheard, Marina Vigorito and Jill McCaw have joined forces to combine their talents for stories and their knowledge of who's-who in gliding circles to write blogs for the IGC website. With the updates now being made on the website they will have direct access to the editing functions and be able to post stories and information whenever they wish.

This is a great step forward for the IGC and the intention is that this starts the organisation on the path of being able to have refreshing and up-to-date information available about our "heroes" and IGC competitions and activities.

## OSHKOSH

Our American correspondent Jim Herd gives us a brief run down on the major messages he gleaned from Oshkosh this year. He isn't talking about the glamorous stuff, he says, just the practical and helpful items.

① The following aviation leaders participated in a panel discussion with these primary themes:

### **NATA – Jim Coyne**

California law suit against FBOs that sell 100LL, claiming they are polluting the atmosphere and killing people.

### **NBAA – Ed Bolln**

The current FAA plan to allow virtually IFR and VFR Flight Following flights to be publicly visible on FlightAware.

### **EAA – Rod Hightower**

EAA's role is to build the pilot population.

### **AOPA – Craig Fuller** – User fees.

### **GAMA – Pete Bunce**

Obama's constant railing against "corporate jet owners". 1.2 million jobs depend on General Aviation and a stab at jets is a stab at all of aviation because we are all inter-connected.

### **HAI (helicopters) – Matt Zakaro**

Excessive safety regulations. Specifically, Chuck Schumer taking a few noise complaints at one airport and insisting on massive restrictions. (85% of complaints came from 10 households – 55% from one household!)

### **NASAO (state aviation authorities) – Henry O**

FAA funding stopped due to lack of Congressional budget approval.

② Spidertracks – this small New Zealand "breadcrumb tracking" company has made huge progress since last year! I don't know their sales but their prominence has grown dramatically. The Alaskan state government has mandated that all their employees and contractors must fly with some type of breadcrumb tracker! Yet they have not mandated 406 ELT – because it simply doesn't offer a significant improvement in safety! This ruling is the result of the Senator Stevens plane crash and lobbying by Spidertracks.

③ Senator Stevens crash – I sat through a presentation from the lead NTSB investigator on that accident, Clint Johnson. It was a turbine Otter on a very short flight in Alaska. The pilot and four passengers died and four others survived. The conclusion was that it was caused by pilot incapacitation of some kind, although there was no proof.

But what was far more interesting was the other circumstances. That plane actually did have a breadcrumb tracker! However, it was not used for SAR purposes because no-one knew the unit was recording because the plane's owners had cancelled their subscription service. It took five hours to locate the plane, despite the alarm being raised quite quickly. With the tracker it could have been located in minutes! And perhaps there would have been fewer lives lost.

④ A Garmin GPS 395 handheld (yoke mounted) device just caused the complete loss of a new Bonanza because the Lithium Ion battery pack caught fire spontaneously while the plane was sitting on the ground on a hot day in Texas.





⑤ Meet the Administrator – this was a large audience with Rod Hightower as moderator with Randy Babbitt (FAA Administrator). It was mostly Q&A from Hightower to Babbitt, with audience questions at the end. Babbitt said the replacement of 100LL avgas is a very complex proposition and the FAA and EPA are working with all parties to work through it. Importantly, he said there is no particular time deadline and the lead involved is not a large quantity. He also said he expects to see no aircraft groundings as a result of any decisions. If this is more than playing to the audience, it is profound. Hightower, for the very first time that I have seen, commented that consumer cost was a primary issue in whatever is the outcome. I view this as a huge turning point and I hope Hightower will follow this policy priority.

⑥ Engine lubrication – Ed Kollin. Ed invented Camguard, which is the only oil additive actually approved by the FAA as well as recommended by independent experts such as Aviation Consumer. The claim is that Camguard will reduce corrosion when engines are idle for weeks on end. Here are the major points made by Ed, who used to be a senior technology guy at a major oil company before branching out on his own to bring us Camguard.

Most engines die due to lack of use. Blow-by often causes 1 quart of water per 1 gallon of avgas. Oil changes should be at 25 to 35 hours. Oil change intervals have little to do with whether you have a filter or a screen – that's because the primary reason to change oil is the trapped acids which won't be removed by a filter or a screen. Engines must burn oil at the rate of at least one quart in 15 hours – if not, serious engine damage will result. Shock cooling is not real, but shock heating with cold starts is a huge problem. Do not chop and drop because the water and contaminants will not be "boiled off" towards the end of the flight. Oil temperature target in flight should be 160 to 180°F – because the temp is usually measured at the oil cooler and the oil in the sump and splashing around the pistons will always be hotter than that and able to boil-off the water. Always pre-heat whenever OAT is under 40°F. Multigrade oil for cold weather and either multi or single

grade for warm weather. He said start-up wear isn't the big deal it is claimed to be, but rust is the real culprit.

⑦ Buffing Plexiglass – Frank Poma. Frank is with the company that makes "Micro-Mesh" products for maintaining plastic aircraft windows, and this is all about acrylic and not polycarbonate windows (in other words almost all small aircraft). Some of the key points for buffing are these: Keep everything extremely clean, use only special materials, change materials frequently, never use Pledge or anything that is not specified for acrylic, fill scratches with grease pencil so you can see when they are gone, remove all scratchy objects from your body, mask the paint, use a spritzer bottle (with a little mild soap) to keep it moist, stay away from sunlight when working on windows, use a strong artificial light source. Buffing compound that is allowed to freeze is useless. Cracking or very deep scratches cannot be fixed. For regular window cleaning: never wipe a dry surface, use an extremely clean cloth that is specifically designed for plastic windows, never use synthetic fibers or paper towel, wipe in the direction of air travel and never in circles.

⑧ Engine condition monitoring – Mike Busch. [www.savvymx.com](http://www.savvymx.com) The old days of monitoring engines by compression tests and oil consumption are entirely inadequate. And engines should never be replaced or maintained based on a time schedule (either years or TBO). Compression test (a flawed concept but still useful), oil filter inspection (by cutting open), oil inspection for metal (filter through cheese cloth and test with a magnet), test any suspect contaminants ([www.avlab.com](http://www.avlab.com)), oil pressure (fluctuation at any time is a reason to get on the ground immediately – pressure relief valve gone bad or possibly a gauge failure), oil analysis (by a lab), boroscope (don't use a shop that doesn't have one), in-panel engine monitoring (don't leave home without one!).

BTW – engine failures occur far more frequently in young engines than in old engines!

P.S. AirVenture Oshkosh enjoyed an increase of 4% attendance this year, but last year was a low point due to 'Sploshkosh'. And the night Air Show on Saturday was totally spectacular – a major step up from the first ever event last year.



# GLIDING NEW ZEALAND AGM AWARDS 2011



Before the National Award prize giving at the AGM in July, FAI Gliding President Bob Henderson presented Alex McCaw's FAI 1,000 km diploma to his mother Jill who accepted it on his behalf. Max Stevens gave the following citation.

"Before announcing the usual awards, I would like to start by acknowledging the outstanding progress of one of our Youth Glide members, Alexander McCaw.

At the age of 18 Alex completed his FAI 3-Diamond badge and 1,000 km Diploma.

An amazing achievement for a pilot with less than 300 hours flying experience!"

Alex will be presented with his diploma at his club's AGM.

Here at home, he has placed well in Regionals and Nationals, moving up to a contest ranking of eighth after this last season.

Clearly he has a great future in contest flying.

## CWF Hamilton Trophy

**Recipient - Max Stevens**

This trophy is awarded to a New Zealander operating in New Zealand for the most meritorious flight that is a New Zealand gliding record.

There were 2 New Zealand records broken during the year:

In October, Alan Belworthy broke the Open Class 100 km out-and-return record in his Ventus 2 out of Matamata, with a speed of 172.46 km/h.

In March, Max Stevens broke the 15m Class 300 km out-and-return record in his Discus out of Omarama, with a speed of 156.47 km/h. The previous mark was set by Grae Harrison 23 years ago!

Congratulations to both Alan and Max. On advice from the Sailplane Racing Committee, the award goes to Max Stevens.

## Air NZ Cross-Country Awards

These awards aim to stimulate cross-country flying from club sites and particularly encourage those new to this aspect of the sport. Flights during championships are not eligible. It is a decentralised competition, being a distance event extending over the whole year and run in two divisions; one for flights originating in the North Island and one for flights originating in the South Island.

## Air NZ Soaring Award

**Recipient - George Wills**

This trophy is awarded to the pilot who has shown the most significant improvement in their personal standard of competition or record flying during the year.

This young pilot is following in his father Gavin's footsteps, showing great promise in competition flying. Two years ago, he was one half of the winning duo at the French Two-Seater Nationals. Then last year, he and Gavin flying a Duo Discus achieved 8th place in the US Sports Class Nationals.

# THE ANGUS ROSE BOWL GNZ's Premier Award



Main: L-R Max Stevens, Chris Streat, Tony Passmore, George Rogers, Gavin Wills (on behalf of George), Warwick Bethwaite Above: Max Stevens with his award.

Bob Henderson presents the Angus Rose Bowl to George Rogers.

Pilots who have previously achieved a Gold distance flight are not eligible.

### North Island Division

1	Mark Drayson	Piako	Club Astir
2	Clinton Steele	Norfolk	ASW 15
3	Paul O'Neill-Gregory	Auckland	Club Astir

### South Island Division

1	Chris Streat	Omarama	Duo Discus
2	Paul Jackson	Canterbury,	LS4
3	Kerry Eggers	Nelson Lakes	Cirrus

### Buckland Soaring Award

This is awarded annually to the highest scoring New Zealand national in the New Zealand division of the Aerokurier Online Contest (OLC) for the previous season. OLC rules and handicaps are used. There are two divisions; one for soaring flights commencing in the North Island and the other for soaring flights commencing in the South Island. The winning pilots stand down for the following two seasons.

### South Island Division

1	Peter McKenzie	Central Otago
2	Philip Plane	Glide Omarama

### North Island Division

1	Tony Passmore	Wellington
2	Andrew Crane	Wellington

### Recipient - George Rogers

Presented to the NZGA by Bill Angus in 1995, one of the original pioneers in aviation in New Zealand, the Angus Rose Bowl is awarded in recognition of outstanding services to the sport of gliding in this country.

This year's worthy recipient has been gliding since 1968 and for most of those years has dedicated his life to all aspects of our sport, often sacrificing time from his personal flying.

For the past 25 years, he has worked tirelessly in almost every administrative capacity for the Wellington Gliding Club. Several years ago when he was both club president and CFI at the same time, he got tired of making repeated repairs on the aging club gliders. So what did he do? He persuaded the club to purchase two new DG-1000s and even got one with his initials for a call sign. He quietly declared that the problem of glider repairs had been solved for a few years!

At national level he has been a member of the Gliding New Zealand Executive Committee for 20 years, holding the position of President for four years. He also holds the top operational position for Gliding New Zealand, that of National Operations Officer. In his spare time, he is also Vice-President of the New Zealand Aviation Federation.

His vast experience, sense of history, and quiet achievements have contributed enormously to the gliding movement as a whole and to the Wellington Gliding Club in particular - which is very fortunate indeed to have him as a very valued member.

## Friendship Cup



### Recipient - Warwick Bethwaite

Awarded for outstanding contribution to the gliding movement during the preceding year.

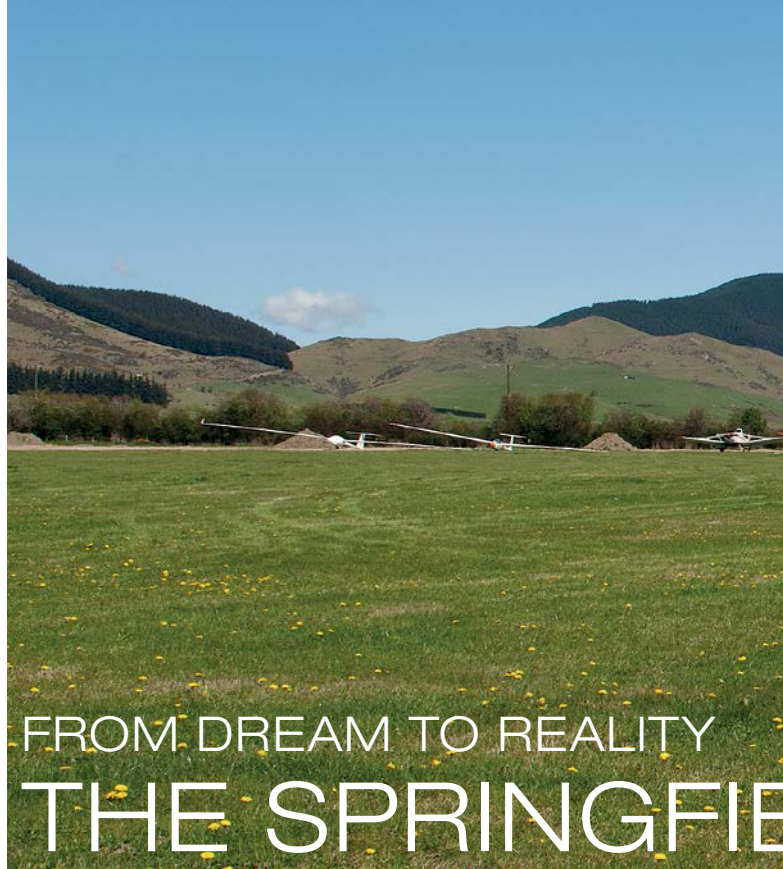
In nominating this year's winner, the Canterbury Gliding Club remarked that it has never been just one man or woman who has got us to where we are today, "but one of our number has stood out head and shoulders above as the principal driving force in the development phase of our new aerodrome."

"Warwick has voluntarily managed the process of developing farm land into a new airfield to become the permanent home of the Club. This mammoth task has included much research into best options for land and buildings development, the best hangar design, negotiating with contractors to lower power wires, negotiating prices with various contractors, organising and supervising work to be done, organising working bees - all with the amazing result that a very smart, fully operational airfield is now there for generations of gliding enthusiasts to enjoy for a very long time into the future.

"In some ways Warwick would probably say the hard labour digging holes, laying drains, concreting, shifting gravel and soil by hand etc., has been the easy bit. Much harder has been the long and ongoing time spent on the phone and making personal visits to the local Council, and with our own Resource Consent advisors. And probably harder again has been the time spent making sure the hangar specifications fitted our needs now and for generations to come and hopefully in a way where these future generations look back and say 'that was a good decision doing it that way'.

"The gift of the site from most generous benefactors continues to inspire us all, and this has been a huge reason Warwick has put his own heart and soul into what he has done to make the farm an aerodrome, and not just an aerodrome, but one that will surely be a stunning example and one which other gliding clubs will envy."

For his time, vision and drive as "Springfield Land Development" Project Manager, Warwick Bethwaite is awarded the Friendship Cup.



FROM DREAM TO REALITY  
THE SPRINGFIELD

At the Gliding New Zealand AGM in July Warwick Bethwaite was awarded the Friendship Cup for outstanding contribution to gliding in the last year. It was a well deserved win but most people will never have heard of Warwick and will know nothing of the project he has been involved with, that caused him to be nominated.



Warwick has been project manager of a huge project, the development from farmland to gliding site of what is now known as Springfield Glider Field, the new home of the Canterbury Gliding Club. Warwick, his brother Kevin (current President of the CGC) and Jerry O'Neil, the man behind the project presented the story at the AGM. Here we bring you part one of Warwick's description of developing the site.

Once upon a time there was a gliding club that found itself operating off a recreational reserve owned by the Department of Conservation. This land was administered by the local council who gave all the day to day responsibility to a reserve committee. This is a whole story in itself but we'll quickly skip on.

Jerry O'Neil, Club President at the time explains what happened.

"I was Club President from 1993-99. During this period the main strategic issue on my mind was long term tenure of Hororata. Our lease for the site was due for renewal in 2011 which at that time seemed a long way off. I knew however that if the club could not renew the lease, or had a lease with unfavorable terms, then gliding would be virtually finished in Canterbury. About 1995, with this prospect in mind, I engaged one of the best resource lawyers in Christchurch (at my own expense) to review the club lease at Hororata and provide a legal opinion on the renewal in 2011. The advice was that the lease would be renewed but the term would be shorter than the previous 35 years and conditions would be more restrictive. This confirmed my thinking. I knew the best option for the club was



# FIELD STORY – PART ONE

By Warwick Bethwaite

to own an airfield. I resolved to find and personally purchase a suitable site as soon as possible because farm prices were very low at that time. This was before the dairy boom.

“The first thing I did was to determine the criteria for a suitable site. In fact this is a whole subject of its own that I could elaborate on in more detail at a later date. Suffice to say I determined that Sheffield, Russells Flat would be an ideal area. It took about two and a half years of covert looking to find the farm for sale at Clover Hill.

“Over the years I had always been good friends with Dick Georgeson and Jon Hamilton. By coincidence Jon and I happened to be discussing the future of Hororata at the time and I told him of my plans. Jon said that he would like to be involved financially, so we purchased the farm jointly and the rest is history.”

After the purchase a trust was formed to hold the land asset and a trust deed ensures the property is available for the Canterbury Gliding Club to use well into the future.

This ownership structure is about as good as any club can get. We have unrestricted use of a great piece of land while having a strong trust deed that sets out all the parameters so future club members and committees are kept on track. I strongly believe this approach will prove itself in the future. The Canterbury Gliding Club now has a framework for sustained growth.

Those of you who know Jerry will not be surprised as to the level of discretion (spelt secrecy) regarding the purchase of the farm. It was on a lovely soaring day way back in 2000 (and something) that I was flying in our club Janus, PB, with Jerry in the back. He was attempting to teach me the finer points of soaring when we suspiciously found ourselves flying over Springfield. Jerry pointed out an obvious piece of land bordered by Wyndale Rd and Swamp Rd and quite pointedly asked me what I thought it would be like as a gliding club site.

I had sort of figured out years ago that Jerry already knew most things. Certainly a hell of a lot more about gliding than I knew, so I was a little confused until the next request came from the back seat. “I want you to go have a look at it because I’ve just bought it,” then, “but keep it quiet.”

A couple of days later I spent a few hours walking the boundaries

and totally fell for the place. My mind started racing. This seemed like a massive opportunity for our club and I decided straight away that I was going to be in the middle of it.

Club members Pete Chadwick and Rob Hay were involved from day one. We drew up a number of development scenarios and long lists of things to do. Council compliancy issues and effects on our new neighbours soon became the obvious big ones that needed immediate action.

A trip to the Selwyn District Council seemed in order so armed with a pile of plans showing a few different options and lots of questions, off I went for a meeting with head planner Rosie Jowett. Rosie knew the rules inside out and was a pleasure to deal with. I could openly discuss all options with her without prejudice.

Under council rules at the time a fully notified Resource Consent application and public hearing was going to be needed for our proposed land use so we hired a local planning firm to put the application together for us. At the time, this was the only course open to the club. The time and commitment to put an application together was beyond what voluntary resources the club had. A major part of the application was a review of noise levels of our operation and an assessment of how they could affect the neighbours. This process was again done by independent professionals and overseen by a senior club member.

Another ‘biggy’ was the public consultation phase. The RMA didn’t really make it clear what consultation actually meant. On advice from our planners we drew a circle around the field going out about five kilometres. We identified all neighbour’s properties and searched the land database. Letters of introduction were sent out to fifteen local residents with an offer to meet personally and discuss any issues. Rob and I handled this process jointly.

After a number of phone calls with residents we were invited to address the locals jointly at a local hall. I’d have to say that against our better judgement we accepted the invitation. It definitely blew up in our faces. A small number of locals who were instantly against any development in their area used it as a platform to insult both Rob and me personally. They got together about 40 people, some from



more than 20 km away from the proposed airfield for what was supposed to be an information evening and social chat. It felt like an ambush. While their bloodyminded rhetoric was obviously not the view of all those present it had the effect of forcing people into that 'you or us' type of mentality. All this before they had any real information on the club proposals.

We sent out letters to those that had attended the ambush - sorry meeting - proposing more consultation and received not one reply.

Rob and I were more than a little despondent at that stage. I kept visiting the site regularly, continuing land development planning which helped my frame of mind immensely. It's a great spot and the sky regularly put on a display that had me talking to myself and getting a little excited.

I saw a Harrier hawk there one day hook into a thermal a couple of hundred feet above ground and take it to about 1,000 feet. He then got beaten up in rotor and straight into wave. He straight lined it like a true soaring pilot and disappeared. Awesome!

Needless to say planning continued and in 2000 (and something) we sent off our fully prepared Resource Consent Application to the Selwyn District Council. So far it had cost the club just under \$20,000 and heaps of hours.

#### Lessons learnt to date

If you need a new airfield start planning VERY, VERY early.

Pull together a small but committed group to oversee the process and put in place good communication to keep current executive committee members regularly informed.

Write down the wants and needs list to be regularly reminded and help stay on track.

At key points in the process get the club together for info evenings so everyone feels they have some input.

Don't be afraid to use outside help when needed but do remember you have to pay for it.

Don't ever consult with a group. Remember that your potential neighbours are only a scattered group of individuals. They are not actually a tight-knit community as some would have you believe and it is to both the club's and neighbour's advantage to get to know each other and to listen to each other.

Definitely talk to your local council planners early in the process. Even if you don't hear what you want to it's better to know what issues they may have, earlier rather than later.

Face to face communication works a hell of a lot better than letters or emails.

Part Two will talk about what actually happened with regard to the RC application and give more detail over the actual land development phase.

**I'll leave you with a little philosophical comment.**

Why do we do all of this?

Helping others into our sport.

The development of youth.

Pushing our boundaries.

Is it because of:

Recognition from others.

Learning new skills.

Working as a team.

Camaraderie.

Friendship.

They are all important but one word sums it all up for me.

- Fun.

Flying gliders is just great fun. Look at those memories of your best flights. For me, it is cruising home late, in still air, from an afternoon racing around the Craieburns with another glider on each wing. It is just an awesome sport that only a few privileged people really experience. Keep on having fun.



Alex McCaw on chainsaw with Neil Ayrey supervising



# TERRY DELORE'S TRAVEL GUIDE TO FLYING IN NEVADA

By Carrie Miller

Lake Tahoe

Every year, right about the time pilots are switching from soaring to skiing, Terry Delore quietly slips off to the western United States in his own bid for an Endless Summer. "I've been going to Nevada for many years," Terry says. "It is the centre of the thermal universe. The Nevada Great Basin is my favourite place to go soaring. I have flown 350 km without stopping. The summer days are long enough for ten-plus solid thermal-hours starting at 10 am, sometimes earlier, and going until 8 pm or even dark. Cloud bases can go as high as 22,000 feet and some days the cloud streets run as far as the eye can see, from horizon to horizon."

Terry says that, on a good day, the rate of climb exceeds 14 knots at the strong part of the day, with eight knots the average rate of climb. The maximum altitude of uncontrolled airspace is 18,000 feet.

"This high altitude soaring, coupled with high air temperatures and valley floors of about 6,000 feet, encourage operating levels around 14,000 or higher. This, in turn, produces high true-air speeds and high average speeds on long tasks without breaking a sweat or risking getting low," Terry says.

Minden is a small town (population 3,000) on the border of California and Nevada, a few miles east of Lake Tahoe and

approximately 690 kilometres north of Las Vegas. One of Terry's favourite things about Minden is the people. "Many Kiwis have visited the area," Terry says. "Some like Chris Richards have been going there for 15 years. There are many familiar faces in Minden like weatherman Phil Plane. He is real handy for advice about GPS stuff. The cost of living is also now better than New Zealand."

However, it's the flying that keeps bringing Terry back to Minden and nearby Ely, a five-and-a-half hour drive from Minden on what Terry calls "the loneliest highway in the U.S."

"The Minden and Ely soaring area is unique. The Sierra Nevada mountains to the west block the intrusion of the maritime air from the West Coast, and the Mojave Desert to the south and the salt lakes to the north and east act as barriers, reinforcing trough lines that work like sea breeze fronts later in the day when the heat low from the interior Great Basin lifts and sucks the air in," Terry says. "The mountain ranges are lined up beautifully to support large triangles."

Terry and Steve Fossett completed their 750 km and 1,250 km world record triangles from Ely. Unfortunately there aren't any rental gliders available from Ely, but it is worthwhile trying to fly here. "If you want to go to one of the best soaring places in the world, Nevada rates right up there in my estimation," Terry says. "It's a must-do experience."

On off-days, the area offers plenty to do, from jet-skiing on Lake Tahoe to gambling in Reno or Las Vegas. Virginia City and San Francisco are day-trips away, and Death Valley, Yosemite, Sequoia and Grand Canyon National Parks are all within reach for a few days off from flying. "There are free outdoor shows in the summer

and nice little bars,” Terry says. “The oldest bar in Nevada is just 10 minutes from the airport. You expect John Wayne to walk in the door and order a whiskey.”

It might seem like a swamp of red tape, but Terry says gliding in the U.S. is relatively easy to sort out. With the help of some of his friends in Nevada (including Laurie Harden of SoaringNV) ...

### Here is Terry’s Travel Guide to gliding in Nevada

#### Getting there

Once you’ve flown into California, there are three possible driving routes to Minden:

Interstate 80 through Reno (“fast and ugly”)

Route 50 through Sacramento (“direct with some scenic parts”)

Route 88 (“the most rural with the coolest side trips, like Volcano and Daffodil Hill”)

Minden is approximately a four-hour drive from San Francisco (340 kilometers) and seven-and-a-half hour drive from Los Angeles (725 kilometers).

#### What to bring

The weather in Minden is classic ‘high desert’. In the summer months (May through September), expect hot days (38 degrees) and cool nights (16 degrees or below). Snow is possible in the spring (April through June) and cooling breezes often pick up in the afternoon. It can snow in the spring, they had snow in June this year.

Layers are the key (long-sleeves over t-shirts) and sun protection is a must. Bring closed-toe shoes for hiking during non-flying afternoons and don’t forget your togs.

#### When you arrive

Minden is dry desert heat – it will seem like you sweat less so it’s much easier to get dehydrated. Drink plenty of water. Remember too, that Minden is at a field elevation of 4,700 feet; people often feel the altitude during their first few days. “I do nothing for the first day to get rid of jet-lag and to get conditioned to the heat and high altitude,” Terry says. “Be prepared to drink a lot of water on the ground and while you fly, otherwise you will not function as a well-oiled, lean, mean soaring machine.”

Terry also recommends reading up on how thunderstorms work before you go. “There can be some big ones out here. Don’t mess with them – the down-burst can be bigger than Texas. When soaring be prepared to take large deviations and know where the aerotowable strips are,” Terry says.

#### Where to stay

The local area offers a wide variety of accommodations and SoaringNV kindly lists a selection on the visitor information section of their website. Prices range from \$40 to \$99 USD per night, and most hotels are located a few miles from the airport. If you’re bringing a non-flying spouse, Laurie Harden recommends the Wildrose Inn, a luxurious B&B in Genoa, Nevada’s first permanent settlement. “You will be close to great food, shopping and David Walley’s hot springs,” Laurie says.

#### Licensed to fly

There are three choices for getting licensed to fly in the U.S. (please note costs are approximate).

Student licence: this involves getting signed off to solo by one of Soaring NV’s instructors, then getting your student certificate. You will not be able to take passengers and you do not need a medical. Estimated cost: \$600 USD.

FAA private glider licence: this involves getting your student licence, plus 10 solo flights (which you may have in your logbook already). You must then pass a 60 question written exam and



A cloud stree to infinity



Phil Plane gives the met report





Weather conditions can be exciting



The SoaringNV crew

complete a check-ride consisting of three flights and an oral exam. You will be able to carry passengers and you do not need a medical. Estimated total cost: \$1,300 USD.

Reciprocal licence: use your New Zealand licence to get your US reciprocal license. First, you need New Zealand CAA to verify your licence. This link provides the FAA explanation and all of the forms needed to complete this process: [http://www.faa.gov/licenses\\_certificates/airmen\\_certification/foreign\\_license\\_verification/index.cfm](http://www.faa.gov/licenses_certificates/airmen_certification/foreign_license_verification/index.cfm).

This is the link to the form that needs to be faxed or mailed to the FAA: [http://www.faa.gov/licenses\\_certificates/airmen\\_certification/media/verify61-75.pdf](http://www.faa.gov/licenses_certificates/airmen_certification/media/verify61-75.pdf) It is probably easier to type the above addresses in than to try to find them by searching the FAA site - Ed

They will do the necessary paperwork and you can pick up your license, by appointment, at the Reno FSDO when you arrive. This license will be dependent on the terms and currency of your New Zealand licence and Medical Certificate. You will need both your New Zealand licence and Medical Certificate, FAA licence, and a current Biennial Flight Review, both New Zealand and American, in your logbook to be legal to fly.

This takes at least three months or more. If you are planning a trip in the U.S. spring/summer of 2012, now would be a good time to begin this process.

Editor's note: The above process should work smoothly if you have a NZ PPL(G) or CPL(G), and Medical Certificate, because these are ICAO licences recognised internationally. However, many glider pilots only have a QGP issued by GNZ and the FAA will need to contact GNZ to verify particulars before they will issue a US licence. For more information, contact GNZ Executive Officer Max Stevens.

You will also need the standard knowledge of airspace, land-out sites and standard operating procedures. "Airspace is easy and has far less controlled or restricted areas than New Zealand, but do not stray into military restricted airspace or your trip will be over," Terry warns. "Arrange for maps to be sent to you before you leave New Zealand and study them for landing and airspace. Cover them with plastic as they will rip easily in the extreme dry climate."

### Insurance

SoaringNV at Minden requires non-owners insurance if flying one of their gliders. "We can arrange this insurance for you when you arrive, however we cannot bind insurance on Saturday, Sunday or public holidays. For example, if your arrival is one of these days and you expect to fly with insurance, we should arrange it before you get here," Laurie says.

This insurance will work anywhere you fly in the U.S. and is good for an entire year. If you are only flying for a few weeks, you can cancel your insurance when you are finished flying and get 50% of the total refunded to you. Estimated cost prior to refund: \$450 USD.

### SoaringNV rates and services

SoaringNV uses Pawnees for towing (\$40 USD for the first 1,000; \$15 USD for every 1,000 after that). Soaring NV will also retrieve gliders, giving preference to their own, at \$165/hr USD for an aero retrieve from take-off to landing from approved strips. The desert is not a place to get caught out unprepared. "Make sure you are prepared for a land-out, even to spend the night," Laurie says.

### Glider rentals

"SoaringNV has full-time qualified instructors, including emerging world-class cross-country pilots," Terry says. "Book for whatever your needs are: Duo Discus with Devin Bargainnier or fly their LS4 to get conditioned to the area. Patrick Driessen has an ASW 27 he will rent to suitably qualified pilots, and Soaring NV may have some other high performance ships available."



# AIR NEW ZEALAND CROSS COUNTRY TROPHY SOUTH ISLAND FLIGHT

Dunstan Range Leg 1

Omarama Gliding Club member Chris Streat won the Air New Zealand Cross Country trophy for the South Island with an FAI 1000 km flight in January. He tells us the story of the award winning flight. Chris comes from a background of hang gliding and now has 700 hours of gliding in his log book.

#### Flight Statistics:

1000 km, FAI flight

Task time, 7hr 25 min

Average speed, 72 knots (134 kph)

Total flight time 10 hrs 47 min

Preparation is very important for long flights. I visited the Queenstown tower the day before the flight and gave the controller Adam from Wakatipu Aeroclub my task on a map. This helped me get clearance into the Pisa Wave and saved a lot of task time.

I was flying the LS6c in 15m mode and we took off from Omarama behind Glide Omarama's Pawnee with Darren at the controls at 10.30am, launching into blue sky after a cold front the night before. I grovelled at ridge height for 1 hr 20 minutes on Mt Horrible in 12 knots nor' west laminar ridge lift before getting my first thermal at 11.45am. That was shortly followed by wave entry at the nearby Omarama Saddle, the most reliable wave entry point around the area.

It took me a painful three and a half hours to get from take off at Omarama to the start point at Glentanner 65km away. That is a speed of 19 kph. After that it was all go. From my start I did a total of only four 360s and stopped to zig zag twice during the whole 1000 km flight. I was following Mike Oakley's advice that every 360 turn costs about 3 kph task speed.

I started the task at Glentanner Airfield (near Mt Cook) at 1.45 pm and landed at Omarama at 9.30 pm about 15 minutes before Civil Twilight. Not having much time before dark forced me to fly faster for much of the flight.

#### Start Glentanner

**Turnpoint 1 Balfour (Southland Plains in lee of Mid Dome),**

**Turnpoint 2 Tasman (Head of Tasman Glacier)**

**Turnpoint 3 Piano (North end Waikaia Valley Southland)**

**Finish Glentanner.**

The total distance, including the 65km travel to and from Omarama to the Glentanner start point is 1130 km, but this added 130 km distance to the 1000 km flight is more than made up for by starting at one end of the task. The Glentanner start brings the selection of north and south turn points closer together compared to an Omarama start. At the end of the day when cloud often rolls into Southland, it is a lot easier to make Piano the last southern turn than somewhere on the Southland Plains. The new 2010 turn-point database is well positioned. I was in the best wave heading into and out of all the turn points on task.

Cruising at a typical 80-100 knot indicated airspeed with a strong 50 to 70 knot nor' west cross-wind component at 10 - 15,000 feet made for an around 20 - 30 knot head wind component on all legs, both travelling South and North. Ideally the winds would have been a lot lighter for better groundspeed. It was a dry windy nor' west with a front coming in at night, and a cold front the night before. The task was more or less cross-wind all the way, riding in waves in the lee of mountain ranges, slowing up in good bits and hurrying up where there was a gap in the mountains upwind and no wave. There was no wave cloud as far east as Omarama all day.

#### Leg 1 248 km Glentanner to Balfour:

I opened Mackenzie Glider area 957 to 17,500 ft until CET but couldn't get a clearance to fly the Pisa Wave. I ridge soared the Ben



Balfour Area Leg 2 North



Pisa Range and the Ahuriri Valley Leg 3 South



Mt Cook Leg 2 North



Leg 4 North

Ohau's, crossed to the entrance of the Maitland Valley and pulled up straight into wave. It was then a slow trip down a blue Dunstan Wave to Alexandra at 11,000 ft. From there I pushed upwind one wave bar at Alexandra into good wave markers in the Waikaia valley where I could work upwind a few wave bars to Balfour in the lee of Mid Dome (Five Rivers) where cloud cover was a respectable 2/8.

#### **Leg 2 -296 km Balfour to Tasman Glacier:**

I didn't stop to climb on this 164 kph leg. It was an easy broad reach back north up the Waikaia Valley. Queenstown gave me permission and cleared us east of Lake Dunstan which allowed me to fly the Pisa secondary wave through the Maitland, Dobson and Tasman Valleys. 8/8 cloud at the Head of the Tasman turnpoint. It was not a problem staying about 1500 ft above cloud and a good glide out to clear sky to the east if required.

#### **Leg 3 -252 km Tasman to Piano.**

I headed back south the same way I had come north, through the Maitland. Then as Queenstown was off-watch I flew through the Pisa Wave with a clearance from Christchurch control for the southern sector. The trickiest moment was just before heading into the Waikaia Valley, Southland. I was at 10,000 ft in the Pisa Wave in 100 kph+ nor' west wind. I lost the weak low-level Garvey wave in heavy sink over high ground, ran straight downwind for Roxburgh and climbed to 17,500 ft just in front of the translator on Old Man Range in wave that went from 1 kt at 9000 ft to 10 kts. This was the stronger upper-level Remarkables wave influence, I think.

#### **Leg 4 - Piano to Glentanner.**

After the last turn at Piano and at the north end of the Waikaia valley at 17,000 ft I pushed west into a 70 knot (120 kph) head wind towards the Remarkables to position myself upwind for the blue windy last leg. Heading into the lee of the Remarkables I counted the altimeter falling 100ft (30 meters) a second, (50 - 60 knots

vertical speed - half a G, on a video clip I took). There was a thin broken line of small rotor cumulus ahead in the Nevis Valley in the lee of the Remarkables. When I hit the climb just in front and below the cloud at 10,000 ft I pulled up with the vario screaming only to get blown backwards behind the top of the same rotor cloud and back downwind into the sink. Then I had to push forward and do a second pull up in front of the same cloud somewhat lower than the first pull up! European soaring instruments do not measure vertical speed adequately for New Zealand conditions at all! After that it was an easy run cross-wind to the Pisa Wave and on up to Glentanner with one short stop to climb in the Dobson Valley.

#### **The gear**

The glider was Omarama Gliding club's Ls6c WC in 15m mode with 100L of water in the wings, no tail water.

My hands cramped up badly after six hours until I put my foot pedals forward so the back of my legs rested properly on the seat releasing pressure on my spine on the seat back. I drank three litres of water with 20 tablespoons of enduro booster runner's powder, plus I ate a few sandwiches. It was a long day on cannula and the Mountain High oxygen unit. I noticed a bit of hypoxia.

After a quick review of the FAI Online Register at <http://www.fai.org/gliding/badges> it appears Omarama has more 1000 km plus badge flights than any other airfield in the World.

Many thanks to Trev Mollard for observing and Edouard Devenoges for processing the Gliding NZ awards.



# THE WORLD'S **LARGEST** (AND FASTEST) GLIDER

by Jill McCaw, Wikipedia and Steve Wallace

It is the end of an era. The last space shuttle has now completed its last mission and become a museum piece. The aircraft that was envisaged as a launching pad to moon bases and possible trips to Mars did its job, but the vision didn't keep up.

Auckland Aviation Sports Club member Steve Wallace was in Orlando, Florida before the launch and took time to visit the Kennedy Space Centre and see Atlantis sitting on the pad. He says it is a shame he couldn't stay long enough see the launch.

Here are some interesting facts he picked up during the guided tour:

- > The shuttle engines consume 1.8 million litres of liquid fuel in 8.5 minutes during a launch (makes our tow plane seem quite thrifty).
- > The solid rocket boosters consume fuel at a rate of 10 tons a second each, for two minutes.
- > The shuttle accelerates from 0 to 25,000 km/h during the launch. This subjects the astronauts to 3G's of acceleration for 8.5 minutes (that's the bottom of a glider loop for over 8 minutes).
- > A shuttle launch produces 162 decibels of acoustic energy. The shuttle is designed to withstand only 145 decibels. To remedy this, 400,000 gallons of water is poured onto the

launch pad moments before launch. This is immediately vaporised at launch and in doing so the acoustic reflections are reduced to 142 decibels (note for those of you who don't know the decibel scale every 3dB represents approx a doubling in power/loudness).

- > Within 800' of a launch the acoustic energy will kill you if the heat doesn't fry you.
- > A launch can be heard from 1,100 miles away.
- > The closest they let you view a launch from is 10 miles. The heat on your face is meant to be most impressive.
- > On the launch pad the shuttle leans forward and then swings back as its engines come to full power. This is known as the twang.
- > The shuttle is held on the launch pad by large 'explosive bolts' as the engines and solid rocket boosters come to full power. If it wasn't the shuttle would launch and fall over (took NASA a while to learn this one, they show some nice footage of rocket launch failures from the early days).  
The space shuttles are the world's largest motor gliders and your editor felt the need to mark the end of their era of space flight. So a few more statistics gained from Wikipedia.
- > The first space shuttle (The Columbia) launched on July 12 1981 and the last (The Atlantis) on July 21 2011.
- > There were 134 successful launches and 133 successful re-entries.



# THE SPACE SHUTTLE

And the important figures for re-entry and landing – the gliding part of the flight.

- > maximum glide ratio/lift-to-drag ratio varies considerably with speed, ranging from 1:1 at hypersonic speeds, 2:1 at supersonic speeds and reaching 4.5:1 at subsonic speeds during approach and landing.
- > descent rate, over 50 m/s (180 km/h; 110 mph)(9800fpm)
- > At 3,000 m (9,800 ft) altitude, 12 km from the runway aerodynamic braking is used to help slow it down. The shuttle's speed is reduced from 682 to 346 km/h at touch-down (compared to 260 km/h (160 mph) for a jet airliner). The landing gear is deployed at an airspeed of 430 km/h. To assist the speed brakes, a 12 m drag chute deploys either after main gear or nose gear touchdown (depending on selected chute deploy mode) at about 343 km/h. This is then jettisoned once the ship slows to 110 km/h.
- > Crosswinds for landing could not be higher than 12 knots.

I couldn't find any information on how long its landing roll is, but the Kennedy Space Centre has a 15,000 foot long runway and the Edwards Airforce Base longest vector is a similar length. I do remember, years ago there was a bit of a fuss when it was announced that as a back-up back-up plan it would be possible for the shuttle to land at Auckland International Airport. I so wanted to see that. Auckland's 05R/23L by the way is 11,926 feet. That's never going to happen now, but it was a nice dream, just like the dream the world had of a stepping stone to planetary exploration when the shuttles first launched.

## TECHNICAL DATA

### ORBITER SPECIFICATIONS (FOR ENDEAVOUR, OV-105)

Length:	122.17 ft (37.237 m)
Wingspan:	78.06 ft (23.79 m)
Height:	58.58 ft (17.86 m)
Empty weight:	172,000 lb (78,000 kg)
Gross liftoff weight:	240,000 lb (110,000 kg)
Maximum landing weight:	230,000 lb (100,000 kg)
Maximum payload:	55,250 lb (25,060 kg)
Speed:	7,743 m/s (27,870 km/h; 17,320 mph)
Main engines:	Three Rocketdyne Block II SSMEs, each with a sea level thrust of 393,800 lbf (1.752 MN) at 104% power
Thrust (at liftoff, sea level, 104% power, all 3 engines):	1,181,400 lbf (5.255 MN)
Specific impulse:	455 s
Burn time:	480 s
Fuel:	Liquid Oxygen/Liquid Hydrogen
Second Stage	
Engines:	2 Orbital Maneuvering Engines
Thrust:	53.4 kN (12,000 lbf) combined total vacuum thrust
Specific impulse:	316 s
Burn time:	1250 s
Fuel:	MMH/N2O4

# TALES FROM TARANAKI

*SoaringNZ* often runs stories of 'great flights', including record-breaking marathons, super cross country efforts and flights many glider pilots would never even contemplate. The rest of us know that not all flights are like that, we personally don't fly like that and not all of us have access to stables of modern super-ships to throw ourselves through the sky. Nonetheless, many of us still go out there and pit ourselves against the elements and enjoy our flying in lower performance gliders. We fly in thermals and wave, we scrape home, land out or come home perfectly safely having had flights that are just as challenging and exciting as those elite flights.

In this trio of tales sent in by Taranaki club members we have an awesome wave flight and two landouts. A landout doesn't have to end in disaster to be a learning experience for the pilot and these two were well executed, safe landings. These are the stories of 'ordinary' pilots enjoying their sport and their enthusiasm shines through.



## RE-ACQUAINTANCE

By Les Sharp

I had a trial flight at Wigram during 1966 in K7 GDN, but my first serious flights in her were on 3<sup>rd</sup> March 1973 when I had a couple of flights with Graeme Neal followed by a solo flight (serial number 6 in my log book).

In 2004 DN appeared at Stratford having been purchased by Tim Hardwick Smith and John Tullet. On 25<sup>th</sup> September I was checked out by Tim and sent solo in her again. There are a few more entries in my logbook when DN has been extracted from the middle of the hangar on a good thermal day. Unfortunately the PW5 and Twin Astir seem to dominate the entries. DN was duly sold to the Taranaki Gliding Club then, more recently, sold back to



**Hopefully, John will forgive me some day so that DN may again appear in the column headed “Regn.” in my log book.**

3500’). As Stratford airfield is 946’ ASL I kept close for a while then headed south a couple of miles following WZ which was flying out to the side of the cloud street that I stayed under.

I ran out of the lift, so back tracked and regained some height. I then tracked northwest across the field to a point a couple of miles north of Midhurst from where there was a line of good looking cumulus running out towards the Pouakai Range. I wasn’t prepared to head out any further at the height I was at, about 3000’, so I headed under the best looking cloud and did a couple of searching turns and there was nothing! I had lost 500’ and when I turned towards the airfield it looked far enough away to give me the distinct feeling that getting back might be a problem. In a K7 even a five knot headwind has a significant effect on penetration.

By the time I got to Midhurst the altimeter was down to 2000’ and I knew that get-home-itis wasn’t a good idea. Many of the paddocks around Midhurst are quite lumpy but I spotted one which looked reasonably flat. An obvious issue was the transmission line which ran close to the corner and another power line along the other boundary to the nearby cowshed. I decided on a right hand circuit which made the base leg towards the transmission line as opposed to crossing it and made quite a good circuit to finals. It was now obvious that my ‘flat’ paddock had quite a hollow in it. At this stage the excellent airbrakes were utilised to touch down just before the bottom of the hollow and the ground was just soft enough for the skid to bite a bit so that I didn’t get the feeling that the paddock had shrunk.

Most importantly, John’s baby was unharmed!

The lack of a radio meant that no one had been aware of my predicament. That was solved with a cellphone call to Tim Hardwick-Smith. Tim utilised his ultralight JTA to find me (my estimate of my distance from Midhurst was about 100% out). Having found me he went back and came over in his vehicle. Initially I dismissed any thought of an aerotow, but Jim McKay came over with the Pawnee and did a couple of trial take-offs with low power which killed the idea completely. Tim went back to the airfield, collected Steve Barham, Josue Hernandez-Mago (who had just had his first trial flight) and the trailer. On his way in he let the farmer know that we wouldn’t be flying out.

Fortunately the paddock had two gates as one was at right angles to the race and led straight in to a substantial bog. The other proved to be okay and we soon had DN in its trailer. At that point it was realised that, apart from a couple of shots on my cellphone, we hadn’t taken a photo. A suggestion that we re-rig for a photo shoot didn’t seem to be appreciated, so the re-rig took place in front of the hangar.

Hopefully, John will forgive me some day so that DN may again appear in the column headed “Regn.” in my log book. He will probably require that I suffer due punishment if I should stray away from the airfield!

## NCE WITH DN

John Tullet. Somewhere in that period was a sojourn to Whenuapai to act as a pseudo-Blanik for the Auckland Aviation Sports Club.

On 20<sup>th</sup> March this year John got DN out, giving it some TLC and a DI. Out at the launch point the Twin Astir and PW5 were already flying and John suggested that I might like to take DN up for a flight. I was happy to.

There was a light southeast breeze and some likely looking clouds east of the field so I took a tow to 3000’ in that direction. It was a bit more difficult than I had anticipated to get established, but after I had practised my thermalling technique for about ten minutes I regained the lost height and was near cloud base (about



# WAVE FLYING – “SUPERB”

By Josue Hernandez Mago – Taranaki Gliding Club member/trainee

I was asked to write a brief history of my first wave flight. Being really brief, it can be described by a simple word, which is “Superb”. I was hooked into gliding with a trial flight by the complex simplicity of a thermal. Now having experienced one of the most interesting phenomena of Taranaki, soaring the wave system caused by the mountain wake on moderate to high winds, I am doubly excited and I’ll try to tell you how it feels.

It started on Saturday the 14th of May, around 2 pm when Peter taught me the proper way to inspect my favourite machine, the Twin Astir. Instead of being anxious to jump into the cockpit now I had a different sort of anxiety as I learnt how to make sure the glider was safe by doing it myself.

I continued to make myself more anxious. I started to doubt if it was correct to train on a cross wind day. I even forgot the “C-B-S-I-F-T-C-B” check list and as usual the take-off got the best of me, but Peter was able to recover control, all the time showing me what I was doing wrong.

After 3000 feet of towing we farewelled the tow plane and headed straight to the mountain wake, which I can describe as a highway of three clouds, each one delimited by two lanes, one of lifting and another of sinking air. Being used to a “column” thermal I could not understand what was happening, until Peter acting as a fisher caught a couple of vertical lifts and climbed us up to the wave level. Having control of the glider and an almost

perfect straight lane of lift we managed to get to around 6000 feet. I haven’t felt 10 feet per second lift before that, but we hit that note a few times ascending in the area where those lanes created the clouds. It was a bit rough and clouds were closing the spaces so fast that an experienced pilot was needed.

On the mark of 7000 feet, Peter decided to stop climbing due to airspace limitations. Having found our mark we decided to play around the area from really close to the mountain to as far out as Eltham. We found sinking areas, even 10 feet per second down and I realised how fast you could lose height and get into trouble.

One of the most impressive moments was the time when the glider suddenly lost any sound, movement or any kinetic response. It was like pausing time, no lift, no sink, no sound, no vibration. I even checked the speed and we were around 60 knots. It was simply amazing. I released all controls and everything stayed the same; a divine moment for a few seconds. Due to time limitations we decided to come back and lost all our height in training work, stalls, fast turns and landing circuits.

Everything was all right and my landing was a bit better than my take off, but the thing that stayed with me was the thrill of wave sailing.

This is only a brief description but believe me when I say I just couldn’t describe it all. I think this is what gliding is all about. You need to be there to understand it. Hope you like it too.





# A KOCH AND BALL STORY

By Kevin Koch

Sunday the 1st of May was not our usual Sunday; high cloud filtered out the sun leaving a fine but dreary sort of day. Mt Taranaki stood out cloudless but had an eerie appearance and the leaves hanging limply on their branches confirmed there was not a breath of wind.

This was the day my wife Lesley and I were to deliver our treasured Clydie/cross mare to her new home. Indie had been with us for 12 years and served the family well. Seeing her move on was rather emotional. During the process the CFI of the Norfolk Gliding Club phoned to ask if I would be available that afternoon to take a trial flight around the mountain. I was pleased of the distraction.

On arrival at the gliding club I was introduced to Doug Ball, whom I immediately recognised as a science teacher at high school when I was a senior student. We reminisced about the good old days and briefly caught up on what we were currently doing with our lives. Doug at the age of 82 had long retired from teaching but over the years had built up an intimate relationship with Mt Taranaki and now was keen to see it from the air and what better way than in a glider.

The windssock was hanging limply and there was not a low cloud in the sky. Mt Taranaki was looking eerie and cold. I explained to Doug that the two "bumpiest" parts of the flight would be the take-off and the landing as the strip doubled as an airfield and a dairy cow pasture. We went through the usual briefing including explaining that we would release from tow at 6,500 feet around the back of the mountain where we would glide around the mountain and through the gap between the mountain and the ranges.

We encountered little lift or sink during the tow and it looked like it was going to be a pleasant 45 minute flight. Once around the back of the mountain we towed into a narrow band of lift in excess of 10 knots which clearly indicated wave conditions and we were soon at 8,000 feet. Doug was enthralled to experience such a rapid climb and to be all but level with the top of his beloved mountain (8,260').

We released from tow and proceeded to follow our expected glide path toward the gap which leads to the northern face and our route home. In no time at all we were experiencing 10+ knots of sink. I decided to push on through this as I did not expect it to last since the corresponding band of lift was so narrow. This was the first time I, or any of our club, had encountered wave on the south western side of the mountain so it was a new experience. We have often discussed the fact that if we have wave on the northern side then logically there must be wave on the other.

It soon became apparent that we were not going to make the gap. I explained this to Doug who understood as he had been watching the vario and altimeter. I assured him that it wasn't a problem; we would simply turn back to where we encountered the lift and gain sufficient height to return back to the airfield along the path from which we had come. We turned out from the mountain and then, as everyone knows, where there is wave there is rotor.

We found ourselves in some of the most violent turbulence I have experienced. Fortunately it only lasted briefly as we were able to dive out of it and were soon back into the lift and gliding smoothly at 8,000' heading back home the way we had come on tow.

But that wasn't the end of the story. We were now flying into a strong headwind and experiencing 6 1/2 knots of sink. I felt confident however, that once back into the area where we had experienced still air on tow, all would be smooth sailing, but we were again losing height too rapidly.

We were on the horns of a dilemma. On our starboard side was a short glide out of the national park but the farms were strewn with volcanic rocks and a land-out if not hazardous to our health may well be hazardous to the glider. Conditions may have been more suitable close in to the mountain but we were heading over the longest stretch to the bush-line and the end of the national park. If we didn't find lift closer to the mountain we would probably be landing in bush (not a desirable outcome). I briefed Doug on the fact that at our current rate of descent we would not make it back to the airfield and we were destined for a land-out and I pointed out what clearly was a line of hay paddocks off in the distance and that was where we were heading. I was uncertain as to whether we could make the chosen land-out area but felt reasonably relaxed in the knowledge that we always had the option of the rougher terrain to our right where the ground fell away from the mountain at a much steeper gradient.

We did make our land-out site with sufficient height to choose the preferred paddock and to complete a standard circuit. There were water troughs at either end but everything went well. Walking to a cookies house that we had seen from the air Doug explained that this had been a real adventure. I apologised to him because it would be a couple of hours before the retrieval team would arrive and help us de-rig and get back to the airfield. It was then he told me that his family tell him everything he undertakes turns into an adventure.

We had plenty of time to discuss and contemplate the flight and whilst a land-out is not the outcome you want for a passenger's first trial flight Doug was adamant that he had experienced and now understood more about gliding than he might ever have hoped to. Doug has now headed off overseas for several months on another adventure but on his return we have agreed that he will come and experience a more standard flight around the mountain.

## So what did I learn from the experience?

Always review the weather reports for the conditions aloft.

Don't judge conditions by those on the ground.

Don't become complacent about conditions around mountainous terrain no matter how well you think you know the mountain.

Your passenger/student will understand provided you keep them completely informed of what is happening and of your intentions when things aren't going to plan.



# Soaring<sup>N</sup>

Winter Wave over the Southern Alps. Two photos taken by Terry Delore who doesn't let cold weather keep him on the ground.



# GLIDING FOR CREDIT

In the last issue of SoaringNZ, the Editor provided an overview of Gliding training and the conversion of that training to NZQA credits as she understood it. The following has been sent in by Vern Grant, CFI of Gliding Wairarapa and the man behind the original concept of gliding training through schools.

Thank you Jill for your insightful article on ATTTO, NCEA and gliding alignments. This is certainly a momentous occasion because the gliding movement is being given a great deal of direct and immediate traction via NZQA and its assessment framework. I feel compelled to point out the following issues.

Firstly, Gliding Wairarapa, with the direct assistance of Dave from ATTTO and Stephen from NZQA, actually constructed the units. All six standards are based on GNZ's protocols for training. This construction phase took several days and countless hours of proofing and adjusting. I suspect that other aviation industries will follow, including helicopter and ballooning enterprises. The whole concept of including this type of assessment for a sporting body in the nation's assessment framework is rather unique and is replicated, I think, only in Germany.

Secondly, Kuranui College in Greytown is now assessing against the six gliding standards. The college has been running the National Certificate in Aviation Level 2 course for several years now and already some of the students have achieved 6 credits at level 4 on the framework for flying a glider to A certificate level. Level 4 on the framework is equivalent to first year tertiary study. I believe we are the first college to do this. All assessments on the framework need to be moderated and ATTTO have indicated that the CFI in any gliding club has the credentials to do this.

As Jill says, clubs need to get behind this ATTTO and Gateway programme. (Gateway programmes run at all colleges and are funded from the Ministry of Education purse). If any club wants to know how to activate all of the above, I am very happy to discuss the process with you. Email me on [gvandgp@yahoo.com](mailto:gvandgp@yahoo.com).



# YOUTH GLIDE ACTION IN THE MANAWATU

By Vern Grant



In my article last issue I focused on the positive benefits to the New Zealand gliding community of the Youth Training Scheme. However, probably the greatest positive benefits are to the youth who become involved in the sport. Here are two reports for the school's newsletter about the Gliding Wairarapa programme, from kids who participated and a letter to the club from a participant's parents. These type of responses are reason these programmes are so important.

REPORTS FROM THE KURANUI COLLEGE JUNIOR ACTIVITIES WEEK, DECEMBER 2010

## HOLLY WEBB YEAR 10 STUDENT

When I saw the glider pierce the sky for the first time, I was shocked. Suddenly, all the excitement that I had had was now gone and it was replaced by fear and terror. Now I was dreading my turn and I watched in secret horror as the glider was catapulted into the air, going higher and higher. Then the glider dipped at the top of the launch and seemed to point toward the ground and then the cable was disengaged. After about 15 minutes of fretting anxiously I watched the glider land. It looked to be a very fast entry as it skimmed along the runway.

I watched the proceedings for several more flights and then suddenly it was my turn. I got into the glider and my straps were securely fastened. I started to wonder what on earth I was doing. I must have been crazy to elect to do this activity, I thought.

The instructor started talking into the microphone and suddenly the glider was being pulled along the ground at break neck speed. It then started going up at a very steep angle and the ground below seemed to shrink before my eyes. The entire launch took about one minute but during that time I was totally petrified. I sat waiting for the glider to fall like it had done before with the other students. I heard a clink as the cable was released.

However the dip at the top of the launch was very mild and within seconds we were flying with the hawks. It was an indescribable feeling. Everything was so quiet. The glider seemed to manoeuvre effortlessly about the sky. It was amazing to see the animals far below.

Following this I had two further flights which were equally incredible. We did some aerobatic manoeuvres and I even got the chance to take over the controls and fly the glider in a straight line.

The entire experience was just so awesome.



## JORDAN MACKIE

*Jordan is a member of the Wairarapa Youth Training Scheme. He is long past solo status and is a valuable club participant. His parents sent the following letter to the club.*

Jordan was extremely excited in the lead up to his solo glider flight. He double checked with his instructor as to whether he was really ready. This was to be the culmination of a couple of years of training along with the immense support from the club's dedicated instructors as well as other members of the club who had got him to that point.

The flight itself went without a hitch and much to our relief he landed safely. We were very proud parents indeed.

Jordan joined the club following our move to the Wairarapa from Auckland. It seemed an ideal opportunity which we could not have afforded him back in Auckland. We have watched Jordan over the past couple of years grow in maturity and confidence. He now has his eyes set on a career in the Air force as a pilot when he leaves college at the end of 2012.

Through the college, Jordan has been able to mingle his sport with his schooling because he has been able to take the National certificate in Aviation course offered at Kuranui College. He completes the theory standards in school time and then the practical components are completed at the airfield. He is just so keen to get down to the club every weekend.

From our perspective, gliding has been one of the best things he has ever done. He has become focussed, set goals and achieved them.

His progress has come from much dedicated time and support from everyone involved with the Gliding Wairarapa club. We are extremely grateful parents.

Mr and Mrs Glen Mackie

## ALESSANDRA GIORGIONI 14 YEAR OLD

In December, I got to go gliding for the first time. I wasn't sure what to expect. Was it going to be fun? I was so excited when I got to have my turn. All of my friends had been and said that it was just so amazing. There is such an adrenalin rush when you get shot up into the air and then a fantastic feeling of peaceful quiet when you get up there and see everything below you is now so small and insignificant. One of the most awesome things was

that I got to fly the glider in a straight line. I never thought that I could come home and tell mum that I had flown a glider. It was a fantastic experience and I am so glad that I got the chance to do something quite so extraordinary. The feeling it gave me was one of great pride. I would love to repeat this experience again.

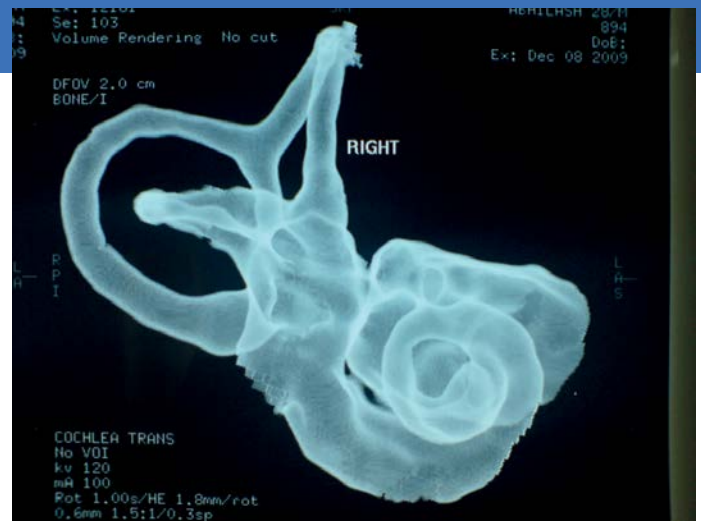


# AIR SICKNESS

By Flying Officer Gareth Iremonger - Aerospace Physiologist

Flying Officer Gareth Iremonger is an Aerospace Physiologist at the Royal New Zealand Air Force Aviation Medicine Unit. He trained under the United States Air Force School of Aerospace Medicine and now instructs on Aviation Medicine and manages Human Performance Research and Development activities for the unit.

Photo composite of Terry Delore by Geoff Soper



Air sickness or motion sickness is something that I am sure we have all experienced at some stage in our life. Most of us know the characteristic feeling of stomach discomfort, usually accompanied by symptoms such as belching, a feeling of bodily warmth, salivation, pallor, drowsiness, headache and apathy. With sustained exposure those symptoms can progress to nausea, sweating and eventually, but not always, vomiting. It can be highly debilitating to the physical, cognitive and emotional performance of a pilot or passenger and we must therefore be aware of the significant implications for flight safety and general performance.

So why do we get sick? Well, air sickness, a form of motion sickness is a common physiological response to unfamiliar real or apparent motion. For us humans, we evolved sensory systems to orientate ourselves on the ground and not up soaring. Orientation and movement through the environment is inferred by two principal sensory systems: the visual sense and the two components of the vestibular system of the inner ear. This system includes the semi-circular canals, which detect angular acceleration, and the otolith organs, which sense linear acceleration (other proprioceptive sensations have a minor contribution to motion sickness). It is generally considered that conflict between different sensory cues, as an explanation for motion sickness, has been in existence for more than a century. However, it is only in recent years that the definitive neural mismatch theory has become established and widely accepted. The fundamental basis of this theory is that air sickness is the result of contradictory sensory cues. A "central conflict" may occur between different sensory inputs to the central nervous system; this may be either visual-vestibular, visual-proprioceptive (seat of the pants), or between any other two or more sensory systems involved, irrespective of the possible origins of the sensation. In addition, a connection between anxiety and air sickness can combine to augment and some in cases, through conditioning, initiate sickness even in absence of motion or flight<sup>3</sup>. Some people can also start to feel sick by association of certain smells, such as fumes or even just the smell of the inside of an aircraft.

Thermaling, high G and the multi-axial accelerations of soaring creates a highly provocative environment for air sickness to develop. It is common for pilots to experience some form of air sickness during initial training. But it is not uncommon for air sickness to continue to be a problem in some qualified and experienced pilots<sup>124</sup>.

So, what can you do to combat air sickness? It is considered that the most important factor to build adaption to the environment is frequency of exposure. You might have noticed not feeling the best after a few months off. Gradual introduction to the environment is very important. As acclimation increases, the number of manoeuvres causing the sickness can also increase. A gradual introduction will increase confidence in your ability to control the progression of symptoms while providing positive closure on a flight. Proper pre-flight preparation will also help decrease anxiety associated with learning new manoeuvres. Keep a positive mental attitude and make up your mind that air sickness will not shake your determination to fly.

As always it is essential that you maintain a good diet and hydration level. Individuals operating in the flight environment require a long-term energy source for optimum performance. Complex carbohydrates provide the energy source the body needs over an extended period of time. Do not over-indulge; eat enough to satisfy hunger and hydrate the body. The initial focus should be on foods that are spongy and porous, such as breads or muffins, which absorb gastric juices and promote digestion. Avoid greasy, fatty, and acidic

foods/beverages (i.e. oranges, tomatoes, or grapefruit), caffeinated and carbonated drinks along with dairy products, (coffee, tea, chocolate milk or sodas). Eat meals and consume a water/sports drink combination (50/50 water/drink mix). Get enough rest - 7-9 hours of peaceful sleep is recommended. Adequate rest improves tolerance to G, heat, and psychological stress.

What about in-flight management? If air sickness symptoms begin to appear, you can adopt several measures. Perform deep but slow diaphragmatic breathing. Maintain visual focus on a static point on the horizon. Direct air vents towards your neck or wrists. Ask for control of the glider if you are a passenger. Otherwise, after asking the pilots permission, keep your fingertips on the stick when the pilot has control. Be careful of rapid head movements. With turns, first move the eyes to a reference point, and then follow with your head. Maintain situational awareness and don't be caught surprised by rapid turns.

What about medications? Treatment of air sickness with medication should be avoided unless under prescription from a qualified Aviation Medicine Doctor. Anti air sickness medications can be highly sedating and can reduce your performance. Alternative medicine remedies are becoming increasingly popular and many have been recommended for treatment of motion sickness. The most popular herbal preparation for nausea is ginger root given in candied form, powdered in capsules, or as a tea. Although there is much anecdotal evidence that ginger is beneficial, controlled trials have found no anti-motion sickness activity. There is a plethora of over the counter homeopathic preparations (Cocculus, Nux Vomica, Petroleum, Tabacum, Kreosotum, Borax and Rhus Tox). These preparations have not been found to be consistently effective and the scientific evidence is confusing at best. There are also various forms of acupuncture therapy available as alternative treatments for air sickness. Commercial acupressure therapy devices have not been found to be effective at reducing motion sickness.

At the end of the day the most important lesson is to remember that air sickness is not a reflection of your skills as a pilot and is a normal physiological response. If you do get air sickness, tell your instructor. They may be able to help you through it. For others, make sure you support them and look after one another out there.

Till next time, safe soaring.

For more information on the Aviation Medicine Unit, hypoxia awareness training or general inquiries please contact the Aviation Medicine Unit on (09) 417 8932 or email AKAMUTRAINING@nzdf.mil.nz

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# OBITUARY

**DONALD LESLIE MALLINSON** 19 May 1936 – 8 June 2011

BY RON DAVIDSON

*Don Mallinson died suddenly in June aged 75. Don was a larger than life character and a familiar part of the Omarama landscape. He spent NZ summers working for Southern Soaring and sharing his love of not just gliding but all aviation to any who stopped to listen. After morning briefing Don could be found at the Kahu Café where over coffee he would tell tales, brief passengers and students and entertain all within earshot. He touched a great many people. The following was written by Don's friend Ron Davidson and includes notes read at his funeral by cousin Ralph Houlbrooke.*

Don was one of those great characters who make the aviation world what it is.

A typically bluff Yorkshire man; he was greatly liked by all who met him, for his dry sense of humour and above all, his straightforwardness and ability to get on with everyone he met.

His recreational interests ranged from sailing to gardening, and he delighted in gadgets and vehicles of all sorts. He made countless friends all over the world. His marriage to Elaine, and becoming a father were his greatest sources of happiness, pride and fulfilment in his last 18 years. Donald lived life to the full. His rich and varied experiences were the raw materials of a seemingly inexhaustible fund of anecdote and reminiscence.

Following his long and successful career in the Royal Air Force in which he rose to the rank of Colonel, he settled in Singapore where he met and married his Singaporean wife Elaine. He rapidly advanced in his new career in civil aviation, becoming a training captain and examiner. He carried on this side of his career as a simulator instructor well into his 70s. In fact he had come to the U.K. to do a conversion onto the new Dreamliner simulator when he passed away peacefully.

He was a keen, skilled and enthusiastic glider pilot although who was very much at home in the great Southern Alps.



Don (in the backseat) loved to share joy of gliding and Omarama with his clients.

One charming incident was to overhear him chatting to Bavna Patel from Lasham who was flying at Omarama. On asking where her parents were from, she mentioned a small town in Kenya. When Don told her that he had a customer there by the same name, she replied that he was her grandfather!

At his funeral in Weston-super-Mare were many sad faces and tears but the many many messages from around the world showed how much he was really appreciated.

**Members of the Omarama Gliding Club and the Canterbury Gliding Club join together to pay tribute to Don whose sudden passing came as an immense shock to the Omarama gliding family and generating a real outpouring of grief and loss.**

Don was a valued and well respected member of the Omarama Gliding Club especially in his roles as Executive Committee Member, as an excellent Instructor and club aircraft engineer and could always be counted on to sort any problem efficiently and promptly. Don very recently assisted with the organisation of the 50th anniversary celebration of the Club, held last February and his contribution to the club both on operations and administration was enormous always putting forward well thought-out solutions or opinions and always willing to do his share.

Don's extensive aviation life in both military and civilian arenas flying all types of aircraft as well as gliders, was a very rich one indeed, keeping us amused endlessly with amazing aviation stories contributing to many hilarious dinner parties and many laughs on the Kahu café deck where he could always be found after briefing. Don thoroughly enjoyed flying in his gliders and especially the ASH25, Tango Foxtrot, taking a great deal of pleasure in sharing his flying with others in this glider. He was a friend to all, will be sorely missed







# OBITUARY

**CHRIS WILLS** 27 August 1932 - 4 May 2011

BY BRUCE STEPHENSON

Chris Wills, son of the famous glider pilot Philip Wills, was the eldest of three siblings. He took his first tentative steps into the air and soloed at the Surrey Gliding club in 1951. With the natural flair in the air that seems to unite the Wills family, Chris lived for gliding and had soon gained his "C" cert in 1952, with the coveted Silver C being attained the following year in an EoN Olympia on a flight from Lasham.

It was around this time that Chris took up employment with Elliotts of Newbury (EoN) and he worked on the Elliotts' version of the legendary Grunau Baby, aptly named the EoN Baby. Employed in the small glider production office, Chris took up duties in the drawing office where he worked under the direction of glider production manager Jim Cramp.

Chris was to spend two years with EoN before embarking on a journey to NZ to stay with relatives. He spent three happy years involved in establishing what became the post-war era of NZ gliding. His father Philip, who by this time was a World Gliding Champion, had recently had a German war-built JS Weihe shipped out to NZ. This glider was owned for a time by Dick Georgeson who sold it on to Chris. Chris took up the role as Secretary of the New Zealand Gliding Association in 1955, and it was here that Chris began to hone his organisational skills.

Chris and Jon Hamilton flew in wave to 24,550 ft (8170 m) at Simons Hill on the 11th January 1958 in a Slingsby T.42 Eagle, setting a two-seat gain-of-height record. Landing at Christchurch, the flight had taken the duo some 218 miles (400 km). On March 20th of that same year, Chris made another notable flight, covering a distance of some 250 km in the Weihe, with a flight from

and Omarama won't be the same without him but Don will always be there in our memories. No doubt Don's stories will be retold for many years to come as we fondly recall the fun times we shared with him.

We are comforted by the fact that Don never retired from flying and was still actively flying gliders at Omarama last season and was still working in aviation. It was something special that he never had to fold his wings and lived life to the full right to the end.

Don will be sadly missed by many and especially by his New Zealand friends.

Yvonne Loader

During my time at Southern Soaring, Don was a very valuable member of the team and was generally rostered on over weekends and at busy times. He also made an important contribution toward glider maintenance. But the thing that made Don stand out from the crowd (apart from his sheer physical presence!) was his dry wit and the stories he could tell from a lifetime in aviation. What made Don delightful and different was that he was old school. 'Politically correct' were words he didn't understand, or did not wish to. He could not understand why in the upcoming Dambuster movie that the producers would want to rename Guy Gibson's dog Nipsy or Digger when it was called Nigger. A spade was a spade to Don, and his views were refreshing. Don had been through a lot in his life. Flying WWII aircraft post-war, piloting piston and jet fighters in the Korean War, and ejecting from a Lightning interceptor, the resulting injuries from which put him in hospital for years. Invalided out of the RAF, he went to Kenya and did a forestry degree. But with flying in his blood, he built a Pitts Special, took up gliding with no dual instruction and then flew airliners. And then there was the day he was flying a Mig 21 on a display at the opening of a brand new airport terminal. Don was to fly past at .95 Mach. Unfortunately he misjudged it and broke the sound barrier - and the glass windows in the new terminal. For a short while he wasn't too popular...

Age was not a barrier to Don. In his 70's he was a check pilot for the Singaporean Government on C-130s. And at the time of his passing, he was in the UK getting up to speed on a new airline simulator. Although Don had a colourful post-war aviation career second to none, what many of us will remember him for was his warm smile and his generosity - whether taking people for rides in his beloved ASH25 or demonstrating his superb culinary and hospitality skills. Omarama will not be the same without him.

Chris Rudge, ex Southern Soaring



1993 SG38 with Josef Kurz.

Photo: Karl-Heinz Kellermann

Harewood to Oamaru, during which he had climbed to an altitude of 23,000 ft (7600 m).

Returning to his native England in early 1959 Chris spent most of that year travelling throughout gliding clubs in France. During this time he managed to complete his Gold C with a flight of 360 km in a French Air 102. The flight had taken him from La Ferté Alais (near Paris) to Angoulême and, in 1970, Chris had added a diamond with a flight from Norwich to Devizes in Cornwall.

The early 1970s was to see a defining moment in Chris's life. As a gifted musician, a keen artist, and historian (not to mention accomplished power-pilot), it is hardly surprising that Chris found a natural outlet in the graceful lines of the older gliders still flying that represented an era that had an almost total freedom of the air. This era, however, was fast disappearing to a rapidly developing period of high-tech plastic, and the increasingly restrictive airspace restrictions of the political set, which had little comprehension of the needs and freedoms of those they served.

Long gone were the achingly beautiful lines of the gull-wing creations of the 1930s, with many of these very same gliders now lying forgotten in the corner of many a hangar throughout Europe. Many more were unfairly being summoned to a funeral pyre by unscrupulous officials who had little appetite for either grace, or history. For Chris this was akin to the Barbarians hammering down the gates of Eden, and he was soon spurred into action to highlight the plight of these now forgotten machines of an era in which some of gliding's most famous had gone where few others had trod.

Determined that something must be done, Chris and a couple of like-minded enthusiasts organised a small meeting of Vintage Gliders to assemble at the English Club of Husbands Bosworth in 1973. To everyone's surprise, and delight, several German and Swiss enthusiasts who had heard of the meeting turned up and, later during informal discussions, they decided to form a club dedicated to the preservation of our gliding heritage. This of course, was the outlet that Chris had long been waiting for in his life, and he was to spend the rest of his life dedicated to the club he loved so much. His capacity for retaining information was legendary, and almost right up to the day he died, he worked tirelessly behind the scenes from one issue to another of the Vintage Gliding Club's publication, VGC News. Originally these early publications were

Chris Wills and the Weihe



Early Mackenzie Basin camp at Simons Hill

merely two or three pages, however these soon grew, and today it takes its place amongst some of the top gliding publications in the world, tribute indeed to Chris's enthusiasm and the club's hard work.

But as humble as the beginnings of the VGC may seem, it was the total dedication of both Chris and that of his friends that the VGC endured. Gradually year on year it grew in size, each International Rally seeing growing numbers of followers turning out. Naturally much of the magic of the VGC was down to a very simple edict, which was built on a foundation of informal international friendship in the promotion of keeping our gliding heritage where it belongs; in the air.

But it wasn't solely about gliders. Family and enthusiast get-togethers were the bedrock of the VGC, and were to see the International Rally being staged in a different country each year; from behind the Iron Curtain in Hungary, to stretching across the Atlantic to Elmira in the USA!

From a mere 54 members by the end of 1973, today the VGC is vibrant with over 1000 members from some 38 countries, and is testimony indeed to Chris's dedication and love for an era that will never be repeated. Chris's vision and foresight was recognised at the highest levels of aviation and in 1996, Chris was delighted to be awarded one of the highest awards in aviation, the coveted FAI Paul Tissandier Diploma.

But it wasn't awards that drove Chris. Outside his immediate family, it was the love and comradeship of the VGC. It was his life,



# FLIGHT INTO A THUNDERSTORM

Chris Wills had many gliding adventures but a spectacular and nearly fatal flight into a thunderstorm in 1957 was particularly interesting. Flying in thunderstorms was a common method of gaining height in the UK at the time. After this particular adventure Chris told Dick Georgeson that he should never have tried it in New Zealand. The following is from a letter Chris wrote to Dick Georgeson, not long after the event.

My flight in the Weihe was on 1.12.57 and lasted four hours and 30 minutes. I had started at Burnt Hill without a weather forecast, in an attempt to make Gold C distance to the south. Wave did not develop as hoped for and I was unable to get any more than 7-8,000 feet. I remember seeing you in your Eagle somewhere near Lake Coleridge. The wave seemed to lead into some bad weather coming from the south. Coming from England I thought that this might be a little bad weather which might be got through and so I resolved to push on below cloud. However at a point near Methven I was down to 2,500 feet and it was raining. As there was no sign of a weather improvement, I resolved to take photos of a canal and then to try to return to Burnt Hill.

On the way back I did find some weak lift which steadily took me to cloud base. I thought that perhaps I could continue with it into cloud and that if I could get to 4,000 feet I would have a chance of returning to Burnt Hill.

Unfortunately, after a moment in cloud the Weihe got into a spiral dive. I opened its air brakes and felt that I would be out of cloud in a few seconds. However a quick look at the Slater Cobb vario indicated that this was not to be. Its green ball was hard against the top of the tube. Then followed a frantic eight minutes during which the Weihe was corkscrewing with one wing hard down at 80 mph and refusing to answer its ailerons. The G (always positive) was tremendous and I felt as if I was being forced down to one side of the cockpit, with the skin on my cheeks being pressed downwards. I could not imagine that any aircraft could survive this, especially a wartime built German Weihe. I felt that I might have to abandon ship but took comfort that I need not do this as the Weihe was still climbing and therefore must be still capable of flight.

The noise of the hail and the darkness seemed to redouble with every turn. Again and again I tried to level its wings but only managed to make things worse. At 11,000 feet the front of the canopy started to break. The hail was mostly caught by a curtain which was fitted to the top of the canopy as a sun shade.

At about 16,000 feet it started to get light and I felt as if I might be going to come out of cloud. Then there was a great explosion from a wing tip and I received a slight electric shock from the stick. We had been hit by lightning but the Weihe was still climbing and did not seem to be on fire. Then everything became dark again. I was not going to be delivered from the cloud and the descent began. Probably it was still spiralling. The height reached was 16,500 feet in eight minutes from 3,500 feet. The descent took five minutes until the Weihe broke cloud at about 3,000 feet. I was in clear air but above a layer of cloud which seemed to have a gap in it which I thought was on course. The Weihe seemed to be flying but it was a little heavy on its controls. I expected the aircraft to be damaged but thought that the heaviness on its ailerons might be due to ice. I resolved to gently fly her towards this gap in the lower cloud for a "let down".

Chris and his gallant glider eventually got home safely.

his very being, and to all those that sorely miss him, he will always be remembered for his two big loves of his life; his much cherished Kranich and Rhönbussard. But it is the Kranich that sums up Chris best. He loved sharing his passion with whichever lucky bystander that happened to be with him at the time. His boyish enthusiasm and effervescence flowed freely for the unfolding adventure that lay ahead. Long after all others had flopped back to earth, Chris and the Kranich would be seen low down as he scratched out the last vestiges of lift for the day. As the last thermals ebbed away, it was almost as if with a collective sigh of both Chris and Mother Nature, the Kranich would gently alight to the vista of a setting sun...may your soul soar forever over the sunlit downs my friend.

## Awards

1985	FAI	Diplome d'Honneur
1996	FAI	Diplome Paul Tissandier (Presented by HRH Prince Andrew)
1999	German Aero Club	Gold Medal of Honour
2001	FAI/IGC	Pirat Gehriger Diploma
2005	German Aero Club	Certificate for "Outstanding Commitment"
2009	BGA	Certificate for services to Gliding
2009	Royal Dutch Aero Club	Bronze Medal of Honour (Rarely awarded to non-Dutch Nationals.)
2009	BGA	Life Achievement Award
2009	Swedish Vintage Glider Club	Acknowledgement for services to Vintage Gliding



Following an absence of about four years, the Register column that ran in Gliding Kiwi for 27 years, is being rekindled. The decision follows a meeting with Jill McCaw at Drury during the Auckland Gliding Club's 80th birthday celebration on 30 April. A highlight that day was to see the Olympia ZK-GAA, which I last flew in 1973. Owner Doug McIntyre kindly brought it up from Hawkes Bay especially for the occasion and it was rigged for the first time since 1983.

Sheer volume does not permit the inclusion of all movements since these notes were last compiled so only the "new" and "ownership change" records since January 2011 are listed. The dates were determined by what is recorded on the New Zealand Civil Aviation Authority website. If space permits then the earlier new and cancelled records may be slotted in to the column at a later stage.

The Lange E1 Antares is the first of its type in New Zealand. GDE was previously registered to Bruce MacNaughton of Arizona, U.S.A. Says Dr Julian Elder, "It was built in 2006. I purchased it off

Bruce last year and went over to Williams Soaring to inspect it and get it on its way to New Zealand. It is an electric self-launching glider with approximately 9,000 feet of climb from the batteries. It has a 20 metre wingspan and a ratio of 56:1" The 'DE' signifies Dr Elder.

Kevin Wisnewski confirms the G-103 has been purchased from Bay Area Soaring Associates in California and the 'NF' identifies it with Norfolk Aviation Sports Club. Kevin also notes, "It will be passed on to the club in July to replace the grounded Blaniks."

The (2) recorded against various registrations indicates the second use of the registration. Previous usage of these gliders is GDE Skylark 4, GNF Grob G-102, GIM Schleicher Ka8b and GCN Rhonlerche. The K6 was originally ZK-GCH. It is good to see a healthy demand still for the K6 gliders; some of those flying are now over fifty years old.

Acknowledgements: Julian Elder, Kevin Wisnewski and [www.caa.govt.nz](http://www.caa.govt.nz)

**NEW**

ZK-	Type	C/n	Owner/Operator	Date	Previously
GDE (2)	Lange E1 Antares	32-E30	Dr J Elder. Whatawata	14 Feb 2011	N29ZZ
GNF (2)	Grob G103 Twin II	3752	K A & J M Wisnewski Inglewood	13 Jan 2011	N3836L

**CHANGED**

ZK-	Type	C/n	From	To	Date
GCG	Schleicher Ka 6CR	831	I B Foster. Carterton	Jury Hill Gliding Club (Inc)	13 May 2011
GCN (2)	Schleicher Ka 6CR	1037	S Tomlinson. Wellington	E S Van der Merwe. Wellington	28 Jun 2011
GIM (2)	Pipistrel Sinus	129 S9120104	Kester Holdings Ltd. Akld	C A & A Cable. Tauranga	21 Apr 2011
GKV	Schempp-Hirth Nimbus-2	124	M J Gray. Christchurch	S B Barham. New Plymouth	20 Jan 2011
GLL	Rolladen-Schneider LS 3-a	3261	Chisnall & King. Queenstown	D H Henry. Papakura	14 Jun 2011
GLR	Schleicher Ka 6CR	6655/SI L	I Hudson. Marton	Lillico & Marcuse. Wellington	13 May 2011
GOS	Glasflügel H 301 Libelle	46	RNZAF Ohakea ASC (Inc)	Clark/Lillico P'ship Plimmerton	10 Jun 2011
GPH	Hoffmann H 36 "Dimona"	3667	N R Swann. Hobsonville	L M Mathewson. Ranfurly	28 Feb 2011



Grob G103 Twin II Norfolk Rd Inglewood



Antares at Drury on 30 April 2011

**Whatever became of ZK-G ?**

If there is a glider you remember but have never been sure what has happened to it, then send an email to [laynefam@ihug.co.nz](mailto:laynefam@ihug.co.nz). The answers may be recorded in a future issue.

The editor decided to try this out with a query about the Ka8 she loved and thermalled in Auckland in the early '80s.

Dear Peter, what became of EK?

Peter replies: ZK-GEK was dear to my heart too. I did 85 hours in her. According to the information I have it crashed while coming in to land at Drury on 1 April 1992. The database entry is a bit sparse: Base leg too low, wingtip hit fence. Happened at 1545 on 1 Apr 92. Pilot Peter Durbin.





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

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



This glider is for sale immediately and in fully flyable condition. It has no trailer but a new Cobra could be supplied as part of the package if required.

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

Phone Ross Gaddes 027 478 9123

## new zealand EVENTS CALENDAR

<b>Central Plateau Soaring Competition</b> Centennial Park airfield, Taupo Gliding Club	29 October – 5 November 2011
<b>Jerry's Advanced Cross Country Course</b> Omarama Airfield, Jerry O'Neil/Canterbury Gliding Club	6 – 11 November 2011
<b>South Island Regional Gliding Championships</b> Omarama Airfield, Canterbury Gliding Club	12 – 19 November 2011
<b>MSC XC Course</b> Matamata Want to learn how to fly across Country or improve your racing skills.	21 – 25 November 2011
<b>Northern Regional Championships</b> Matamata airfield, Matamata Soaring Centre	26 November – 3 December 2011
<b>Youth Soaring Development Camp</b> Omarama Airfield, Youth Glide and Glide Omarama	9 – 19 December 2011
<b>Auckland Gliding Club, Christmas Camp</b> Matamata Airfield, Auckland Gliding club	26 December 2011 – 6 January 2012
<b>Canterbury Gliding Club Christmas Camp</b> Omarama Airfield, Canterbury Gliding Club	Dec - Mid January (tba)
<b>Raglan Camp</b> Raglan Airfield, Piako Gliding Club	6-13 January 2012
<b>Drury Competition</b> Drury Airfield, Auckland Gliding Club	7-15 January 2012
<b>Club Class National Championship &amp; Omarama Cup</b> Omarama airfield, Omarama Soaring Centre	14-22 January 2012
<b>Multi-Class National Championships</b> (Open/18m/15m/Standard/Sports) Matamata airfield, Matamata Soaring Centre	28 January – 8 February 2012
<b>Central Districts Championships</b> Waipukurau airfield, Gliding Hawkes Bay & Waipukurau	18 – 26 February 2012

For full details on any of these events see the Gliding NZ website

# South Island Regional Gliding Championships 2011



**Compulsory Briefing** Saturday morning 12 November 2011  
**Practice day** Saturday 12 November 2011  
**Competition** 13-20 November 2011

Entry fee to be advised. Check on GNZ website for updates

Expressions of Interest (include class and glider) to Geoff Soper  
 email [sopergeoff@clear.net.nz](mailto:sopergeoff@clear.net.nz)

Tasks will be set with a view to challenge you and give satisfaction but not break you.

*The emphasis on the South Island Regionals as a whole is to be challenged, share, learn, and have fun in one of the world's greatest soaring areas*

## NEWS FLASH

FREE ENTRY to CLUB CLASS with following conditions.

For FIRST TIME CLUB CLASS pilots never having flown in a contest, plus any Club Two-seater entering CLUB CLASS with a handicap (performance) equal to or less than 87 e.g. Twin Astir fixed or retractable u/c, Puchacz.



## CUCKOOS IN THE NEST? GLIDERS JOIN THE WARBIRDS AT OMAKA

By Ian Dunkley

I will assume the presence of Terry Delore with his ASH, wowing the crowds with his pendulum-like low passes up and down the airfield/battlefield, was intended to demonstrate the potential use of gliders as stealth strafing machines. However as he did not pop the engine up to make a rapid and noisy departure from the mayhem I may have got this all wrong. Either way it was a most impressive display

In the absence of Horsa, Hamilcars, Wacos and any of those other huge military gliders, that cost a lot of lives without achieving a great deal, the Weihe was the only wartime glider at the show. It was also - or so I was told - the only genuine German wartime aircraft there, so I was sorry that I did not know more of its wartime and post-war history. To be honest, the amount of interest shown in the Weihe was surprising, particularly in its manner of construction and the fact that it still "looked modern". This could of course be a reflection of how little even aviation enthusiasts know about gliding. Peter Layne and I estimate we must have spoken to close to 1,000 of the 25,000 people over the three days we were there. Much of the time we were answering questions such as: how far, how high, how much, and how long? The answer to the last question being 55 hours in the case of the Weihe. Our 'Warbird' also became a prop for parents photographing their children in or by the cockpit, and this alone must have done some good for gliding.

Quite a number of ex-glider pilots, and not all of them were old, stopped for a chat. Many had given up gliding when starting a family, or were people whose parents had flown. It occurs to me this whole group should be targeted by "Vintage Kiwi" and the lower cost advantages of vintage flying demonstrated. However, what we clearly need to do is to work on establishing vintage gliding within the "aviation heritage" movement rather than concentrating on those already active in gliding. At one stage, we were invaded by what appeared to be a force of the Wehrmacht apparently intent on repatriating the Weihe. However my violent protests in German to this move resulted in the discovery that they were in fact Kiwis in disguise foraging for firewood.

That the Weihe was displayed at Omake, with a renovated fuselage but uncovered and partially renovated wings turned out to be an advantage as many wanted to examine the construction more closely. Among those allowed behind the barrier were a group of Air New Zealand engineering apprentices. However, showing the structure was rather nerve racking as it could easily have led to too many fingers getting inside the wings and making even more work.

With that in mind we will be working to have a presence at Wanaka with more space next year, using the Weihe as our 'Warbird carrot' plus other vintage gliders. This year we knew space in the hangar was limited and the organisers had to use CAD to ensure we would not collide with anything solid. This was achieved, after a very difficult rigging, with the help of Marlborough GC members and the surreptitious movement of competing aircraft



Far L: "Firewood Hunters"  
 L: A Waco builder gets into the job  
 R: Waco with Engines, budget power,  
 take a glider and add engines  
 Below: Steve Noyes TG2



hardware. We had only two weeks or so to prepare ourselves, and that included completing repairs needed to make the wings transportable, but next year we will have display boards that support the aircraft and provide more information for visitors on the wartime use of gliders

The use of large military gliders to carry troops is of course well known to the general public but less is known about the conventional pre-war gliders that were pressed into service for training and other purposes. One such UK glider still flying is a Kirby Kite complete with impressive camouflage paint work. This was used in wartime radar trials involving, so I understand amongst other things, the pilot simulating a less than ambitious glider invasion of the UK. In the USA a whole series of "TG" series gliders were produced for initial glider pilot training, supplementing Piper Cubs without their engines, and the TG series formed the backbone of US gliding into the early '60s. Today they can be seen alongside other vintage gliders at US rallies, including one glider built for training navy pilots, the purpose of which escapes me. Germany of course used gliders widely for general pilot trainings using the well known loophole in the Treaty of Versailles to great advantage.

There are a number of major restoration/replica building projects going on to enable troop-carrying gliders to be displayed, but only one that I know of has the intention of producing a Waco to fly. If this comes to fruition it would be quite a display hit, with a suitable tug, armed parachutists and soldiers to disembark with violent intent would be a show-stopping spectacular.

I consider that Vintage Kiwi's presence at Omaka is a major

step forward, as was the establishment of the "Vintage Kiwi Collection" at Classic Wings Museum, and the restoration work that is now going on. Vintage Kiwi now has the chance to become part of a movement wider than just Gliding New Zealand (not that I want to bite the hand that supported our birth and still feeds us)!

Camphill Prepares for War, Kirby Kite used for Radar Trials





# THE 6TH FAI WOMEN'S WORLD GLIDING CH

By Marina Vigorito



The 6th FAI Women's World Gliding Championship was in held in Arboga in Sweden in June. There were forty seven competitors over three classes, Club, Standard and 15m. There were ten countries represented although sadly, no Southern Hemisphere competitors. Marina Vigorito (wife of Grand Prix Champion Giorgio Galetto) was a steward at the contest. She reports exclusively for SoaringNZ.

The contest, unfortunately was afflicted by bad weather which did not allow long and interesting tasks. The organisers sensibly cancelled days, although on at least in two occasions this call was made a little bit too early. There were five competition days out of twelve and we have three new champions:

#### Club Class

Agnete Olesen from Denmark flying a Std Libelle

#### Standard Class

Sue Kussbach from Germany in an LS8

#### 15-meter Class

Susanne Schödel also from German flying a Ventus 2ax.

Sue and Susanne were also successful in Szegeed 2009 and have confirmed their extraordinary talent.

On the field we felt the absence of some kind of social events

or catering. These things create a meeting point in the evening and somewhere we can relax together after a long day. This is really a shame, because a world championship is an important opportunity to meet, socialise and deal with pilots around the world. The whole cannot not be reduced to a list of names followed by their ranking.

We did have a great Baba Yaga night! Baba Yaga is a witch from Slavic folklore and a Baba Yaga night is a tradition that began several years ago to welcome the pilots participating for the first time in a women's world championship. Dressed (or under dressed...) as witches, on Baba Yaga night pilots gather around a bonfire and novices make a solemn oath not to cheat, not to push anyone out of the thermal and to always behave in a proper manner with the other competitors. The oath, however, is not done in their own language, but in another, never in English, of course because that would be too easy. Try doing that in Finnish, Czech





# CHAMPIONSHIP

Photos Mats Lundqvist



or Russian! The result is often funny. Afterwards, the novice makes a nice toast to all the participants and seals the oath by kissing a parchment with a fire red lipstick. The parchment is then stored in a book with all the others. Finally she makes a turn around the bonfire on the back of a broom. It has a certain charm and the witch in every woman is revitalised by this kind of event.

L: Suzanne Schödel, winner 15m class with (L) Gunnilla Lindall (2nd) and (R) Gaby Haberkern (3rd).  
R: Agnete Olesen, winner of Club Class.





## The following is an interview with Agnete Olesen, the Danish winner of the Club Class:

### What is your strongest motivation in competition?

"I have always been fascinated with meteorology and that we are able to fly long distances on solar energy. Some days after a flight, I think, 'How on earth were we able to fly so far in these conditions?' This, I guess, fascinates most glider pilots, so it's not a really interesting answer for a glider pilot. Along with many other glider pilots, I am generally interested in technical issues and to realise and experience how the theories work in practice – it can be quite an eye opener! There are so many skills we have to learn to be good glider pilots, and still I find my motivation by finding new challenges and improving the skills – although sometimes it can be exhausting as well."

### Which decision makes the difference in a competition?

"Almost every single one you make flying in a contest!!! The meteorology is so complex. I re-evaluate, analyse, make new decisions continuously during a flight and use much of my experience and quite a bit of instinct. Being able to recognise a change in the conditions and react in time, all the time, is very important. The weather in Arboga was always changing, including wind, over-cast areas, showers and thunderstorms – it was very important to recognise the rapid changes. We very rarely have a full competition day of homogeneous weather in Denmark, so the decisions of when to speed up or slow down were familiar."

A very good decision is not to have a party and drink too many beers before a competition day."

### What's your acceptable margin?

"With respect to safety, my 'acceptable margin' was totally different in Arboga compared to when I am flying over the flat countryside of Denmark, full of outlanding fields. The conditions were much more harsh in Sweden. Often we flew from field to field, and sometimes had to decide whether to return to a landable area or go for a doubtful Cu, risking the glider, if it didn't work."

"If by 'acceptable margin' you are referring to my position in

a competition, I have decided always to do the best I can - independently of the other competitors and teams position – that is an acceptable margin for me. And of course I must enjoy each flight. Then I will never be disappointed with myself."



Agnete and her crew.



## 2011 AGM

We were pleased to welcome representatives of all but six of GNZ's affiliated member organisations at this year's AGM weekend in Wellington, mid June.

There were the usual airworthiness and contest pilots' meetings on the Saturday morning. In the afternoon we had the President's Forum plus several interesting presentations. The highlight undoubtedly was "From Dream to Reality" by Jerry O'Neill and Warwick Bethwaite. We were enthralled to hear of Jerry's 1995 dream for a new site for the Canterbury Gliding Club, his purchase of the site 5 km south of Springfield in 2000, through to the recent development of two huge grass runways each 850m by 100m. The enthusiasm and drive behind this development, necessary to overcome the many obstacles to progress, was very clear. Canterbury now has a fantastic site, which will be their new home from October this year.

A good turnout of about 50 people enjoyed the cocktail party - guest speaker, Gerard Robertson of the Auckland GC and Air NZ, gave an interesting and amusing speech, which was very well received. The usual networking/socialising was likewise good fun!

At the AGM on the Sunday, the break-even budget, with its associated increases in affiliation fees was accepted without significant objection. It was observed that the key to holding or reducing affiliation fees is for clubs to increase membership. This could be facilitated by means of a GNZ marketing plan supported by clubs doing much better with regard to membership retention. A discussion took place on the merits of introducing other funding mechanisms, such as a levy on trial flights, annual airworthiness fees, and/or audit fees. Such mechanisms might be required in the event that remuneration becomes necessary for filling certain key GNZ positions. Delegates were invited to discuss alternative funding mechanisms within their clubs and to communicate their views to the Executive during the coming year.

As expected, Tom Davies was elected for another year, so the Executive remains as it was except that George Rogers stood down as Immediate Past President, having served a year in that role following an unbroken stretch of some 20 years on the Executive Committee. I am very pleased to report that George was presented with the Angus Rose Bowl, GNZ's highest honour awarded for outstanding services to the sport of gliding in New Zealand.

The GNZ Annual Report 2011 contains the reports of officers and committees, previous minutes, accounts, budget, remits etc. It is available on the GNZ web site home page, along with previous Annual reports - from the home page, navigate > About > Annual Reports.



**NATIONAL OPERATIONS OFFICER** I'm afraid we still have a need to identify and appoint a National Operations Officer. This role is crucial to meeting the requirements of our Civil Aviation Part 149 Certification.

Once again, all clubs are asked to consider candidates for the NOO role and to submit any ideas on candidates to me as soon as possible. Meanwhile, we are extremely fortunate that George Rogers continues to temporarily retain the role; but this situation cannot continue for much longer.

**NEW MEMBERS** Excluding visiting foreign pilots, 41 new members have joined in the last 6 months -25 in the North Island and 16 in the South Island; 6 are Juniors.

**ARCHIVED GLIDING SAFETY ARTICLES** For new members and old members alike, do check out the safety articles on our web site from time to time - from the home page, navigate >Training>Safety Information. There have been some additions recently, particular for racing pilots.

**ADVISORY CIRCULARS** Two new Advisory Circulars are on the GNZ web site:

AC 1-04 Trial Flights provides advice on how to keep these legal - clubs should expect some scrutiny from CAA if the proposed Part 115 Adventure Aviation rule comes into being in its current form. All clubs should review their trial flight arrangements in light of this AC.

AC 3-14 Acceptable Technical Data provides advice on the paperwork needed for glider repairs and modifications.

Also, two existing Advisory Circulars have been updated:

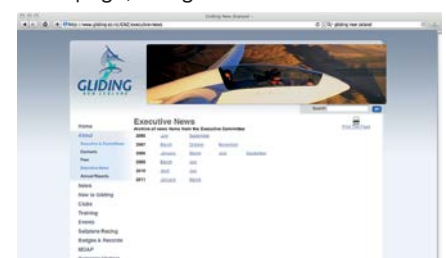
AC 2-09 Manual of Glider Tow Pilot Training

AC 3-04 Weak Links for Winch & Auto Launch.

**DISTRICT PLANS** Clubs are reminded of the importance of keeping abreast of their local council District Plan. These are updated on a 10-year cycle so you need to make sure that nothing adverse creeps up on you, and that any planning provisions enabling your operation are carried over.

**STRATEGIC PLANNING** As I mentioned in April's GNZ News, we had a very useful planning discussion in Tauranga last February, involving the Central North Island Clubs. At the AGM in June, Canterbury offered to host a similar session for South Island Clubs. This will be held on 21 August and I'd very much like to see all South Island clubs represented.

I always welcome your feedback - contact me if you want to discuss anything here, or indeed anything in previous editions of this column - from the home page, navigate > About > Executive News.



# CLUB DIRECTORY

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

## Auckland Aviation Sports Club

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

## Auckland Gliding Club

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

## Canterbury Gliding Club

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

## Central Otago Flying Club (Inc)

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

## Glide Omarama.com

Website [www.GlideOmarama.com](http://www.GlideOmarama.com)  
Contact Gavin Wills [gtmills@xtra.co.nz](mailto:gtmills@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 Wisniewski [wizzbang@xtra.co.nz](mailto:wizzbang@xtra.co.nz)  
Ph (06) 756-8289  
Base Norfolk Rd  
Flying Weekends and by appointment

## Omarama Gliding Club

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

## Otago/Youth Glide Omarama

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

## Piako Gliding Club

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

## Rotorua Gliding Club

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

## South Canterbury Gliding Club

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

## Southern Soaring

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

## Taranaki Gliding Club

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

## Taupo Gliding Club

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

## 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, Puhi  
Flying Weekends and Public Holidays

# GLIDING NEW ZEALAND CLUB NEWS

**Deadline for club news for the next issue 11 September 2011.**

## AUCKLAND CLUB

I hope it's not going to be a regular moan about winter weather for Drury but a similar situation to last year has unfolded requiring us to shut down our operations. This is due to the field being too wet to operate. Last year I commented that it was unusual but I'm afraid that the wet months seem to be shifting to June and July. As we did last year we have shifted our Duo, ASK21 and Discus down to Matamata along with some private gliders as well. This is okay for those who reside nearer the southern borders of Auckland but not so great for those on the North Shore or even city central.

We have investigated some other alternatives but at this stage Matamata is the best option at about 1-1.5 hours drive south.

It seemed an appropriate time to pull the wings off our Pawnee ZK CEB which were due for a refurbishment and re-cover. This is evolving into a mission but we are expecting to have it back in action as soon as we can.

Due to a lack of flying on our field we plan to have a social evening on 30th July. The plan is really just to have a get together so we can plan into the next season and set some goals etc. Of course we always welcome anyone passing through to attend and enjoy our club's hospitality.

So it's all a bit short and sweet for this newsletter, however we have lots of keen pilots looking forward to some fun as soon as the weather improves.

RG



Auckland: Just to show that occasionally we get wave in t'North, here is a photo that my passenger (Andrea Pryce) took from the back seat of DX one Saturday morning, just as we released from BZA over Matamata. There was a slab of still air trapped on the ground but above the inversion it was blowing 28 kts. Later in the day, those little wisps of cloud you can see on the hills turned into full-blown cap cloud as the upper wind finally dragged all the moist air from the sodden fields below. I didn't have a camera on that flight. As it was, a few of us managed to get over 4000' in the (2-3kt) pressure wave, and if I seem please by that it's 'cos right now we'll take any lift we can get!  
Photo: David Hirst



**CANTERBURY**

There has been little flying done since our last notes but there was another large turn-out for our working bee at Springfield the last weekend of June. The camping area has been levelled and more work done to the woolshed to make it habitable.

Mike Oakley has brought the Ash TF from Omarama for the winter months so it would be nice to get some good soaring weather so that he can make use of it. He is filling in his time by taking many club members for flights in his recently purchased hot air balloon. It can carry over 12 people so they should be able to cart plenty of champagne for the landing.

Our latest addition to the towing clan - Cathy Heslin - flew her first glider solo recently being towed by our other lady tow pilot Yvonne Loader with Jenny Wilkinson running the wing making it an all female affair.

At the recent GNZ AGM, Warwick Bethwaite was awarded the Gliding Association Friendship Cup for service to gliding. We congratulate him and all our club members know how much he deserves this recognition.

Lastly it was with genuine sadness that we learned of the passing of Don Mallinson. He will



WORKING BEE CANTERBURY STYLE



Manawatu: Turning the DG1000 upside down.

be greatly missed on the gliding scene particularly at Omarama and our condolences go to his family, work mates and his many friends.

Stewart.

**GLIDING MANAWATU**

Well it had to happen. After acquiring our DG1000 (rego DG) last year it has been over to the big ridge at every chance of lift. On 14th May luck ran out and we had its first land out. Ron Sanders and Stu Cawood had the honour and landed up near Table Flat close to Stu's family farm, at the back of Sixtus Lodge. It required an epic retrieve, due to no cell phone coverage, no proper road access and a locked gate. In fact it took over five hours for the retrieve crew.

Great news over the last two months, Stu Cawood, Al Park and Patrick Frame have been awarded their QGP. We are very proud of their success and of course, it is only a license to keep on learning. Well done guys.

Probably the highlight of the last two months was the visit last weekend of Adrian Cable to teach us the finer points of aerobatics. He gave us a very informative lecture which has been captured on DVD. Adrian liked our DG and after a familiarization flight got it sorted. He and Stuart Anderson flew around upside down for a while and then many others had a turn. Stuart is an instructor with the Air Force and now has an aerobatic rating to continue teaching the rest of us. We had some visitors from Wellington and while it was a very bitter winter weekend, the flying was hot. President Ross and Suzanne hosted another famous potluck dinner on the Sat night.

David Cameron filmed the inverted flight from his Cessna. And it is on Utube.

MOD

**PIAKO GLIDING CLUB**

Piako held its AGM on the 14th May with a good turnout of members attending. With only a couple of changes to the committee the club once again, looks forward to another year of good flying and club development.

Both Steve Care and Bob Gray attended the recent GNZ AGM at Wellington. Piako as a club, was also represented with Alan Belworthy being nominated for the CWF Trophy for the Open Class 100 km Speed out and return, and Mark Drayson winning the North Island Air NZ Cross Country award.

The club is now upgrading its winch so it can launch using modern synthetic material replacing the old heavy wire system that has been used since its conception when it was built in the early 1970s. A new bar chiller will shortly arrive to replace the very old near original unit that was fitted when the Soaring Centre building was completed many years ago. Just about worth having a Social Open Day so as we can all check it out.

Late May saw our Club Captain Bill Mace organise a very successful landing contest on the airfield using Mark Ford's winch as the Piako winch was out of service due to its modification work. It was a great club social day out. What else do you do in the beginning of winter other than just mowing the lawns?

We will holding the club's Pre Season Safety Brief for members on the 24th September. This has now become a 'must attend' fixture in the club's activities. Members from other clubs are more than welcome to attend, as last year's attendance showed, there was good interest from other clubs to also be involved.

A new Kaimai Speed task has had several takers trying it out with various degrees of success.

The task was intended to be a rather 'simple' one but has already reaped its first victim. Young Tim Bromhead pushed his tactics a little too hard and landed out on the home straight of the local

Te Aroha race course on the return leg of the task. Yep. The wind stopped.

28th June on a standard Piako day saw Julian Mason and Dave Muckel flying GPK and getting to 8900 ft near TeAroha with a combination of very smooth ridge and wave conditions. Bill

**SOUTHLAND**

Sadly this will be the final club news from Gliding South. At the recent AGM / fly in weekend 28-29 May 2011, members decided because of continued declining club activity over the years, to wind the club up before our bank balance hit negative.

With the AGM meeting concluded, private owners NS, TK and ZP closed this Southland gliding chapter with some classic, fantastic, Five Rivers flying in the prevailing Westerlies.

Saturday: Wave was elusive, but ridging just got better all day, to 7000' before running out of light. Great flights for Laurie, Karen, Al 'Digger', 60 year old visitor on a surprise birthday treat, and not to be outdone 'Mac' Bert McTainsh at 90 years young, our oldest flying member.

Sunday: Stronger Westerly and great looking wave to the west. 2000-5000 feet with 'quite' violent sink / lift (the Duo saw colour in the cockpit) and getting higher was not happening. Big sink holes on the ridge made hard work and pushing west resulted in heavy sink and skulking back to the ridge. An hour plus into the flight I finally found the way up, a consolidating climb to 12,000 feet, waiting for Terry to join me in TK, before hopping waves west. We cruised down to the South coast. Above the ocean at Te Waewae Bay at 15,000 feet.....Stewart Island tempting.....but we decided against it and headed homeward. Having reached this same turnpoint only once before, on my first Five Rivers flight of this season and anticipating this as the last flight of the season, I opted to push on for a 'shore to shore' flight.

I went north, turning at Lake Wakatipu for my final glide back south to Five Rivers. That final



glide will stay in my memory, descending into the wave rotor resulted in the most violent trip home I have ever had. Sorry no photo, trying to fly straight took all my concentration. Thankfully the turbulence eased up for joining circuit. Nigel, NS touched down soon after with his very happy passenger Bill Wise of the Clutha Aero club, after a fantastic flight - Takitimus to Bannockburn and return in less than 2 hrs, with a climb from launch to 9000 feet in 9 minutes. Out on a high ..... CLASSIC Five Rivers.

Thanks to all who participated and made this such a great, memorable, classic Five Rivers weekend and to Nigel for all the happy passenger flights, including Sheena! Aero tows thanks to Peter and the Clutha Aero Club 172.

No gliders at Five Rivers somehow does not seem right. In its heyday, the early eighties, there were up to 92 members, 3 club gliders, 16 private owners and club tow plane. Fiver Rivers was the place to be for long distance flights, crossings to the North Island and world records. And a full

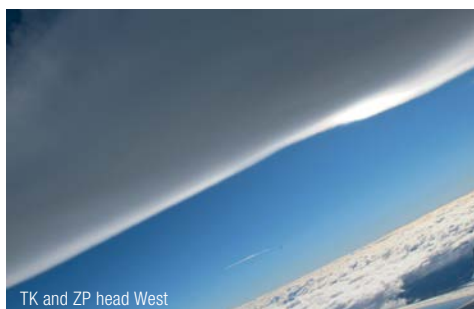
range of spirits at the club bar 'top shelf'. Expect to see more Five Rivers fly ins down the track.

Thanks to all those who have contributed to Gliding South over the years and especially the Rouse family, original owners of the airstrip, as without their support the club would never have existed ..... onwards and upwards to a new chapter.

BM



ZP Northbound over Takitimus



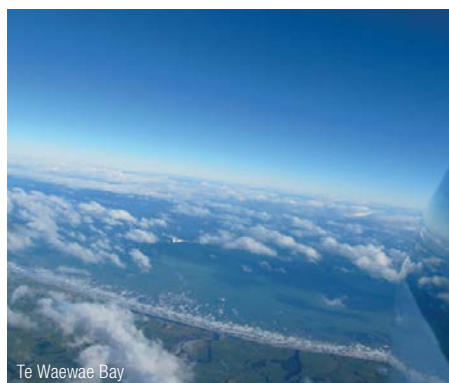
TK and ZP head West



TK and ZP South bound



Southbound



Te Waewae Bay





Taranaki

**TARANAKI GLIDING CLUB**

Not much to report this time. Lots of rain and the Stratford airfield will be too soft to use at the moment. We managed though, to get one good day when the weather cleared. Steve Barham was much pleased to get some useful time in with his Nimbus over Midhirst and Andre van der Elst with Peter Miller furiously taking photos, took the Twin out onto the northern slope of Mt Egmont, marvelled at the view and got a bit of useful lift before heading home.

A strategy meeting is planned for mid-July where there is to be a profound discussion on where we are at and what next we might set out to achieve.

PJM

**TAUPO GLIDING CLUB**

We continue to fly spasmodically, with BWP the workhorse and long slow tows the norm. TPO's engine is now back and about to be installed this week! Flying throughout this year has been steady with some great flying days.

This year our competition pilots have flown some good distances of around 500 km. Height gains were low on past years but that is a matter of being up when the conditions are right.

Visiting pilots throughout the year reads like a League of Nations with visitors from UK, USA,

Canada, Australia, Chec Republic, France and Hong Kong. The steady stream of students from Hong Kong has been interesting with language being a problem. "Turn right" and the glider goes left. In the end we have had good results with some going solo. Unfortunately some did not – due either to their ability or to bad weather conditions. Our US student reached QGP in the three months he was here.

Our hard core of instructors have served the club well with Tom Anderson, Gordon Griffin, Rod Milne, Martin Jones and Bill Kendall. But also the club has three new instructors. Steve Walker and John Chittendon achieved their 'C' Cat Instructors ratings and we welcome Dave Austin from Australia who now has an NZ 'B' Cat rating. He has moved to Taupo with his wife Jen; a very welcome addition to the team.

A new student has gone solo, Joe Ward. Well done! Another student Martin Lobb from Rotorua is almost there.

The annual dinner and Awards was held at Matuschka's farm on the 25th of June. We all had a damn good time and were later serenaded by the infamous crooner Hugh deLautour.

The AGM had a quorum just. Tim Norman is our new President and the fees have gone up.

Bill Kendall, our CFI is away in the UK for six

weeks or so, back around the 21 August. He's finally retired from St John's Ambulance and we look forward to seeing a lot more of him. Dave Austin from Aussie is now here and filling in on the instructors roster.

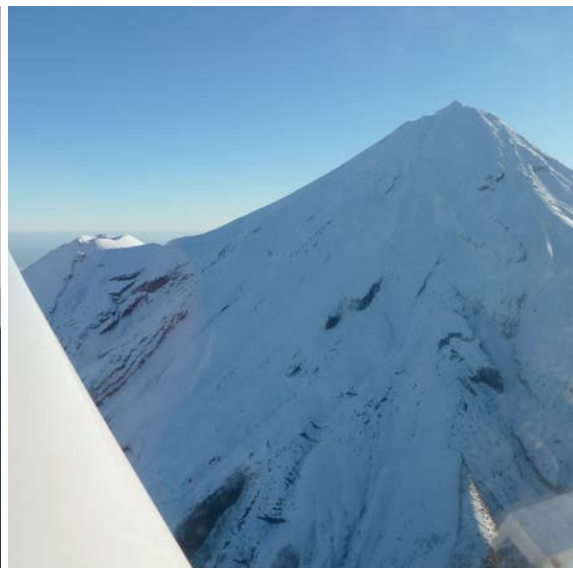
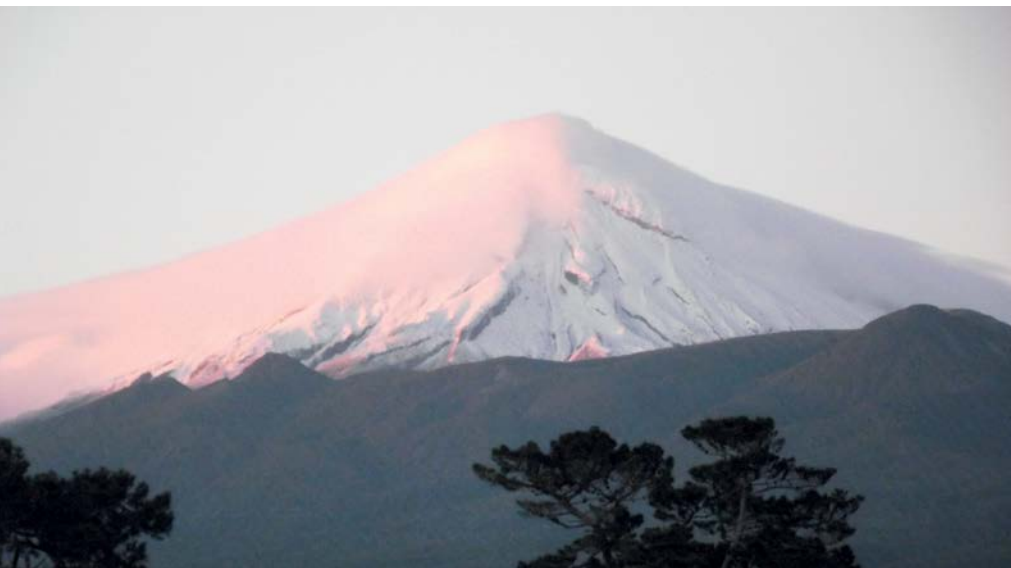
We had a great night on "Transponders" and their use. Some 15 members turned out on a cold dark night. Bill's power point presentation is available if you would like to review it.

The next lecture will be on Hypoxia and the use of our oxygen delivery devices for those of you dreaming of soaring over 10,000 ft this summer! The glider fleet has undergone some quite major inspection so will be in readiness for the summer season.

Recently the club underwent an audit from Gliding NZ and this showed Taupo Gliding Club to be in very good shape. There are some areas we need to address and review and we will work on this in the near future.

We had two safety incidents this year with minor damage done to a PW5. Safety is always the top priority with all our flying operations, relying on everyone to take responsibility for this, Gordon Griffin our Safety Officer is always vigilant with club safety. We can always improve on safety.

Tom



Taranaki: The first blush of sun.





Taupo: Joe Ward completed his solo.



**GLIDING WAIRARAPA**

Summer is fading/has faded, but life goes on. Plenty to do around the hangar and grounds.

We held our AGM in May preceded by a dinner in the Greytown Workingmen's Club (isn't that an anachronistic term?) Jim Bicknell is President again, (swears this is the last year) Vern Grant CFI again, and there is some new blood on the committee.

Vern prepared an analysis of our gliding activities, membership etc for the last year and found that we are ahead of the national trends published last year, in all departments, which was great. Utilisation and membership both up. We have some soul searching to do about various issues but then don't most clubs.

Jim has been carrying out more improvements to our strip, winch launches of 2500' are now easily attainable with a bit of a breeze.

Simon, Kevin and Alain went up to Norfolk Aviation Sports Club at Easter, taking the Club K6 along for the ride and for it to interact with the other Vintage Kiwi gliders there. The weather wasn't great but it was a really enjoyable social weekend away. Thanks to the Norfolk team.

Two of our "youth glide" ATTT0/ NCEA/ NZQA students from Kuranui College in Greytown went solo in late April, congratulations to Jordan Mackie and Oliver Healy. Jan-Hendrik Meyer who started a bit after them is nearly there. More students from the College are lining up to join the scheme, and one from Chanel College in Masterton.

Kevin Clark and Simon Lillico have just acquired a flapped Libelle H301- GOS (ex Ohakea) and are longing for summer to arrive. The trailer has been getting a make-over and there's a bit of fettling going on with the glider.

Our back-up winch is undergoing a major re-build, complete with air-con. Selwyn Roberts is driving this project and it is much appreciated. We look forward to its unveiling on the field. The shortest day has passed. Roll on summer.

Safe flying

Ayre O' Foyle



Taupo: This lot was on the short list for the best costume, and the two likely ones in the middle were the winners of their respective cowboy or woman section. It was all a bit much for some old cowboys...



Taupo

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

## GLIDERS FOR SALE

**Discus-2cT 2007** • Fully optioned. NDH, 450hrs from 170 starts. 9 hrs on turbo. LX8000 computer, FLARM, Becker txpndr & comm. Mountain High 02. Hangar covers. Cobra trailer with SL package. All in as new condition. \$198k. Will finance. Phone Brett Hunter 021 927-626 or hunter.b@ihug.co.nz

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

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

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

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

**Janus 2 seat trainer glider** • Total time 3090 hours, 4500 launches. New towhook just fitted. 720 ch radio, transponder Cambridge electric vario, two HD batteries. Price \$52,000 or we will consider any offer. Contact Bill, (09) 4372807, bill@igrin.co.nz

**Duo Discus T ZK-GTT Low hours** • 1st flown Aug 2004 Immaculate condition. Complete panels. EDS oxygen. Autocryl finish. Komet Deluxe trailer. Hangared Taupo. Consider half share or full sale. Please contact Trev Terry 0274-908566 or email trev@trevterrymarine.co.nz

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

**Duo Discus ZK-GYL** • Normal Altimeter, ASI and Mechanical Vario to front and rear seat. Cambridge sat Nav and Nav 20 flight Computer Dittel FSG 71M radio. Trig TT 21 Mode transponder. 2 x Oxygen bottles and M/H regulator system. Tinted canopy. Factory Maughmer winglets fitted (fully approved mod). Tail Ballast tank. It has no trailer but a new Cobra could be supplied as part of the package if required. Phone Ross Gaddes 027 478 9123

**One third share in PIK 20** • at present based in Whangarei. Come North and fly in unrestricted airspace. Where else can you get 40+ to 1 performance for \$8,000. In spite of what you may have heard this aircraft is not difficult to fly, only different. Phone Lester Chapman 09 435 6979

**Nimbus 2 GIW** • Immaculant condition. PU paint. All surfaces sealed and mylared. Masak winglets, turbulator tape, double bladed airbrakes. Tinted canopy & inflight adjustable seat back. L-NAV,GPS-NAV, HP4700

hi res PDA with WinPilot ADV. Oxygen and mode C transponder. Near new National Flat parachute, Acusat GPS equipped PLB, adjustable wing stands & Rig-Mate electric rigging cradle. Good trailer, all tow out gear. Genuine 50:1 performance. \$50,000. email hewstan@slingshot.co.nz

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

**ASH25M for sale - 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

**Ventus 2c ZK-GYD** • Based in Auckland at Drury. Normal 57mm Winter Altimeter, ASI and Mechanical Vario. SN10B Flight Computer Flarm with Swiss Bat display on the panel Dittel FSG 71M radio Trig TT 21 Mode transponder. Oxygen bottle and M/H regulator system. Tinted canopy. Tail Ballast tank. Tow out gear and tail dolly. Immaculate Cobra trailer with SL options and carpet area on the floor. Phone Ross Gaddes 09 294 7324 or 027 478 9123

## HANGARS

**Drury hangar position for sale** • For under half the price of a new trailer you can enjoy the ease of a fully rigged glider! Concrete floor, power, water. Make an offer. Roger Sparks phone 027 495 656

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

## OTHER

**Transponder** • Becker ATC4401-1-175 and ACK A-30 compact encoder, complete with wiring loom. Very good condition \$2,500 (\$1,500 below current replacement cost). Contact hewstan@slingshot.co.nz

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

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

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

**Patterns** from which to make canopy covers for Astir CS (a cloth pattern), Jantar (paper pattern) and LS3 (paper pattern). Any good to any one? \$5 and I will post one to you. Phone Frank Saxton 03 546 6098 or email my address which is in the GNZ directory

**Caravan Omarama** • 1975 Zephyr, 15ft, 3 berth. Tidy inside, not roadworthy. \$3,000 ono. Contact laurie.kirkham@xtra.co.nz

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

**Omarama Chalet** • One of the originals, built early 90's, recently refurbished, with new carpet, tiled kitchen/bathroom flooring (heated). New kitchen with ceramic cooktop, dishwasher, sink waste disposer, fridge/freezer and microwave. Enquiries to Alan Holgate. Phone 03 454 2144 or 0274 367 442

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

### WANTED

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

I'm looking for a Grob Twin II or SZD-50 Puchacz in good condition. Matheus Fontana matheus\_fontana@yahoo.com.br

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Brett Hunter 021 927-626 or hunter.b@ihug.co.nz

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## Matamata Soaring Centre

# Cross Country course

Waharoa Airfield – Matamata

## Six days of Sensational Soaring

Sunday 20 November – Friday 25 November 2011

Matamata Soaring Centre will be running two concurrent courses this Season.

### MSC Cross Country Course

For early cross country pilots wanting an introduction to the excitement and challenge of Cross Country flying in a safe environment.

### MSC Advanced Racing and Speed Flying Course

This course will run alongside the Cross Country course. Offering more advanced pilots a chance to up-skill and enhance their racing and speed flying Cross Country skills for the 2011-12 season.

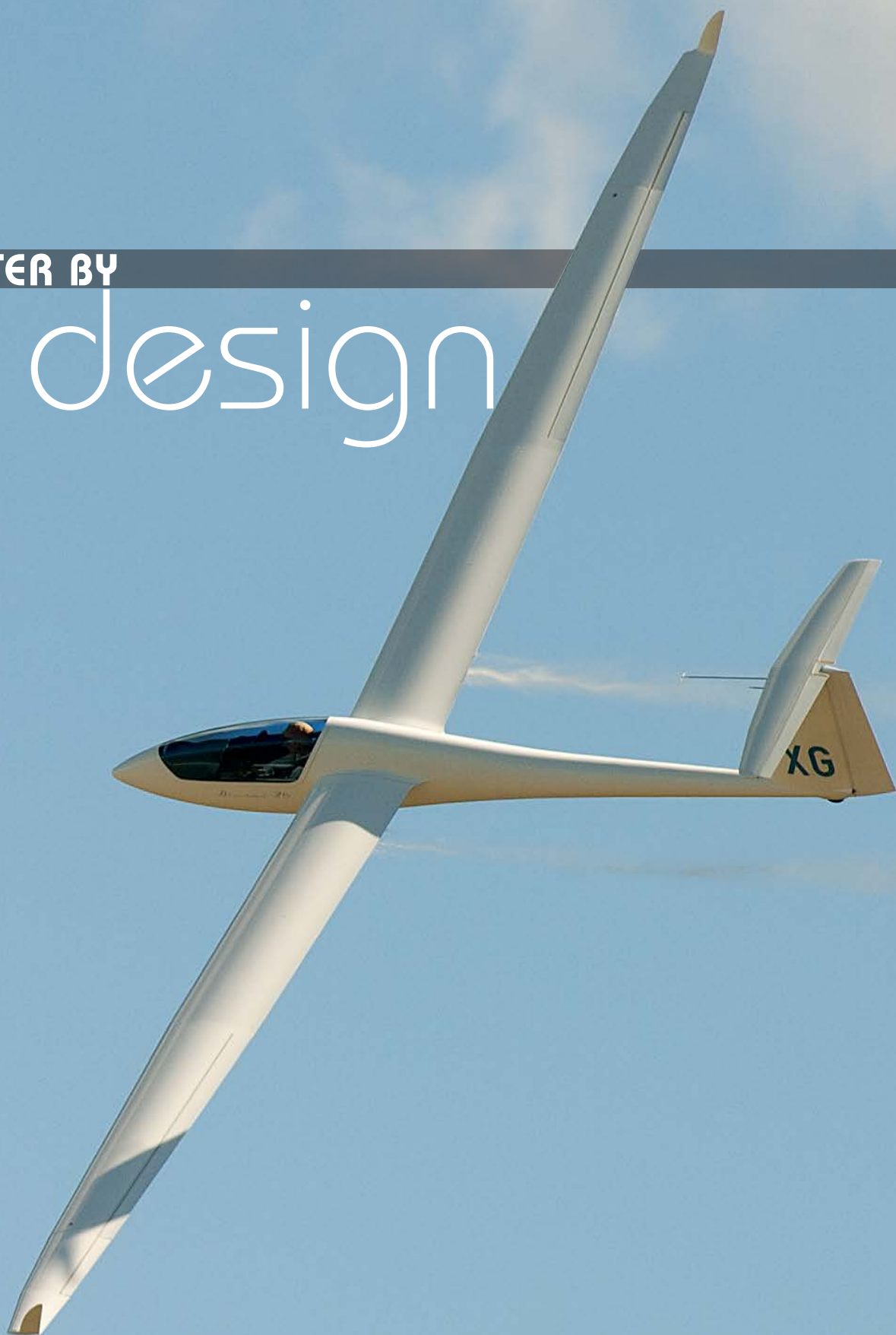


Matamata Soaring Centre

Expressions of interest to Bill  
Mace wajvmace@ihug.co.nz

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