

NEW ZEALAND'S PREMIER SOARING MAGAZINE

Soaring NZ



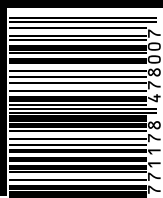
THE NATIONALS

NORTHERN REGIONALS

NEW WORLD RECORD HOLDER

ASH31 MI

CLUB NEWS



issue 8 february/march 2009

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6-10am



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Waikato	954AM	Manawatu	828AM	Christchurch	1260AM	Invercargill	1224AM
Whakatane	94.5FM	Kapiti Coast	93.5FM	Ashburton	1071AM		

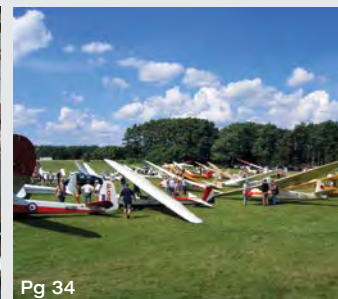


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Dean Lonergan

Nathan Rarere

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Soaring_{NZ}

Publisher
McCaw Media Ltd

Editor
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Annual Subscription Rates

New Zealand	\$62
Australia/South Pacific	\$99
Rest of world	\$122

Advertising, editorial and
subscription enquiries

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Printer

Spectrum Print Ltd

Design

Rgbdesign & Print Ltd

SoaringNZ is a bi monthly publication
produced by McCaw Media. Advertising
statements and editorial opinions
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ISSN 1178-4784

LADIES WHO LUNCH GO TO MT COOK

There are times in your life when achieving a long held goal makes you see the bigger picture in a completely different way. As the sense of achievement and satisfaction from realising your goal sinks in you begin to see that now you have got there, done that, there is so much more you can do. The steps along the way have prepared you for much greater things. You have done what you set out to do and now you can reach even higher.

Many of you over the summer will have achieved your first major goal in your gliding career and gone solo. That's a thrill you'll never forget. Now you've achieved that first flight on your own you are ready to move on to all the really fun stuff that comes next. You may be quite happy spending time lost in your own world on the local hill or you may be learning to fly cross country, knowing that one day you'll be knocking off some world records of your own. It doesn't matter what you want to do with your new found skills, it is obvious that meeting that first goal was only the start of the adventure.

Whatever goal you set for yourself it will always be the beginning of the next adventure.

Over the years while motherhood and lack of funds has restricted my flying I have had a long-standing arrangement with Yvonne Loader. Every summer at Omarama we have had at least one cross country flight together in a club two seater. I do this to remind myself that I am a glider pilot too even though I don't fly much, and I still love the sport. Somewhere along the way our plan became to fly to Mt Cook. For more years and for far more reasons than I can remember we would pick what looked like a fantastic day, launch, find it wasn't as good as we thought, fight to climb, fight to go somewhere, have a wonderful flight somewhere, but never quite get far enough in the right direction to get to Cook.

This season, finally, we made it.

It was a wave day with a lot of cloud. We embarrassingly needed a relight after bunging off tow too early. Even with a higher



Yvonne Loader and editor Jill McCaw

tow we didn't find it easy and fought to get to cloud base several times, first over Mt Horrible and later the Bens. We kept sliding out over the valley to where the wave had to be but couldn't catch it. Radio chatter told of people all around us who had got into it, but somehow we hadn't. It seemed like another of our not quite successful trips. We never call them unsuccessful. We will always have enjoyed ourselves and enjoyed our time together. This day after two and a half hours however we were ready to give up. After an unproductive stroll out to the Ohau Ski Field we were literally turning for home when Yvonne said, "Oh, I think that's it."

It was.

From there on it was easy. I am quite sure however that I wouldn't have managed to catch even that first climb on my own, even if I'd found it. Wave flying is a skill I haven't mastered - yet. My son Alex was flying in Youth Glide Omarama's Hornet OL while brother-in-law Donald was in his Discus RM. It was a real joy to call them up on the radio and direct them to where we were climbing. Alex called back, surprised because he didn't realise I was flying, "Is that you Mum?" to which I replied "Yes dear." That sparked a flood of calls - "Hello Dear." "Hi Darling." and similar. There was a feeling of community in the air.

Yvonne directed me to fly up the side of the cloud and we jumped across to another wave over the eastern end of Pukaki. From there we tracked up the lake at around 15,000 feet. The cloud started closing in beneath us at around Glentanner. Cook itself was in cloud although its southern flank was clear. Donald had followed us into the wave but Alex hadn't managed to contact it. We continued to climb and moved back a wave as Yvonne continued to point



Vaughan Ruddick finishes straight ahead
at the Nationals in Omarama.

Photo John McCaw

next issue

Due to all the exciting happenings over the summer Dane Dickinson's adventures in Europe have been pushed back to the next issue. We will also have the promised winch article, Jenny Wilkinson's personal account of her world breaking flights and more from Bernard Eckey.

Deadline for Club News, articles and pictures is 10 March and 22 March for advertising.



It may have been in cloud but it was still Mt Cook



L-R Looking towards a cloud shrouded Mt Cook from the top of the Ben More Range, Lake Pukaki, Cloud shadows on the Mackenzie landscape

out escape routes and gaps in the cloud. I would never have put myself there like that in a million years and that is one of the real benefits of flying with someone who is so much more experienced than you.

We soared to the south of the mountain at 17,000 feet. Cap cloud was streaming off the top. I couldn't help myself keying open the mike and announcing to anyone who cared that the ladies had soared past Cook. With what seemed to me like total cloud cover beneath us Yvonne pointed us back out towards Glentanner and open air. From there the run for home was easy. Nose down and go.

I landed with one of those smiles that last for hours. As we shot for home at a hundred knots I realised that in the right conditions the vast open spaces of the area weren't really quite as big as I had thought. I have been retraining and am very close to soloing again. I had never really considered however that I might become a cross country pilot again. I learnt to fly in Auckland and the mountains in the south have always scared me a little. Now I'm thinking new thoughts. My dreams have expanded and I think: yes, with knowledge, training and practise, I can fly here. I can go to the places with all the names I know so well.

Yvonne Loader is an inspiration to me, a world record holder and a woman who easily fits into what is predominantly a man's sport. I was in awe of her long before I met her. To have come to know her as a friend and to enjoy her company at the same time as I learn from her long experience is something I treasure. Another woman pilot whose friendship I treasure is Jenny Wilkinson. Jenny thrilled everyone on New Year's Day when she set a new Woman's World Record. Then six days later she set another one. We have a story on Jenny and her achievements on page 15.

Someone else who had made great achievements this season is my own son Alex McCaw. On several occasions he launched after the contest and attempted the club class task. The first time he tried this he did the task only 1kph slower than his uncle Hamish who later won the contest. On January 19 on only his second attempt he flew his Gold 300 km flight. He had set himself a goal to fly his 300 this season and he quietly got on and did it. Alex is sixteen. I am a very proud mum and I can't wait to see what he achieves in a few years' time. The members of Youth Glide Canterbury have met many personal goals this summer as well as being very visible running the Nationals contest grid. You can read about them on page 24.

The Nationals are just winding up at Omarama as we finish putting this issue together and it has been another great contest, report on page 8. The use of SPOT trackers has made following the day's events easy. Many contestants carried them and their progress could be followed via the contest website. Alex also carried a borrowed one on a few days. This meant his father back at work in Christchurch could watch with pride and concern as his son's trace went from the back of the Dingle all the way to Mt Cook.

It has been a wonderful summer season at Omarama. Many of our usual column contributors have been there and have been too busy to write. They promise to rectify that next issue. In the meantime, think of this as light summer reading. I hope your summer involved fun and pleasurable flying. Keep your stories and pictures coming.

Jill McCaw

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

Maybe there would be merit in publishing a list of NZ users of "Condor" so that local "virtual competitions" could be easily arranged?

I have just bought Condor, after reading about it in your recent issue and am impressed with it. I need to do more practice with it before I am ready to compete with others, but some may be ready now?

My email is tomory@clear.net.nz Is anybody considering coding up NZ soaring venues for Condor?

Tony Ryan, Gliding Hutt Valley



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UPDATE ON YOUNG ACHIEVERS

SoaringNZ has been informed that Todd O'Hara, the young man featured in issue four, has achieved his PPL(Helicopters). You may remember that last year Todd had won a scholarship with Heliflight to PPL(H) level. This had to be achieved in six months. Well done Todd.

Also featured in issue four, recipient of the Steve Fossett memorial trophy Toby Read has attended the Walsh Memorial Flying School at Matamata and soloed in a 152 Cessna on the 15th of January. Congratulations Toby.

These two young men have a great future in aviation.



FATALITY AT CHILEAN GRAND PRIX

The Chilean Grand Prix held in Santiago on 17 -24th January was marred by tragedy when local pilot Mauricio Perez Friedman died after his glider hit the mountainside at the sector called Cordón de Los Españoles around 22 km north of the field and at about half an hour before the starting gate opened. Friedman was described as a very experienced mountain pilot. An investigation has been started into the cause of the accident.

Winners of the event were: Uli Schwenk, Germany, 37 points, Tilo Holighaus, Germany, 26 points, Thomas Gostner, Italy, 24 points. The first two qualify for the GP final.

IGC Pilot Ranking List

The following pilots are currently leading the rankings: Gyorgy Gulyas (HUN), Sebastian Kawa (POL), Olivier Darroze (FRA), Michael Sommer (GER)



The Olympia known as the "Yellow Witch".

Photo taken by Sqdn Ldr. Barrie Reid, probably in the 1950s. Photo supplied from Reid's memorabilia by his son-in-law CGC member Paul Jackson.

Young achiever in Australia

After flying the South Island Regionals in November (see issue 7), Luke Tiller moved to Australia. He flew in JoeyGlide, the Australian Junior Nationals, see report page 38 this issue, and then went on to the Australian Nationals. He writes: I was placed 16th in 15m class, after 8 comp days, only landed out once but had to abort task on 2 days to ensure I got home after long 400-500km tasks! My best result in the Mosquito was a 9th placing on Day 7 for an AAT around the 'mountains'



where a few landed out ... fantastic competition here, JoeyGlide was great preparation.

MORE CHANGES TO THE GLIDING NEW ZEALAND WEBSITE

We have had lots of positive feedback over the last couple of months regarding the new gliding.co.nz website. Thank you to all of you who have passed on your comments and ideas.

We have been busy again making more changes to the GNZ website and membership database, making it easy for you to update your own membership details online. In February we will be posting (via snail mail) all GNZ members their new username and password, so please look out for it in your letterbox. Through your new login you will be able to:

- Update your contact information and certain GNZ membership details
- Post events to the events calendar
- Submit your classified advertisements directly to the website
- Contribute news and results via the website

Club administrators are now able to update their club pages themselves. If you are a club administrator and would like access to update your club details on the GNZ website please email me webmaster@gliding.co.nz to arrange access and instructions.

George Wills, GNZ Webmaster

40TH ANNIVERSARY OF APOLLO 8 ORBITING THE MOON (From the FAI newsletter)

December 21 marks the 40th anniversary of Apollo 8 and its successful mission to orbit the moon. This flight paved the way for the first human landing on the moon by the astronauts of Apollo 11, on July 21 1969.

During the Apollo 8 flight, crew members Frank Borman, Jim Lovell and Bill Anders became not only the first humans to orbit another celestial body, but also the first to witness the 'Earthrise' as the Earth came into view from behind the moon. This spectacular sight was caught on camera and has become one of the most iconic images of the 20th Century.

The flight successfully claimed 5 FAI World records.



Just for interest the FAI accepts world records in the following categories:

Class A: Free Balloons **Class B:** Airships **Class C:** Aeroplanes **Class D:** Gliders & Motorgliders **Class E:** Rotorcraft **Class F:** Model Aircraft **Class G:** Parachuting **Class H:** Vertical Take-off and Landing Aeroplanes **Class I:** Manpowered Aircraft **Class K:** Spacecraft **Class M:** Tilt-Wing/Tilt Engine Aircraft **Class N:** Short Take-off and Landing (STOL) Aeroplanes **Class O:** Hang Gliding & Paragliding **Class P:** Aerospacecraft **Class R:** Microlight **Class S:** Space Models **Class U:** Unmanned Aerial Vehicles



ASH 25 no longer in production

After 22 years Schleicher have announced that the 25 production line is now closed. They cite the need for space as they gear up for the production of the ASH 30 Mi and say that while it is sad it is a realistic happening when one generation

of gliders gives way to another. With more than 260 ASH 25s flying around the world they will still be visible for many years. Schleicher say the ASH 25 has given 'Open Class' a new meaning and has ensured that this competition class is still

vibrant and very much alive. It was also the glider of choice for record setters such as Fossett and Delore and as such has a very special place in the hearts of New Zealand pilots.



NEW ZEALAND NATIONAL GLIDING

OMARAMA JANUARY 2009 *by Jill McCaw*

This year's Nationals was a successful contest by whatever criterion you want to use to measure it. There were thirty seven pilots entered, ten flying days and no accidents. The weather was amenable; the tasks well set to make the most of the area and conditions. New pilots gained in experience, old hands mentored newer pilots and polished their own skills. The organisational side of things was superb. It was a great contest and all pilots enjoyed themselves. There was a spirit of camaraderie but it was still a hard fought contest and produced worthy winners.

Flying a Duo Discus Ben Flewitt showed amazing soaring skills and was a much deserved winner of the 15metre/Standard Class. The most surprising thing however is that Flewitt lost the thousand points he'd won as winner for day one due to an airspace infringement. He never gave up and continued to fly consistently winning days three, four, six and seven. Although based in England Flewitt returns to New Zealand on a semi regular basis and enjoys New Zealand flying and supporting local competition. Flewitt's mother Sue Wild accompanied him in the back seat on several occasions. She said it was a real thrill and very exciting. Although she has flown with him before this is the first time that she has done so in a competition situation. It gave her an appreciation of how much a pilot has to contend with. There is, she says, so much to see and think about: the scenery, other gliders and thinking about what they are doing and may do, not to mention staying safe around them. A pilot is looking at conditions ahead and making predictions on what will work where. She found it interesting to see if she could predict what Ben would do and then compare it to what he really did. It was, she said, absolutely exciting, even when they came down in the ranking.

“She found it interesting to see if she could predict what Ben would do and then compare it to what he really did.”

In what he describes as a once in a lifetime experience Marlborough pilot Chris Richards was the winner of the 18metre Class. Flying a Ventus CM Richards is a modest man who attributes a lot of his success in the contest to luck and to finally having a competitive glider to fly.

Richards also won the Continental Airlines Trophy for the longest speed task of the contest. Awarded for Richards' flight on day eight, it was he said, the hardest task he's ever flown. The task was a 410km multi-leg task with turnpoints at Ribbonwood, Falls Dam, Siberia, Branches and Huxley before heading home. It was one of those days, he says, when he spent all his time thinking about when he was going to turn around and go home. He and Flewitt both went into the Wilkin right under the main divide and got dumped. Richards caught what he calls a lucky break and got onto a ridge and into wave and from there he was away. Laughingly he tells that Flewitt was about to call him up to see if he had actually survived once they'd lost sight of each other but before he could make the call Richards

made his ops normal call for leg five. He was well away. Flewitt is reported to have sworn loudly on hearing the call as he was still struggling. With 9,500 feet at Treble Cone Richards only needed to stop once more on the whole flight. It was however a late day and he landed at 8.15 at night. It was a day, he says, of survival on the ridges and the day, he says proudly, when he "picked up" all the open class gliders too.

Open Class winner Mike Oakley flew an ASH 25 with the aircraft's owner Garry Wakefield in the back seat for the first half of the contest. When Wakefield had to leave Oakley made the back seat available to various others to experience contest flying. At briefing on the final day he auctioned the seat on behalf of Youth Glide



CONTEST

Photos John McCaw



Canterbury and took a generous John Iacobucci along with him for the day. Doctor John as he is known had already given up a contest day caring for Gray Harrison when he became ill and needed a trip to hospital earlier in the contest. Iacobucci usually donates \$400 to Youth Glide each year and was delighted to have an ASH flight thrown in with his donation this year. The money was divided evenly between Youth Glide Canterbury and Omarama. (Gray Harrison spent a night in hospital for tests and returned to Omarama the next day. We were all relieved to have him back with us.)

Later that evening Oakley made an emotional speech accepting his winner's trophy. He told how he has worked for a very long time to make this win a reality. As the parent of an up and coming young glider pilot Oakley wants to encourage the young people coming into the sport. He put up a challenge - that clubs put up the entry fee for young people flying in the Club Class. His goal is, he says, to make this the biggest class in the Nationals. He then generously offered \$500 to the highest placed pilot, new to competition flying in the Club Class at the next Omarama Nationals. Tony Van Dyk later matched this offer making a \$1000 pot for a new comer at the Nationals in two years time. That should be a great incentive to newer pilots who are thinking about giving it a go. The idea, both men insist, is to encourage the youth pilots who are coming through the ranks.

The Club Class was certainly the smallest class in this contest with only five participants. It was however representative of new pilots with up and coming young pilot Wilson Ellery and veteran newcomer (back in the sport after a nearly twenty year break) Hamish McCaw fighting it out for top position. McCaw flying a Standard Cirrus showed his tenacity early in the contest and won an infamous chocolate fish award for his efforts on day three. Ops normal reports are required to be made every hour. McCaw called ops normal leg 2, four times! The fourth time he announced that

he was doing quite well now and he did get going and finish the task. He said that a lot of people had gone out of their way to help him get to and fly the contest and he was therefore going to do his best in every situation. Ellery praises McCaw for his willingness to discuss the task and tactics with him and the other club class pilots and really enjoyed having someone to measure himself against.

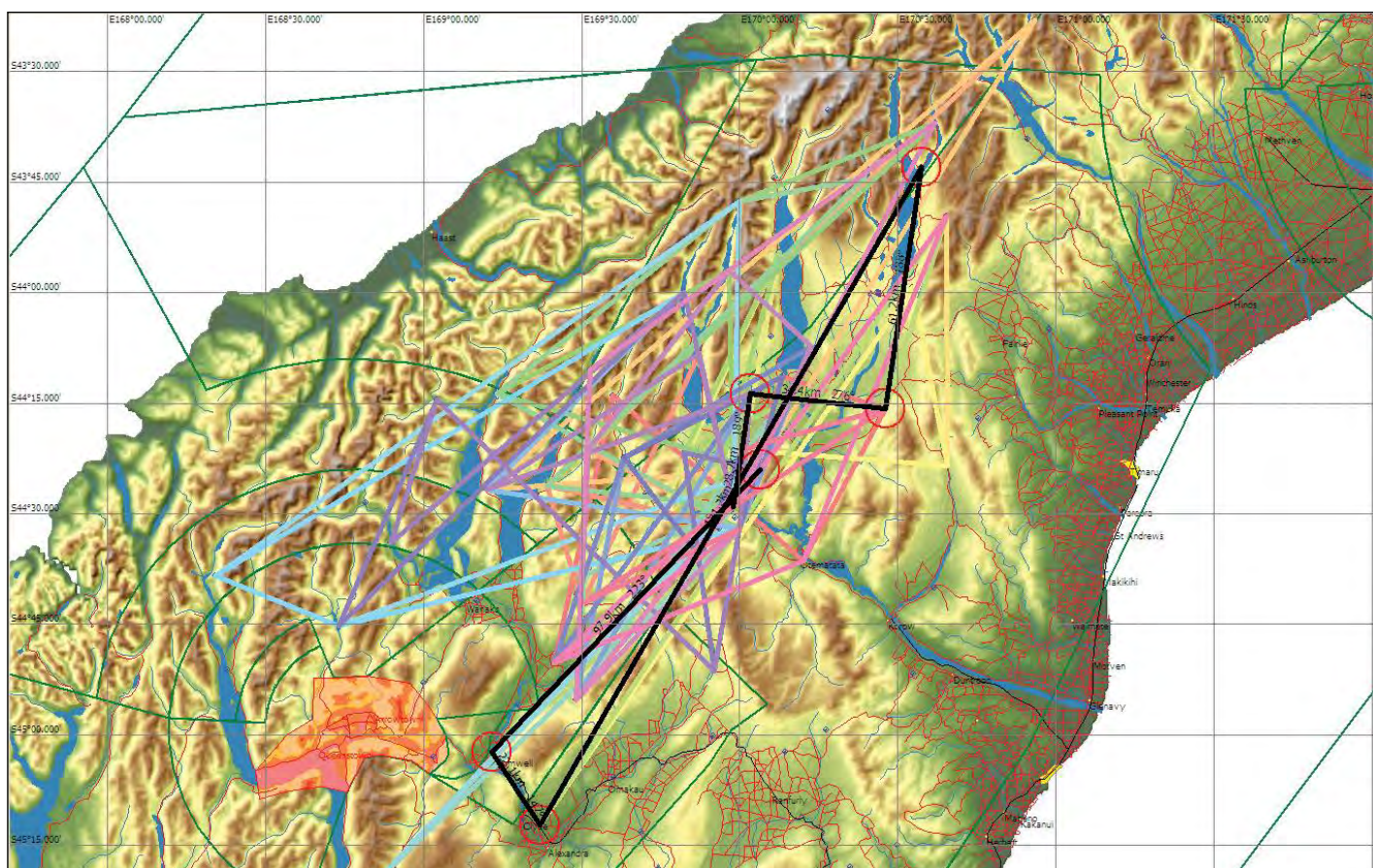
Airspace as always was a big issue at this contest. On day one due to misunderstandings there were multiple airspace infringements. The pilots involved were penalised 150 points but a protest was later upheld and the pilots lost the full day's points. While Flewitt managed to come back from this it was too big a loss for many of the others. Airspace requirements for each task were thoroughly covered in every briefing and GNZ Airspace Officer Trevor Mollard did sterling work in getting clearances into crucial areas for most of the contest. Occasionally requests were turned down and some tasks became extremely difficult because of it.

Task setting (see map of traces)

The task setting team of G Dale, Lemmy Tanner and Gavin Wills did an amazing job of setting tasks that used every window of opportunity presented. In accepting his award Chris Richards complemented them on using all the weather windows available on any given day. They often managed to make a good task from a difficult day. It didn't always work well for themselves. On day five after announcing a complicated task Dale told everyone that the task "should be a hoot." He was to regret that. As the sky didn't develop a new record of sorts was set. A task E was prepared. In the end, task Delta - to the Nevis Mine and back was eventually flown by the Open/18m and Std/15m classes and Dale ended up landing out as far from home as possible. Others however did make it home and it was a contest day. The weather throughout the contest wasn't always very conducive to a good contest, but with ten flying days, the task setters did very well.



l to r: Grid Marshall Hugh Turner, Task Setter G Dale, Contest Director Roy Edwards, Scorer Lex McPhail, Radio Operator Sue Wild and Roy Edwards - "The Team"



Map of all tasks set in the contest. A huge part of the South Island was covered.

l: Winners and place getters r: Youth Glide Canterbury Grid team





Contest Director

A good contest director is only seen (by the pilots) at briefings and happily welcoming pilots home. Roy Edwards is a very good contest director. The pilots don't see it but he does a LOT more than simply give out the day prizes and come up with amusing reasons to give fines for the Search and Rescue fund. From driving the tractor mower across the grid to ensure it was set out to his satisfaction, to contacting landowners when pilots land out Edwards was the spider in the centre of the web. The buck stops with him and sometimes that can be hard. Protests need to be addressed and the rules, which Edwards knows very well, were adhered to. Thankfully there were no fatalities at this contest as there have been at others that he has been in charge of, but experiences learnt have made Ops Normal calls essential, and non calls acted upon – always. SPOT devices made flight following much simpler for around a third of the gliders so equipped in this contest.

Asked why he would give up two weeks of his holidays to come and be abused by thirty plus people Edwards said that working with a great bunch of people to make all aspects of the competition run as smoothly as possible is tremendously satisfying.

Radio Operator

Sue Wild loves being at the hub of things and working the radios means she knows as much as anyone about where the pilots are and what they are doing. Women's voices, she says, are better than men's on the airwaves and her calm tones are certainly easily heard. The radio operator logs take off times for all gliders,

notes the last launch from each task and is then able to give ten and five minute warnings of start gate opening plus announcing the start itself. Any additional information the pilots require such as confirming which task, start height, the glider flying areas operational and any warnings are all relayed over both airfield and the general frequency. Once the start is open things get very busy for a time as pilots call in their start times, it's recorded and relayed back to them. If they are using a SPOT the pilots are also informed on whether that is active or not.

During the task ops normal calls are recorded every hour for non SPOT carrying pilots. If a pilot has not called for over an hour then calls are made to check on them. It may just mean that they are out of range but other pilots will relay if required. No contact for two hours and SAR procedures are instigated. With thirty or more aircraft in the air it is a high work load. Once the gliders are on the home straight there are five mile warnings, weather information and finishes to note. Landouts add more to the workload. While Sue really enjoys it, this year she has been lucky enough to work two days on the radio and then fly a day in the back seat with Ben.

She says that this contest has run really smoothly but she has twice worked contests where there have been fatalities. In those situations having a calm broadcast has helped people deal with what is happening and achieve the best outcome. Then she smiles. "That is looking at the negative. I just love being in the middle of things."

l: Derek Kraak r: Nigel Davy





Dane Dickinson

Grid Marshall

A brief transcript of calls made by Hugh Turner during a launch. Tow plane call signs were abbreviated to two letters during the launch for clarity and speed.

....Alpha Victor clear right and hold for Xray Lima

November Golf, up slack. Papa Alpha all out.

November Golf walk forward. November Golf all out.

Alpha Victor, across to Xray Lima please.

Whiskey Delta (self launching glider) start up and hold.

Tango Fox (open class glider) are you happy to take Fox Victor (Piper cub)?

Roger that. Fox Victor hold.

Alpha Victor, take up slack

It is like playing three dimensional chess with a time quantum added and Hugh Turner is very good at it. The key he says is anticipation. With thirty two gliders launched by five towplanes inside of

an hour it is a matter of an awareness of what is happening, which towplanes are coming up and matching their performances to the gliders. The goal is to keep everyone moving all the time. This contest Turner says he has been blessed with a good ground crew of Youth Glide Canterbury members managed by Lynette Tillman who have also been anticipating successfully and accurately what is coming up in front of them. While not officially airtraffic control Turner is directing traffic so makes his radio calls precise, accurate and succinct. He says it helps that he has been around for a lot of years now and personally knows most of those involved, glider pilots, towpilots and ground crews. It helps him anticipate what people will do. While not a contest pilot himself, Turner laughs and says that doesn't suit him, he does enjoy being part of the contest scene. He gets a feeling of satisfaction from contributing to the fun of the event for others.

RESULTS

	Rego	Glider type	Hcap	Day 1 5/01/2009	Day 2 7/01/2009	Day 3 8/01/2009	Day 4 10/01/2009	Day 5 11/01/2009	Day 6 12/01/2009	Day 7 13/01/2009	Day 8 14/01/2009	Day 9 15/01/2009	Day 10 16/01/2009	Total
OPEN CLASS														
1	Mike Oakley	73 ASH 25	100	1000	1000	963	1000	869	1000	1000	972	997	936	9737
2	Chris Richards	XL Ventus CM	100	815	875	824	874	870	794	752	1000	823	780	8407
3	Doug Hamilton / Karen Morgan	TF ASH 25	100	949	918	1000	939	849	865	124	736	909	906	8195
4	Davie Speight	YJ ASH 25M	100	644	757	541	527	1000	895	705	397	997	697	7160
5	Brett Hunter	VM Discus 2ct	100	469	708	893	320	629	524	802	480	786	1000	6611
18M CLASS														
1	Chris Richards	XL Ventus CM	106	920	1000	923	1000	949	1000	945	1000	972	862	9571
2	Brett Hunter	VM Discus 2ct	106	507	850	1000	344	707	704	1000	495	931	1000	7538
3	Adrian Cable	OI DG-400	101	201	734	393	575	870	939	914	518	1000	511	6655
4	Waren Dickinson	ZB LS 8-18	106	829	703	876	945	573	882	178	407	805	330	6528
5	Trevor Mollard	TM Ventus C	106	521	758	865	286	590	774	937	503	564	420	6218
STD CLASS														
1	Ben Flewett / ?	PX Duo Discus t	102	0	735	1000	1000	946	1000	1000	862	780	1000	8323
2	Tony van Dyk	TD LS 8	100	788	778	801	763	898	915	989	862	798	697	8289
3	Vaughan Ruddick	ZI LS 6a	101	836	547	872	920	1000	865	679	435	973	667	7794
4	G Dale / Graham Paul	YY Duo Discus	102	701	942	852	329	827	822	900	967	971	480	7791
5	Dane Dickinson	ZN LS 8	100	911	908	942	609	910	983	52	591	1000	884	7790
CLUB CLASS														
1	Hamish McCaw	JJ Standard cirrus	90	666	911	867	1000	700	1000	634	687	1000	435	7900
2	Wilson Ellery	NG Grob Astir 102 std	89	942	639	1000	895	205	631	877	898	325	700	7112
3	Bob Martin	ZP Discus 2b	100	600	0	258	428	217	930	601	1000	857	565	5456
4	Hadleigh Bognuda	GP LS 8	100	1000	268	223	140	14	600	21	106	0	44	2416
5	Geoff Gaddes	GO ASW 15	89	214	222	167	362	38	88	0	0	315	33	1439



ASH 31 Mi

– A NEW SELF LAUNCHER FROM SCHLEICHER

Photos shown are of the ASH 26E on which the new glider is based. No photos have yet been released of the ASH 31Mi.

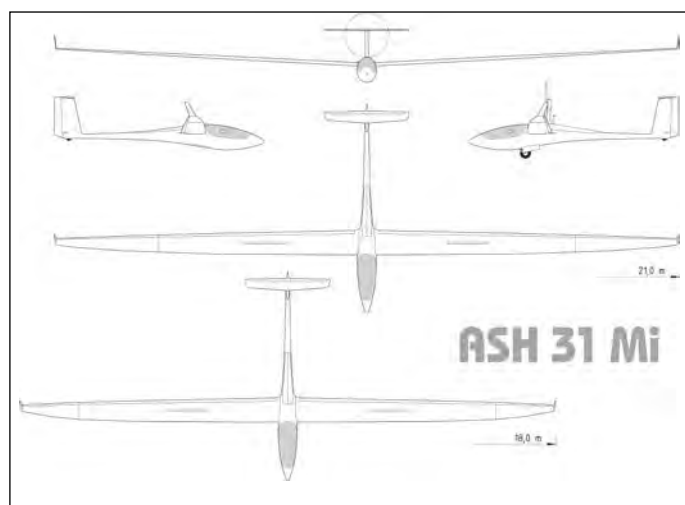
Soaring NZ is one of the first gliding magazines to introduce the ASH 31 Mi. The following (with Schleicher's permission) comes via Bernard Eckey the Australian Schleicher agent – hot off the press.

The ASH 31Mi is a new self-launcher 18 m class glider which can also be flown in the Open Class with optional 21 metres outer wing panels. The guiding principle behind the design was the fun and enjoyment of flying. The prototype of the ASH 31 Mi is in the process of production with the maiden flight planned for the first half of 2009. Start of the serial production has been scheduled for the beginning of 2010.

The ASH 31Mi builds on the successful innovations of Schleicher's 18 metre self-launching glider the ASH 26 E, many of which have since been integrated into other Schleicher models. However, the latest findings in regards to pilot safety and advances in aerodynamic research were deemed substantial enough to warrant a revised cockpit design. In addition Schleicher's design team headed by Martin Heide has collated and implemented many customer suggestions. The result is the ASH 31Mi.

Numerous aerodynamic advances already used in the 18 m

ASG 29 have been fully integrated. The totally new four-piece wing (with a joint at the 7.00 m half span point) not only allows the use of a small standard trailer but it also offers an almost-perfect wing geometry for both 18 and 21 m span. As with the ASW 28-18 and the ASG 29, the removable winglets are used for both wing configurations.



The ASH 31Mi will have the proven flap and aileron control system of the ASG 29 (and the ailerons have been extended almost to the tip of the wing) so that the design team expects an almost identical rate of roll. Separate control mechanisms for flap and aileron are installed to combine pleasant thermalling behaviour with very docile stall characteristics. The control mixer system which provides negative aileron deflections on selection of landing flaps was also retained. It allows steep descents and – even in

extreme crosswind situations – it enables pilots to maintain aileron control during ground roll until the aircraft has almost come to a complete stop. It makes landing easy, and has greatly contributed to the outstanding safety record of Schleicher gliders.



ASH 26E over coastal areas of Japan

A wing section modelled on the ASG 29 provides laminar airflow over 95% of the lower wing cord with blow turbulators in flaps and ailerons as well as Mylar type gap seals top and bottom. A totally new wing structure allows for a wingspan of 21 metres despite a wing section with only 13% thickness. With a wing area of 13.2 m² the ASH 31 Mi features an aspect ratio of more than 33 and a maximum wing loading of 53 kg/m².

The maximum water ballast quantity of 160 litres can be adjusted in favour of one or two fuel bladders with a total capacity of 30 litres. Durable and maintenance-friendly water bags have been fitted, mainly for this reason. They also allow a very close placement to the C of G making a trim tank in the fin obsolete.

Aerodynamic research has led to revised fuselage/wing transition and tail assembly plus option of low-drag tailwheel or steerable tailwheel. The main wheel remains the same large diameter wheel used in the ASH 26 series and is placed well forward of the centre of gravity.

The award-winning safety cockpit has been upgraded. Pilot protection remains a priority while at the same time ensuring the best possible ergonomics, excellent visibility and a roomy cockpit. Maximum pilot weight was increased to 115 kg. Sufficient room to move, an in-flight adjustable backrest, a very quiet cockpit, excellent visibility, an adjustable headrest and a powerful cockpit ventilation system is what Schleicher customers have rightly come to expect. Automatic control connections are a standard feature.

Now a word or two on the drive unit.

The more powerful fuel-injected version of the liquid-cooled rotary engine will be fitted. It is equipped with dual ignition. Its modern fuel injection system features automatic altitude compensation to ensure that the generous power output of 41 kW (56 hp) and the resulting 4 m/s (8 kt) climb rate are hardly compromised at altitude. Rotary engines offer simplicity and reliability in a compact design while having a very high power output for their weight and size. There is also no requirement for special fuel such as AVGAS or

two-stroke mixture. A standard 16 litre fuselage tank allows almost a full hour of engine running but for even greater endurance, the owner can install additional wing tanks holding up to 30 litres.

A very simple engine management system is another hallmark of this power plant. A mechanical propeller stop eliminates the need for a host of sensitive equipment and contributes to overall reliability. During operation the engine remains firmly bolted to the noise-shielding fuselage where it is permanently connected to a large and effective silencer. This is a plus for the environment but is just as important for pilot comfort. Only the propeller pops out of the fuselage and the drive belt is only under tension while the engine is in use.

Another major advantage of the engine is the vibration-free running at all power settings. This allows extended power cruising for ferry flights and avoids the usual 'saw tooth' climb/cruise method. For maintenance purposes the entire power plant can be easily removed. It has no service life limitations and doesn't require an overhaul after reaching a certain number of running hours or years of service.

The new self-launching ASH 31 Mi represents a 'world first' as it meets the requirements of the FAI 18 m Class on one hand and Open Class on the other. The optional outer wing panels with 21 metres span further enhance performance without sacrificing its superb handling and the modern rotary engine comes as a bonus. It is without doubt the most sophisticated drive unit available for self-launching gliders today and provides the owner with a long list of advantages over conventional power plants.

The ASH 31 Mi prototype is nearing completion and will be the star display at the AERO trade fair in Germany in early April. Series production will commence in late 2009 at a rate of 15 aircraft per year. Some already have their name on the waiting list although the factory has not given any firm delivery commitments or pricing information at this early stage.



In January this year Christchurch Gliding Club member Jenny Wilkinson set two World Speed Records (Feminine). Jill McCaw spoke with Jenny to find out more about this extraordinary woman.

JENNY WILKINSON

By Jill McCaw



Jenny Wilkinson once wanted to be a commercial pilot. If she had followed that career path she might never have discovered the joy of flying that she has found in gliding. She might never have become a world record setter. In January 2006 Wilkinson flew a 1000k flight making her the first NZ woman to have achieved the feat. In January this year

she again aimed high and achieved. On the first day of the New Year, flying her Ventus 2B registration QT from Omarama, Wilkinson became a Women's World Record holder with a 300 km speed triangle task flown at 161 km/h. The previous record was 136kph by German Angelika Machinek in Namibia. Six days later Wilkinson set herself another goal and came home with another 15m Women's World Speed Record. This was for a five hundred kilometre out-and-return task, which she flew at an average speed of 157 kph. This was nearly 19 kph faster than the previous record set by Gill Spreckley from the UK.

Whilst naturally pleased with her achievements Wilkinson is modest when accepting praise, quick to point out that other pilots also made noteworthy flights on those days. She has had, she says, a quiet plan to set some records and is pleased to have achieved that. It has been quite a logistical effort, organising such things as time off work for the length of time she felt she needed to be in Omarama to have the best chance of success. She had been weather watching, talking a day off work, leaving home (Christchurch) at five in the morning to drive to Omarama, flying five hours, driving home and going to work the next day. This has happened more than once. She has had half a dozen or so goes at the 300 km task over the last two years.

This Christmas, taking several weeks leave without pay gave her time to settle into flying and prepare herself for record flying. Wilkinson's workmates have been logging on to the Omarama SPOT site to follow her flights. After her second successful task they rang her husband John to congratulate him on his wife's success. John was there to see her land. Wilkinson says John (her motor bike enthusiast husband) is her greatest support, providing encouragement and allowing her the time to hone her skills. She has to make some time to do motor bike tours with him occasionally but grins and says she has no trouble with that. Explaining how they came home from their honeymoon a day early so that she could sit for her (power) C Cat instructors rating, she says that John is very tolerant.

Wilkinson initially followed her interest in flying by gaining a PPL about twenty years ago. A CPL came not long afterwards. Through the aero club she met Yvonne and Bruce Loader, two pilots involved in both power and glider flying. Wilkinson's parents joined the South Canterbury gliding club at around that time and Wilkinson became a tow pilot. She made the transition to glider pilot when she thought she needed to know what it was like from the glider end. She now says that power flying is like driving from A to B where in gliding you need your know-how to get you there.

Being a female on a gliding field can make Wilkinson feel conspicuous and she doesn't like that. She feels that women have every bit as much ability to fly well as men. While she thinks the women's and men's records should not really be separate she also concedes that having separate women's records has encouraged her to attempt them. Having her mother also flying for a time and mentors such as Yvonne Loader helps. Other mentors who have contributed to her skills and passion are people such as Terry Delore whose record setting efforts are inspiring and who is always happy to discuss flights and tactics. Doug Hamilton has been a mentor since Wilkinson attended one of his cross country courses many years ago, as is Gavin Wills whose course she has attended more recently. Laurie Kirkham, another female pilot that Wilkinson

met on Wills' course has been wonderful in encouraging her to go further. The two of them in their early cross country experience would be too scared to go somewhere on their own but would egg each other on and go together. Many others have given encouragement and support over the years. She laughs when she recalls Doug Hamilton reminding her she had previously said it was too scary to enter contests or set records. She shrugs, "It's amazing how the goal posts shift."

Stop Press: Due to an issue with the start, the 300km triangle will not be ratified.



Canterbury Gliding Club's women pilots L-R Abbey Delore, Jill McCaw, Yvonne Loader and Jenny Wilkinson.



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HEIGHT RECORD UNBEATEN AFTER 40 YEARS

By Sue Wild

Dick Georgeson and Doug Yarrall are the pioneers of wave flying.



Aviation Pioneer, Doug Yarrall

In 2006, Steve Fossett and co-pilot Einar Enevoldsen (a former NASA research pilot) flew an absolute height record. They were supported by the Perlan team, equipped with a DG-505 high-performance sailplane fitted out with extensive scientific instrumentation and modified to carry the systems necessary to support USAF/NASA-type pressure suits and had weather data from satellites. They reached a height of 50,671 feet. They began with a tow to 13,000 feet – a height gain of 37,671 feet.

On 10 March 1968, Doug Yarrall, with no back-up team, with personal finance, self-taught meteorology, an unmodified SHK, wearing his woolies and oxygen mask, flew into unknown territory and reached 37,288 feet, a New Zealand Absolute Altitude Record. He towed to 1500 feet – a height gain of 35,788 feet. That record stands unbeaten over 40 years later.

Height difference: 1883 feet. Perhaps a good analogy could be made if Mallory and Irvine's attempt on the summit of Mt. Everest in 1924 had been successful.

Sue Wild talks to Doug Yarrall about his height record and other interesting flights in his long career.

"I wasn't out to break a record. I just wanted to see how high you could go."

Doug's sharp blue eyes deepen as he remembers that day. He was 36 years old, with about 1000 flying hours, a mix of power and gliding. There was a club operating at Masterton, but Doug lived in the Hutt and preferred to belong to his thriving local club, the Upper Valley Gliding Club, located in Whiteman's Valley to the east of Upper Hutt. He had flown the wave often and felt that no one in the area had explored it to its limit. Nobody understood why the wave occurred. He had heard that Dick Georgeson had a height record of 32,000 feet gained in the South island. He was confident the Wairarapa wave had the potential to take a glider to at least that height, maybe more. International pilots came to New Zealand to get their Diamond Height Gain in the Wairarapa wave. Doug had flown wave with the revered Ingo Renner in a two-seater.

The flight didn't just 'happen'. Doug spent two years planning and waiting for the right conditions to be generated. He clipped the weather section from the Dominion newspaper each day, studied the forecasts, watched the resulting conditions and kept a data log. He had flown to 30,000 feet many times and learnt with excitement that you could go higher. He planned to launch from Hood Aerodrome at Masterton. He knew what conditions he was waiting for: an anticyclone with its centre above the North Island, a cold front in the Southern Tasman (this led to a westerly airflow over the area), wind velocity increasing with altitude and backing to 240 degrees and an inversion layer at 6000 ft. The latter would produce the laminar airflow.

On Sunday 10 March 1968 Doug woke early at his home in the Hutt. He was out of bed and on the road at 5.30 a.m., heading for the Wairarapa. He knew the right conditions were building. As he wound over the Rimutaka Hill he was full of anticipation. He had a gut feeling ... "Today is the day!" At Hood Aerodrome he rigged and prepared his glider. Then he and his Official Observer, Des Renner from Lower Hutt, waited for the wave to set up.

Doug's glider was an SHK with registration ZK GFJ. Doug had imported it new from Schemp Hirth in Germany. "It was a delight to fly, a great climber. It talked to you, like a vario talks," Doug said. "Dick Georgeson had the sister ship and we were both astounded at how great a glider it is."

His instruments were a G-meter, an altimeter, two variometers (one more sensitive) an artificial horizon, a turn & bank, compass, the oxygen pressure / flow meter and an outside temperature gauge. The essential barograph was stowed behind the head-rest. The oxygen system was an A14A diluter demand system. It produced 100% oxygen over 30,000 feet automatically. The control links were prepared with anti-freeze grease for the flight.

Doug owned a pair of electric socks which he'd bought from War Assets, but their power consumption drained the battery, so he stuck with wool instead. He wore long johns, overalls, a jersey, a leather helmet and goggles in case the canopy broke up.

At 5 pm the SHK took a tow behind Tiger Moth BAT, releasing at 1500 feet. The barograph trace, now framed with other precious photos of the day, shows how Doug worked his way to 8000 feet, where he contacted the rotor. He worked it to 18,000 feet where,

unbeaten height record

for the first time ever, he had an amazing sensation – a climb of 3000 feet a minute. “That was real excitement. There is no feeling of acceleration – you are sitting in a horizontal plane and rising at speed.” This lift took him to 28,000 feet before it began to slow down. He cracked the airbrakes frequently to stop them freezing up. His radio was busy: the air traffic controllers at Ohakea were well aware of his position, as he required clearance over 10,000 feet. They were following progress and NAC skippers around the country who were interested in the action kept contact too. The crew of a Starlifter, however, was oblivious to the fact that a vulnerable glider was flying 6000 feet above them. Also on the radio was Doug’s wife among the band of followers way below, demanding that he come down.

Doug “couldn’t see any danger”. He was confident and unperturbed. He wanted to go as high as possible. He had made a decision in advance that 40,000 feet would be max. At that

height he would be entering the danger zone. He knew his preparation was immaculate. The only threat to his safety was a failure of his oxygen system and that was operating well.

At 28,000 feet, the lift started to drop off and slowed to less than 100 feet a minute. At 38,000 feet on the altimeter, the slow climb, along with the extreme cold, was the determining factor to terminate the flight. Ice was settling on the instruments and it was a continuous job scraping it off. Even the canopy was icing up and the perspex had contracted lifting the canopy away from the fuselage, allowing a cold draught of air in. The glider was sluggish and the lift slow. 38,000 feet indicated and minus 55 degrees. Doug was becoming convulsive with the cold, shivering uncontrollably. “I was that cold!” Enough! Doug opened the airbrakes, pulled the wheel down, popped the drogue shoot and jammed the stick forward, gripping it between his knees. His descent on the barograph trace is a vertical line. After landing the pushrods were still coated with ice. The anti-freeze grease had done its work, keeping the controls free. It took a couple of days for Doug’s body to recover.

The flight had lasted 1 hour and 20 minutes. The crowd on the airfield was jubilant and celebrations evolved into a big party at the Aero Club. The flight had been monitored on HF radio across New Zealand and was applauded in newspaper and on national radio. The barograph was removed from the glider by the official observer and forwarded to the Department of Scientific research for homologation.

Doug was awarded a national record of 37,288 feet absolute height. He was a national aviation hero. He still is.

It was the cold that had finally beaten him. At 37,288 feet he was not fearful. He described the day he did experience fear. It was the following week, when it was suggested that a two-seat height record should be attempted in the KA7. Having experienced the extreme cold and aware that the K7 would not be as comfortable as the SHK, he decided on making an exploratory flight in the SHK to “pattern the wave” allowing for a quick climb. The climb in the SHK was quick to 26,000 ft, then: “All hell let loose! I had no control at all. The G-metre was indicating some alarming figures,

the ruddervators slamming from stop to stop, I was up 1000 feet then down 1000 feet, thrown 180 degrees ... I thought the glider would not take too much of this and would break up.” When he finally managed to clear the turbulence and return to the airfield, he contacted Ohakea and was informed that a jetstream of 156 knots was over the airfield.

But Doug’s worst experience happened in Yugoslavia during the Worlds. Prior to departure the team were told cloud flying was

not permissible and Doug had plenty of experience at this. So the oxygen bottles were left home and blind flying instruments were blacked out. However on arrival at the Worlds, pilots were informed cloud flying would be allowed. The area was well known for its towering cumulo-nimbus. When these monsters developed the weatherman would forecast surface winds varying 360 degrees, as the Cu-nims drew the air into their core. Doug entered a big Cu-nim. He felt safe to go to 16,000 and would then

punch out. But the fierce turbulence on the outer rim of the Cu-nim threw the glider back into the core and wouldn’t let him exit. He tried again at 18,000, at 20,000 and at 22,000 but couldn’t escape. Then hail struck his canopy. He called his crew saying he expected the canopy to break. Finally the Cu-nim allowed him out at 28,000 feet. A wooden glider flown by a Czech pilot landed safely, “looking like a sieve”. Not everyone was lucky. On another day Doug experienced an absolutely dead joystick when he broke out of a Cu-nim at 15,000 feet into wind shear. No control. Another pilot in the same location died.

Doug was and still is a good friend of Dick Georgeson. Doug was CFI of the Upper Valley Club for 6 years and very proud of an excellent safety record. He was Club President for 2 years, tow pilot and instructor. The club strip in Whiteman’s Valley was 2500 feet long and 1-½ wingspans wide with a rough surface and a predominant crosswind. As a result of these very demanding flying conditions Doug claims the Upper Valley pilots, including tow pilots, obtained a very high standard of airmanship. He would take his students to Hood Aerodrome at Masterton for them to experience flying from a big airfield.

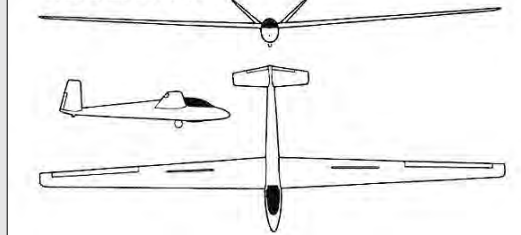
Doug won his first Nationals at Omarama. In one particular year he took first place in the Central Districts, the Auckland Regionals and the Nationals in Standard / Open Class – all at once! In 1972 he competed in the World Competition in Yugoslavia with Tony Timmermans, Ian Pryde and Peter Heginbotham and in 1976 flew in Finland with Timmermans, Pryde, and Alan Cameron.

Doug’s tally is around 4000 hours of flying all up, but his record isn’t accurate. As CFI there was too much action, too many demands to be jotting down the flying hours. Doug plays golf and tramps in the Tararuas two to three days a week. Daily fitness is done in the gym at 6 am. He is Chair of the Wairarapa Gliding Education Trust. He is now flying microlights at Masterton Aero Club and is considering obtaining his instructor’s rating. His flying days continue.

“Doug, are you surprised that no-one has beaten your record?”

“I’m shocked!”

S.H.K. Schempp-Hirth - Klaus Holighaus designed sailplane. Wing span 17m. Empty weight 260 kgs - Max L/d 36 - Min sink .597 m/sec at 75 km/h - Vne 200 km/h - First flew 15.03.65. Number manufactured 59 .



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Most gliding contests have a surprise, or a flash new toy, or a new hotshot pilot, or a defining moment. This year we had the Weather Man. A towering colossus of a man recently arrived from the backcountry with a women under one arm and a sheep ... no actually it was David Hirst.



COMETH THE WEATHER

2008 NORTHERN REGIONALS by David Jensen

This year's weather briefings were the highlight of the day – informative, amusing and reasonably accurate. (Of course any forecast that includes “fine but with the likelihood of rain” is probably going to get something right.) With the intelligent use of the NOAA computer-generated forecast soundings, David was pretty good at predicting cloud bases at both the northern and southern ends of the contest area. We flew five of the seven available days, not bad for Matamata where we usually watch the weather rather than experience it.

With any good forecast comes a good task. Most days had a few landouts but a good number of contestants getting around. That sounds about right to me. Our Task Setter was Ian Finlayson, a legend with lots of local knowledge and the intestinal fortitude to send us into the backcountry on days that looked a little ‘iffy’.

It seems to be getting harder to have enough entries in every class to have a meaningful contest for some entrants. (As I write this in Omarama at the start of the Nationals the Club Class looks slightly undernourished. SRC ... take note ...) But I guess one of the major aims of a Regional Contest is to introduce new glider pilots, new tow pilots, new contest directors, and such like, to the sport of competition flying. This was achieved.

Try as I might I can't avoid the elephant in the room – AIRSPACE.

Rare is the occasion when I subscribe to the statement ‘the good old days’. Nostalgia corrupts the mind and your memory. However, someone brought out an airspace map from 20 years ago ... OMG there were almost no lines on it. To the chaps at Airways: will you retire happy in the knowledge that gliding as a recreational pursuit in the North Island has been destroyed?

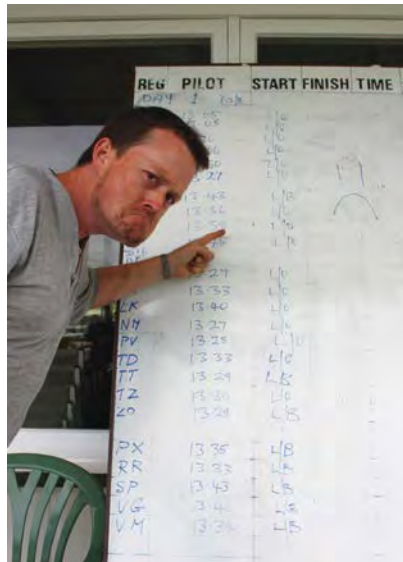
Enough negative stuff ... we had a great week. Good weather and flying, great company, an excellent effort from the contest management team, and lots of cheerful retrieve crews despite the number of landouts. The actual results are elsewhere in the magazine, and well done to the winners.

PS – for the text illiterate, OMG means something similar to “golly gosh” or so my daughter tells me...

Results on page 50.



■ Results for this competition are published on Page 50.



MAN



Aimee Coxhead, a university student and a Piako Gliding Club student pilot gives us a newcomer's perspective of the Northern Regionals.

As I walked into Piako Gliding Club, I was aware that I had entered the realm of the pilots. The smell of Jan's homemade bread baking, and the buzz of pilots eager to soar, filled the air.

The North Island Regional Competition, held in Matamata from the 30/11/2008 - 06/12/2008, was a huge success with five flying days.

The chatter quietened and everyone waited with bated breath to hear David's weather forecasts - be it 'mildly-depressing' or 'mildly-reassuring' and always more than mildly entertaining. Following the weather forecast, the task-setter commenced work plotting a range of tasks for the four classes of gliders. I had never dreamed that gliders were capable of such feats!

Day One was a go, although it resulted in more than half of the competitors being forced to land out. But everyone was back and ready for more the next day. Day Two was unfortunately rained off but I could have sworn there was a sigh of relief from the ground retrieval crew.

Days Three and Four looked much more promising and the grid looked great, with the flock ranging from the Ka8b and Hornet to the PW5s.

It was exhilarating to say the least, to be a part of the launches (I hooked up the ropes), and more than comforting to know they



Top left Matamata club house. Bottom: Hurry up and wait. R Tony Van Dyk checks the task.

all launched successfully and quickly. Les, as usual, efficiently directed traffic, and the men who ran the ropes made my job easy. The tow pilots expertly towed the gliders into the morning thermals surrounding the airfield.

Then it was back to the radio room to check that ops were normal and piece together what we could about who was furthest through the course. The ladies maintaining and recording the calls could have worked as spies for MI6 – they could not only decipher what was being radioed in, but could also tell exactly who was saying it!

After what seemed an age, the calls started coming in that gliders were approaching the airfield. Smiles and looks of relief and pride were reflected from the pilots to the ground crew as they glided in smoothly. I would have to say that my favourite landings were the ones who came in so fast they had to do a loop as they dropped their water ballast. I also enjoyed seeing my instructors in their element.

Day Five, I had the opportunity to fly in “Pixie” the Duo Discus with Conal Edwards from Auckland. If I thought it was a thrill just observing the competition, it was out of this world to be a part of it. I was the happiest 50 kg of ballast as I strapped on my parachute, and joined the real pilots. I can see what they mean when they say it isn’t just about winning, it’s about being there and competing.

It really is a sport of the mind, calculating how best to get to the next turnpoint and where the best thermals can be found – that night I dreamt I was thermalling and woke up slightly dizzy. The view was amazing and I was even allowed to take the controls

for a bit – an experience I will never forget! These guys truly are the experts, effortlessly soaring and climbing – at one stage there were 5 gliders in one thermal.

Sadly, Day Six was rained off but that just made Day Seven that little bit more exciting. The final day of the competition, the weather forecast was looking good and the task-setter looked as though he were on cloud nine, so to speak. They were off again. One by one the grid disappeared and the sky began to fill with gliders again. With only a few landouts it was a very successful day and everybody seemed pleased with their efforts.

Suspense filled the clubrooms as the results were calculated, in preparation for the final dinner and prize-giving that evening.

Thank you to everyone who made me feel welcome and showed me what competitive gliding is all about. Perhaps one day I will wave to you from the cockpit in another competition. Until then, happy soaring!

Thanking the vital helpers



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Matthew Aldridge is briefed on the Single Astir.



Alex McCaw and Nicholas Oakley talk tactics with contest pilot Hamish McCaw.



Alex McCaw.

Youth Glide Canterbury (YGC) members' accomplishments this summer make an impressive list. Their primary instructor, Roger Read, gives us a run down of what they have done and points out that these things don't just happen, preparation is always important.

YGC pilots started serious preparation for the soaring season back in October. A short questionnaire was given to each of the young pilots asking where they were up to with their flying, what they aimed to achieve and what they thought they needed to do to achieve their goals for the season. On receipt of their answers, I was able to write down what I thought they should aim for and pass it back to them and to discuss it with them. It was great to see that all of the pilots had realistic expectations and were able to set goals; they were keen and ready to go soaring and have FUN!

We were able to get some flying at our home base at Hororata in November and December and many took the opportunity to get current and finish off a few more exercises in preparation for flying from Omarama. We had some good soaring days with thermals and wave, so by the time the team headed south and set up camp after Christmas they were current and eager to achieve the goals they had set. This started with site checks and some checkouts for solo ridge soaring and a few nibbles at wave ... what a great site we have at Omarama! When not flying, the pilots were beavering over maps, turnpoint directories and loading their loggers in preparation for tasks ... or heading down the lake for some fun in and on the water.

However, the best fun was to be had in the air. Toby Read

YOUTH GLIDE

CANTERBURY ACTION THIS SUMMER

By Roger Read

(16) set the scene with a 320 km task set over a traditional route on a thermal, ridge and weak wave day. Unfortunately, his top turnpoint near Mt Cook proved impossible to reach as it required traversing a ridge with too little clearance from cloud, so the task was abandoned. He returned having flown over 300 km ... so the challenge was set. The next few days saw Abbey Delore (17) Alex McCaw (16) Hugo Miller (16) Matt Aldridge (15) Nicholas Oakley (15) and Paul Tillman (14) all have good soaring flights around the local area. Activity at Omarama was intensifying as more and more pilots arrived to prepare for the Nationals, so the YGC team proved very

capable of mixing it with the more experienced pilots when soaring and when coming back into an often busy circuit and cluttered landing area.

When not flying, the "younguns" (including very supportive parents) helped run the launch grid and this was well appreciated by all flying here as it added greatly to the efficiency and safety of the operations. A few were rewarded with flights in two seaters on competition tasks; this is a fantastic way of helping them see what can be achieved in gliding ... you needed a wide angle lense to capture the breadth of the smiles when they landed after these magnificent flights so thanks to those who made this possible.

Hugo, Matt, Nicholas and Paul all progressed to their first Single Seater and enjoyed some good local soaring flights in the Astir. Matt excelled with a flight of over 5 hours, landing a little after 8 pm as the rest of us were enjoying an evening BBQ! I had to head back to work just as the Nationals started so was delighted to hear that as well as helping with the grid and launching, some of the younguns were able to get some more good soaring.

Alex McCaw excelled by doing a couple of the Sports Class tasks to gain experience and confidence at extending his range from home base. Having achieved this, he set and achieved a 300 km Gold C flight shortly after the Nationals finished on a thermal / light wave day. He managed a climb to just under 20,000 ft towards the end of the flight but missed getting his Diamond Height Gain by just 80 feet!!! He settled for the Gold and now awaits ratification of his completed Gold Badge claim which, at age 16, must make him the youngest recipient so far in NZ. I was delighted when he texted me with the news; this is a great achievement!!

I made it back to Omarama with Toby on the 24th Jan. Toby

had been at the Walsh Memorial Scout Camp at Matamata and managed to solo in a Cessna 152 and gain 3 hours of solo consolidation so he was keen to get back into the gliding, but to also spread the word about what a great camp it was and the good flying / soaring conditions he saw at Matamata. Seeing the progress the young people had made while away was great. We were able to get a few more soaring flights and checks done to allow Paul to progress into the LS4 and to complete Alex's QGP checkout, so we now have two in the group with this qualification and more will follow shortly. Our last day turned out to be hot and stable so we conjured up

some FUN training. Tom Shields kindly allowed us the use of the Blanik. So after a lecture / discussion on some non-normal situations like Loss of Canopy, Mid Air Collision and Bale Out and Use of Parachutes (including popping a time-ex parachute to see what is inside the pack and how it all works), we headed out to fly the Blanik with the canopy removed. All enjoyed the experience and had fun soaring and waving out at others in the thermal ... often to their surprise when they realised the glider's canopy was missing!

All of them have had to head back to school now (in Abbey's case, she is having a year in the UK so will hopefully get some gliding in while over there). Omarama will be quiet for a few days ... but come next weekend, many are planning to be back down for more soaring. I did a rough check of the flying hours done by the younguns ... over 100 hours in the three weeks they had here. It has been inspirational to see the progress they have made; how they work hard at achieving their goals; how they work to help each other and encourage each other, competing amongst themselves; how they help other club members with their flying and preparation and how they soak up the training and build their experience and learn from the experience of others.

Looking ahead, we have a new group of ab Initios to start flying in the next school holidays. The current group will see a few progress, possibly towards their instructor ratings and others towards their QGP, so the Youth Glide programme continues to be very successful thanks to the support of all involved. If you don't have a programme like this in your club ... it's time to give it some serious consideration as it is an excellent way to rekindle the flagging enthusiasm and declining / ageing membership many clubs seem to be suffering from.



Soaring_{NZ}

Mike Oakley and Garry Wakefield pull up over the Buscot ridge racing for the Omarama finish line - Nationals Omarama.



The Matamata Cross Country Course was so exciting that two sets of correspondents sent in their stories on trials and triumphs during the week. The main article is written by David Hirst from the Auckland Gliding Club with extra insights added by Aviation Sports' Graham Lake. The very apt quotes are provided by David Hirst.



THE MATAMATA CROSS COUNTRY

by David Hirst and Graham Lake

Instructors (a highly experienced bunch) Ian Finlayson, John Bayliss, Trevor Terry, Maurice Weaver, John Griffin, Dave Jensen, Adrian Cable and Brian Chesterman.

Students Tim Bromhead and Jamie Pirrit from the Piako Gliding Club Ross Annabell, Ian Malins and David Hirst from the Auckland Gliding Club; Graham Lake, Terry Dagnin, Andy MacKay, and Adam Dershewitz from the Aviation Sports Club; with Paul Ellison and Karl Barrie from the Tauranga Gliding Club.

SUNDAY

"Puns are the droppings of soaring wits." VICTOR HUGO

David reports:

Ian, John and I traveled in convoy down to Matamata, with the presence of three glider trailers doing much to slow down everyone else on the Tahuna Road. The weather didn't look great - winds were picking up and showers were forecast, so we elected not to rig and instead availed ourselves of libation and conversation with the rest of the assembled pupils and instructors. Greetings from Bill Mace and introductions all round.

Aviation Sports crew brought the following gliders: Andy took Astir (GMP), Adam with PW5 (GVF) while Terry and Graham shared their Libelle (GIV). Graham explains: "All four of us shared similar

goals: to cut the invisible string that tied us to the airfield and to get the confidence and skills to go exploring cross country. The course aims mirrored that. Our instructor's panel covered such topics as planning; outlandings; ridge and wave; speed flying; thermal and sea breeze flying and navigation and instruments in daily classroom sessions during the course of the week. Each day commenced with glider prep, a recap, lesson, weather and task briefing."

MONDAY

"The course of the flight up and down was exceedingly erratic, partly due to the irregularity of the air, and partly to lack of experience in handling this machine." ORVILLE WRIGHT

The aforementioned rubbish weather continued. Ralph Gore and Bill Mace gave the morning's lecture on paddock landings and we all knew what was coming: cross-strip landing practice. The fact that it was blowing a 20 kt NE with occasional showers was considered a bonus. Who needs sun to fly?

Graham Lake describes it thus: "We did launch for outlanding practice, across the width of 28 into the teeth of 15 knots on the ground and 25 knots aloft with real fences to keep us focused. This turned out to be a great lesson in planning and positioning. Most of us did one twin flight and one or two sorties in the singles."

Hirst continues: "It's pretty safe to say that everyone found



COURSE 2008

Peaceful end of day.



Artistic expression



Looking promising

this a good confidence-booster and highly useful. People flew with instructors and in single-seaters. I had two goes in ES, one cramped and rushed and more of an 'arrival' than a landing, the other much better. It's amazing how steeply a PW5 descends with full brake and a good headwind. It's also amazing what a difference a bit of planning makes."

The afternoon finished off with Maurice Weaver giving a thorough presentation on how to prepare for one's first competition.

TUESDAY

"The fall from grace is steep and swift, and when you land, it does not make a sound, because you are alone."

CARI WILLIAMS

Ian Finlayson gave the morning lecture on all things thermal related. It wasn't raining although it was still blowing a stiff NW, so a task was decided. Trev went out first in TT and informed us gleefully that the Kaimai ridge was working, so Adam and David Hirst in their high-performance PW5s thus decided to ignore that advice, releasing from tow and pushing into wind (ignoring Maurice's advice) to find thermals. Twice the ignorance; twice the fun. Needless to say both were on the ground in short order. "We were both happy," Hirst says, "with our respective paddock landings but, certainly in my case, the air around the cockpit was a deep shade of blue for about 5 minutes."

WEDNESDAY

"On the other hand, you put some songs out live and they don't catch flight. They just flop. It is hard to tell until they are out there." PETER GABRIEL

The morning's lecture was from Trev Terry on task preparation. The daily round of "what did we learn from yesterday" elicited the fact that Adam was actually quite happy with yesterday's flight, as it was his first outlanding. A much-improved day brought us a strange, burning yellow thing in the sky, as well as light NW winds. Hirst reports, "First launch saw me get high, start well, head back to the previous cloud for a top-up to find ... nothing. Back at the field after 30 minutes in the air. One relight later and I was up for another hour, landing out at Tirohia. What appeared to be a monster line of convergence north of Te Aroha turned out to contain nothing but sink but I was sure that I'd find lift on the other side in the sun ... and the sea breeze. Doh!"

THURSDAY

"The flight was extremely normal ... for the first 36 seconds then after that got very interesting."

PETE CONRAD – COMMANDER OF APOLLO 12

The morning's lecture was from John Bayliss, all about instruments and navigation. A nice fat high had settled over the land,



Starry starry night...



Rain stops play

bringing heat, light winds and sea breezes. The task was hard work! A lot of blue, wispy 3500 ft bases, 2 kt thermals and sea-breezes chopping everything up down low, so Hirst towed up thinking that he probably wasn't going to attempt the task.

"After being up for just over 4 hours, tip-toeing my way up the ridge, past Te Aroha (listening to better pilots than I landing out 10 minutes after I'd seen them at 2800 ft), down the ridge again and out towards Tirau, I decided that getting back in time for Jan's evening roast dinner was preferable to collecting the last turnpoint in a blue hole. Nearly didn't make it back either until I stumbled across a blue 4 kt thermal which got me enough height for a fast final glide home."

FRIDAY

"One of the greatest joys known to man is to take a flight into ignorance in search of knowledge." ROBERT LYND

Adrian Cable gave the morning lecture on ridge and wave flying. Yesterday's flying had seen everyone keen as mustard to get into single-seaters, so much so that the instructors were struggling to find willing co-pilots. Hirst figured that he'd had enough landing out, so had a 2 hr flight with Trev Terry in TT: "We only had to light the motor once! Every time I get to fly a Duo Discus, I keep saying to myself, 'I must get more stick time in a Duo. I must get more stick time in a Duo.' No, it doesn't fly like a PW5. Yes, it was blimmin' marvelous! Not the best day for it though, with lots of early-arriving sea breeze to cut off all the low thermals and keep us away from the lovely black convergences. Oh well..."

"All in all then," he continues, "a very good week. We were all pushed, all challenged and all learned something. Many, many



Last retrieve



Ian



No thermals



Janus abstract

thanks go to the Matamata Soaring Centre, Bill and Jan, and all the instructors for making the whole experience worthwhile."

Graham Lake sums the week up with the following: "A highlight of each day, and perhaps the part with the most lessons, was the recap from each student on his previous day's flight. We learnt the lessons of good and not-so-good decisions and how each handled it when the lift gods deserted them. With instructors probing gently we also got an insight into thinking and some valuable lessons were learnt. With the exception of Terry, we all (Av Sports crew) got at least one landout under our belt."

Lake got his first landout ever on the second day in the Libelle around Paeroa where every cloud with lift also had rain. (On this day everyone landed out although some made it back to Matamata.) "It was cheering," he says, "to be at 2500 ft and see the Duo Discus go underneath at 800 ft with the motor out." That joy didn't last long as he was soon on the ground. This landout gave him a great confidence boost and two days later, again his turn for the Libelle, he felt

no qualms about pushing out to see what he could find. Some got greedy and had more than one landout but the learning was great.

The students got to alternate in the twins with an instructor and learnt a great deal as they went along. Graham Lake finishes by saying, "It was a great opportunity to discuss the various options presented in front of us and to hear why one would be better than the others. They also checked on our thinking - why we made a particular decision and probed other options. Truly valuable experience and lessons but also good for the confidence when we found the decisions made by ourselves were essentially the one the instructors would have made. When they were not, we learned what we could have done, sometimes after the landout."

Adam and Graham maintained a blog diary for the course <http://gliderbase.blogspot.com>

HIRST SAYS: "Thinking of trying it? Don't think, just do it."

ADVENTURES IN A GROB 109

DRURY TO RAGLAN VIA PORT WAIKATO by Russell Jones

Photos Murray Wardell



After twenty years of gliding I still enjoy the sense of adventure in heading off into the unknown on a cross country flight. Sometimes something completely unexpected becomes possible which was the case in January 2007. I own a share in a Grob G109 and with Murray Wardell on board we flew down the west coast from Port Waikato to Raglan, with the intention of ridge soaring the sea cliffs.

The Grob G109 is a touring type motor glider which can be flown as a glider or a light aircraft. It was once described to me as a bad glider and a bad light aircraft – which is true, but it can do things that are difficult or impossible in any other aircraft. It has a glide ratio approaching 30 to 1, although the min sink is around double that of a normal single seat glider. This all occurs at around 60 knots, so it is not a machine for small weak thermals. As a light aircraft it is heavy and underpowered so every take off is an event. However it easily cruises at around 80 knots on a relatively low fuel burn due to the clean airframe. While this is slower than the new generation of microlights (which it predates) it makes the performance of the two seat Cessnas and Pipers look pathetic; they have bigger motors, bigger fuel burn and don't go much faster.

Our plan that afternoon was to motor out to Port Waikato from Drury and ridge soar down the sea cliffs to Raglan. Once we got onto the coastal cliffs south of Port Waikato I throttled the engine back to idle and used the updrafts created by the westerly wind hitting the cliffs. They weren't particularly strong that afternoon

and we got lower and lower, eventually bottoming out at 300 feet. Murray, every bit the ex hang glider pilot, persuaded me to not to open the throttle.

Eventually we got to the hill on the north side of Raglan harbour and I opened the throttle as the soarable hills had ended; the engine coughed once – but all was OK as full power came back. (Having now almost completed a PPL, I now know I should have been taking the engine to full throttle periodically during our soaring.) We climbed away with the intention of soaring the windward side of Mt Karioi in the same way we had soared the sea cliffs. Mt Karioi is a conical volcano to the south west of Raglan which stands alone next to the sea. This proved to be a non-starter as it had a cloud cap with the cloud base (1500 ft) being too low to soar it safely.

A lenticular cloud in the lee of Mt Karioi had caught our attention on the way over. Now it was time to see if we could make use of the associated wave lift. We motored up to the wave and with a bit of manoeuvring established ourselves in it and then turned off the motor. As is often the case, the climb was slow to start with. Murray was fascinated as he had never flown in wave before. I'd flown in it in the Wairarapa and at Omarama; but this was a different experience as the area of wave was quite small (due to it being triggered by a conical volcano), which meant keeping close to the associated cloud and turning often.

This wasn't wave on a South Island scale where you can cruise



along it climbing the whole way – the climb was relatively slow and fiddly due to the constant turns. Nevertheless as we gained height we realised that the 80 km glide home was a distinct possibility. In a fit of optimism I asked ATC for permission to climb to 10,500 feet, which was refused and they granted us 10,000 feet. The reason shortly became clear when a twin turboprop Air NZ Link plane went over the top of us. I wonder if the pilots or the passengers saw us and wondered what this aircraft with a stationary propeller was doing?

Eventually the wave system topped out at 9300 feet. A few hurried calculations suggested that with the tail wind we should make it home to Drury with height to spare. Without hesitation I

set off, knowing from prior experience that precious height could disappear quite quickly. The final glide was unlike that experienced in the South Island as once we left the small area of wave, there were no more wave effects. It was a pleasant flight straight home on a sunny evening with none of those unpleasant off the clock areas of sink and turbulence. The first part of the flight above the scattered clouds with the sea sparkling in the evening sun was a neat experience that I don't get often enough.

As we passed Pukekohe I became concerned about us having not enough height to reach Drury and I contemplated starting the motor so it would be ready if we needed it. Murray talked me out of this and he was correct as we reached Drury with 1700 ft to spare.

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VINTAGE PARTY



Ian Dunkley gives us a rundown on International Vintage Rallies. They sound so much fun we can see why he disappears off to Europe for at least six months of every year.

If you think that a Vintage Rally, particularly an International Rally, is all about flying you will be disappointed, for whilst more than half the pilots attending don't bother to bring a glider, they do take their wives, or at least an appropriate substitute. Apart from anything else, carting a glider from, say Finland to Austria and back is expensive, time consuming and only undertaken by the most foolhardy, and enthusiastic party-goers. It therefore follows that the other half of the pilots think taking their wives is even more expensive, so take a glider. Thus I am always pleased to see my friends from Finland, who fall into both categories and don't take wives, just their Ka7 and mobile sauna without which life would be impossible for them. A regularly attending Swedish pilot, Rolf Algotsen, once summed up these rallies as, "A place to meet all your old friends, some of whom you have never met before." Only the unkind would add, "and others you did not want to meet again".

Last year the International Rally paid its first visit to Austria for an event organised by the recently formed 'VGC of Austria' (with less members than 'Vintage Kiwi' by the way), assisted by the local flying club, 'Weiße Möwe Wels', and the 'Oldtimer

Segekflugclub Wasserkuppe'. That is a lot of words required to introduce a large event on an expansive airfield, close to the Danube and the cities of Vienna, Linz and best of all Salzburg, well known as purveyors of 'Mozart's Balls', chocolate, music at every corner, worried tourists trying to find the world's most discrete McDonalds, plus a procession of depressed children "Whistling a Happy Tune". Wels was therefore an ideal site.

They had an additional second motive for holding the rally there: to demonstrate the value of the airfield, needed to help see off a threat from industrial and housing developers. Pity about Wigram.

For many attendees the rally is their main annual holiday, so family members and errant pilots take the opportunity for sightseeing and other holiday activities. These

predictably interfere with gliding. Along with flying, parties are a mainstream activity, leaving mornings for briefing and dubious "AM I SAFE" reviews. Of the many parties the most popular is the 'International Evening', when every nation sets up a stall and serves often lethal national food and drink. The Australian offered "Vegemite" sandwiches at one rally, causing some culinary health concerns, whilst the labelling of French lamb as

“ A place to meet all your old friends, some of whom you have never met before. ”



“New Zealand” at a earlier rally led to some choice French that I chose not to understand, not that I had much choice.

National dress at the evening is considered a plus, the Scandinavians wearing horned helmets, labelled inside, “Not to be used for protection”. Rape and pillage isn’t what it used to be, despite the most attractive dresses of the Polish, Dutch and Swiss ladies present. The only appropriate New Zealand national dress that came to mind was white gum boots with a passing familiarity with the digestive functions of sheep and cattle, minuscule and dirty shorts, and a black singlet, all topped by a hat restricting vision to one’s feet or the drinks table. As this required a woman to wear it we missed out on that one. (I was going to say, courtesy of J.B.Priestly so don’t blame me, “a women with a voice like a seagull to wear it” but decided that was pushing things a bit too far.)

The Rally Campsites tend to divide into national enclaves, often fiercely protected, although late-comers can often get away with changing nationality to suit the space and ad hoc party invites available. New Zealand, Italy, Australia and Spain, were amongst the smallest groups, if one person with no diagnosed mental complaint can be called a group. However NZ with an ungenerous two midget tent completely dwarfed by a seriously ‘free upgraded’ hire car, tucked between Denmark and Switzerland, won the budget inconspicuous invasion prize. As the usual large New Zealand flag would have sent the tent

and sole occupant to launch height in a strong wind, insurance considerations precluding the use of Mercedes ballast, it was not flown.

Unusually for such a large gliding event there is no ‘competition’, other than the usual in the bar, launch queue or for camping space. Everyone flying is ‘doing their own thing’ be it circuits or flights in as many aircraft as they can get their backsides into, or quite ambitious and antisocial cross countries. The only ‘flying competition’ I can remember was 8 years ago in England and that involved ‘Counting Churches’ within a given radius of the airfield and not flown on a Sunday. That was followed (on the ground) by an anarchic local game called ‘Dwial Flunking’. This, as it turned out, was somewhat violent, had complex rules, based on rounders it would appear, a lot of water and should ideally not be played sober, one of the rules I believe. It concluded with a local citizen being chased across the airfield, whilst receiving clouts around the head from a wet towel, after a blatant infringement of the rules. Viz, emptying a bucket over a suit-clad German pilot, Jorg, who did not want to play anyway.

Not to be outdone, Finland a few years later belatedly ran the ‘1940’ Olympics, and included paper class gliding, curling and a 1.5 km indoor cross country ski race. The last two events being won by ‘The Old Red Bits’, Australia, New Zealand and the USA, cooperating with some unique techniques such as following



the “whatever you call it” down the rink on a flat stomach, and without the usual broom, and removing skis and running up, for the hilly bits, and falling down the slopes. We won ‘Gold’, and our American lady the St John’s prize for summer frostbite.

At this point it seems a good idea, to me at least, to make a comparison with smaller, less frequent, and much more expensive international gliding events, such as ‘World Gliding Championships’, and similar extravagancies, all intended to minimize the time spent in the air whilst maximizing the expense in doing so. A comparison of the events’ ‘Extravagance Ratio’ would be interesting in these times of self-induced economic woes. The comparison should take into account: capital cost and flight time. (But didn’t you just tell us that partying, not flying was the main objective of a vintage rally? – Ed.) Anticipating at least one objection, “What about 3 minute circuits in a primary?” I answer, “Twenty circuits in a primary are classed as one flight” for it takes quite that many flights to stop being frightened, or to remain airborne beyond the downwind leg, a satisfactory definition of a flight, as I am sure you will agree.



TRIP #8

TO THE DARLING DOWNS QUEENSLAND

By David Tillman



On the 25th of October 2008 Nigel Ackroyd and I headed west for our eighth trip to the Darling Downs (approx 3 hrs west of Brisbane). In tow were fellow Canterbury Gliding Club pilots Kevin Bethwaite, Joe McKellow, Rob Sherlock and Chris Stanton.

The contrast between flying on the Darling Downs and the Southern Alps couldn't be greater. For a start there are no large chunks of granite getting in your way. In fact any slight rise on the ground is called a 'significant land feature' and is a likely thermal source. Landout options are impressive, the paddocks are huge and plentiful although there are still a few rules around which ones to select and things to watch out for. Flights are relatively short and fast, typically 3 to 4 hours. It's a great place to practice your thermalling technique and speed flying.

The airfield is located between Jondaryn and Bowenville on the Warego Highway. The two vectors are 12 and 30. The strip is grass with good overshoot paddocks at either end (and no fences in between). Accommodation is on site in well-appointed bunk rooms with a communal kitchen and op's room. It is worth a visit just to see the facilities which would be the envy of many a club.

The club owns 2 Pawnee tow planes, a Ventus, LS7, Hornet, Single Astir and three training two seaters. In addition there are several private gliders on the line including a very nice Mosquito. Launching normally commences around 10.30 am but for big flights they can be away by 8.30 am.

As usual Nigel and I hire JSR, a Duo Discuss Turbo, which is made available to us by Ralph Henderson, one of the syndicate partners. The glider is well equipped and has recently been refinished by Shane McCaffrey (also a syndicate partner) who is well known to many Kiwi pilots.

It would be fair to say Nigel and I are gentleman pilots; we are not going to set the world on fire with huge flights, the goal being to



have a good time. However our expectation each day is a flight of 300k's to 500k's, typically they would be around 350k's.

When it's good it can be really good, with 10 kt climbs to 10,000 ft and cloud streets in all directions. Often though it's blue



and you're settling for 5 knot climbs to around 7,000 ft, which by NZ standards is still pretty good. On these days the key to cross country flying is understanding the ground features that generate thermals. With practice you can almost guarantee where the next thermal will be.

On this trip we flew for 8 days straight and only one flight was less than 300 km. One of the more scenic flights was a trip up to Winderera Lagoon 65 km north of Kingaroy. The Kingaroy Valley is an interesting place to fly and can often have a different air mass to the Darling Downs. On this day there were clouds but they weren't working well with big gaps between climbs. Interestingly you can still travel big distances by just slowing down in good air but not stopping. We went home via Jandowae North for a total distance of 370 km.

The last day was a beauty. The club set a fun task for the day: Warwick, Durong, Warra, point to point approximately 450k's. We started around 12.00 pm and took a climb over the airfield to 7000 ft. Heading south to our first turnpoint we soon had 8 knots to 8,500 ft. The Warwick area was almost 8/8th but we got in and out by following some convergence wisps into the turnpoint. Thirty km's on and we were back into sunshine, with good Cu's and 8 kts to 9,000 ft. This was a big leg (206k's) with good climbs most of the way although we got below our minimum operating height a couple of times which slowed us down a bit. 40k's from Durong we needed a good climb as the landout options into the turnpoint were limited. I spotted a dust devil a little off track but it gave us 10 kts to 10,000 ft, we marked the spot, raced into the turnpoint and back out. As luck would have it, the thermal was still there and we were soon back at 10,000 ft. It was a good run to Warra and we turned there 2,000 ft under final glide. A good climb near Dalby put us on glide and it was home as fast we could. An awesome day, 450k's, flight time 4 hrs and 5 minutes, go to whoa.

So if you are looking for some fun, safe flying, then I recommend you look up the Darling Downs Soaring Club (DDSC), they're great bunch of people who take real good care of their visitors. Yes they do have the odd sheep joke up their sleeves so don't be afraid to take a few Aussie jokes with you, it's all good fun.

I must make a special thanks to Robert Hart who gave up a week of his time to be the duty instructor for us. After making sure we were launched he would head away in his Nimbus 2 for some very impressive flights.

In October 2010, DDSC are hosting the Australian Nationals at Dalby. I know there are already a number of Kiwi pilots going. The Aussies would welcome more. Why not put it on your list? If you don't want to take a glider then there is a good chance you will be able to hire one over there. In summary, DDSC is great place to fly and reasonably priced compared to NZ, why not have a look.

"LEARNING BLUE"

JOEYGLIDE 2008 – 6-13 DECEMBER,

SoaringNZ introduced Luke Tiller last issue when he was a part of the South Island Regionals. He and fellow youth pilot Wilson Ellery won the Australian Junior Nationals, the contest known as JoeyGlide.



A JoeyGlide Diary" by LukeTiller

Landout Oz style

DAY 1 – ARRIVAL

"Orientation, site check"

Local soaring check flight with x-country coach Bruce Cooper. Bundle into an IS-28 'lead sled' under what was to be the best looking sky of the whole week ... 9000 ft cloud base of endless cumulus convection ... having just spent two weeks flying from Omarama, I switch over from 'mountain mode' to 'flat land mode' pretty fast! Get a good feel of the day's conditions, practise some centering techniques, climb selection and think about cruising height bands. Explore the local area, orientation, local land marks (local bomb factory!!!) and practise returning to Benalla from different directions ... calling downwind to land on vector two-sux is a regular favourite on the radio!

DAY 2 – SETTLING IN, SORTING OUT

"Mossie type rating"

Mosquito glider type rating is the goal today. I am introduced to my temporary crew from the Corowa GC, Eugene and Craig Blunt, who are busy installing the new FLARM NAV(!) in the Mosquito I will be flying during the comp. They are generally just fettling good style over the new club navigation toy... (I was to learn later they had forgotten to install the GPS antenna!) I familiarise myself with the Benalla club Mosquito instead (yes Mike, the left wing really is bent!). I have a bit of a play around and go through all the type rating exercises in the flight manual. Feeling comfortable with the Mosquito handling and its performance I hope the nicer Corowa mossie will be ready in time for the competition...

DAY 3 – PADDOCK CHECK

"Watch out for those bloody SWER lines!"

Bob Fox kindly makes his Faulke motor glider available for us international pilots to have a look at some field landing options in the task area. Generally the paddocks around the task area are large and often newly cut wheat fields. Some are disrupted with nasty SWER power lines and gum trees often disrupt the usual approaches into a field. The paddock check exercise is a great confidence booster before the competition starts.

Day 4 – PRACTICE DAY

I arrive in the hangar to see Craig busy trying to re-wire the FLARM NAV correctly... "Is this going to take a while mate?" I ask.

SOARING IN OZ...

BENALLA

Participant in the
flew in this year's



Hanger



Benalla

"Afraid so," he says. I head off to the grid to help get Wilson organised ... I eventually get in the air later in the afternoon, for a short flight to explore the cu's over the Strathbogies hills to the south.

COMP DAY 1

"We're going to Bonnie Doone ... but this time the FLARM NAV definitely does not pay for itself!!!"

The day is blue and very stable. We get tasked AAT to the south first to try the only cu's over the Strathbogies, then north a bit more around Yarrowonga. Wilson and I take one look at the task sheet and grin, "We're going to Bonnie Doon!" I load up my backup Garmin with the task turnpoints and hope to at least get going. After a late start heading south into the first AAT area, I quickly realize that this will be a real survival day. Getting low in the first area I turn north heading back on track to the next area. I get really low again and feel the day starting to go really flat. I elect to return to Benalla, to try a re-light and maybe re-start? Unfortunately neither the FLARM NAV or Garmin produce a trace I can use ... so no points for the day. Bugger.

COMP DAY 2

"Yes! I CAN do this!" Task AAT: Walbundrie-Yarrowonga-Glenrowan-Benalla.

I accept that the FLARM NAV is dead weight and plug in another logger and set off. Another blue day AAT. Thermals of 5-6 kts to 6000 ft. I make a great start right behind the two Jnr Oz Team pilots. My dry mossie is no match for their ballasted LS4 and D2. I quickly find myself alone in the blue, navigating with the map to ensure I enter the AAT circles! I turn early in the first area, (a decision I would later regret as the rest of the fleet pressed on in the better air past Walbundrie!) Instead I head further west past Yarrowonga to the outside of the 2nd circle. A dash downwind to Glenrowan ... climbing back up to height over the Warby ranges for final glide home. It is the major confidence boost I need, everything just clicks together and I now know I can handle the blue conditions. 260 km, 65 kph ... not bad for map and compass I suppose!

COMP DAY 3

"What's that red light mean?" "Oh, that just means power on." Yeah right! Racing Task: Rennie-Walbundrie-Benalla.

I make the mistake of forgetting to install a backup logger. I'm

fed up with extra cockpit clutter ... the FLARM NAV seems to be behaving finally. I set off on track a bit late behind the pack, a cold southerly wind starting to funnel in through the Nillahcootie gap. Met man Graham Garlick warns: "The day will end early boys ... be home by 5 pm!"

I head out on track north towards Rennie following railway lines, find the TP silo and then keep truckin on to Walbundrie ... hmm where is it? With no GPS I resort to map and compass again, find the small hill next to Walbundrie, get a good climb up, ah there it is! Turn in the sector, head south into wind and start the hard slog home. I manage to cross back over the Murray river but land out near Bundalong in a big cut wheat field barely 40 km out. Worst of all I discover there is no GPS trace for my efforts ... should have taken a camera!

COMP DAY 4

Nothing to say here other than my tolerance for cockpit distractions reaches its limit today and makes flying concentration difficult. I decide not to fly.

DAY 5-6.

The next two days are scrubbed due to rain. A couple of great met soaring and cross country lectures are presented by Graham Garlick. The final night party is well attended and appropriately themed for cross dressing after a visit to the Benalla op-shop! (Photos exist of a current open class world champion wearing a full bridal gown in the later stages of the night!)

With the likelihood that the next Joeyglide competition will be held at Narromine, it would be fantastic to introduce a few more of our young pilots to junior competition in Oz. The coaching environment and opportunities for cross country development make Joeyglide a great week for learning to soar far and fast in flat terrain.

For this reason, in my final year as an FAI junior, I've made the move to Oz for work and to continue the process that started at Joeyglide and learn this flat land soaring technique. Eventually I'll make a move to Europe to tag onto the Junior gliding development there. You can track my progress on OLC and through videos on YouTube channel "kiwi gliding".

CONCENTRATION AND RELAXATION IN A GLIDING ENVIRONMENT

Concentration is the art of focussing on the right thing at the right time. Few other areas are as important in gliding.

The very safety of a flight largely depends on the ability of the pilot to concentrate until the aircraft is back on the ground or, better still, back in the hangar. On some flights, we can't relax for a single minute, while on others we can afford to sit back and admire the view. The need to concentrate fully also depends on whether we fly competitively or whether we fly locally or fly just for the fun of it. This statement doesn't imply disrespect for pilots conducting local soaring, but it requires nowhere near as much concentration as a cross country flight.

The level of concentration necessary also depends very much on the various stages of the flight. Apart from takeoff and landing, our utmost concentration is required while low and in need of a thermal. Maintaining such a high level of concentration is hardly possible over a long period. For this reason, it becomes important to regulate concentration and arousal levels especially during long-distance flights.

Most of us have little trouble concentrating while the task on hand is progressing as expected. We run on automatic – in 'cruise control' so to speak. Our mind is clear to focus on the broader issues and we feel relaxed in the knowledge that we have the situation nicely under control. Scientists call this the 'Ideal Performance State' (IPS). In other words, as long as everything is running smoothly, humans are in a frame of mind which ensures that an appropriate level of concentration is maintained. This occurs without any great input on the part of the individual.

Things can change rapidly when we get distracted or stressed. External distractions (from other people, the environment, equipment problems, incomplete preparation etc.) are just as detrimental as internal distractions from our own mind such as emotions, mental baggage and the like. As soon as our arousal level changes (or we get very nervous or feel particularly anxious) we move away from our IPS. Things get even worse when stress – our greatest enemy – takes over. Understanding what causes stress is vital when it comes to coping with it and successfully managing it.

Stress occurs in two stages.

Stage 1 - Trigger

The trigger to stress is our reaction to something happening in our environment. The examples in gliding are plentiful. If, for example, we experience very strong sink and get alarmingly close to an outlanding (perhaps even over difficult terrain), stage 2 will be triggered automatically.

Stage 2 - Stress Response (Arousal)

Our body reacts instantly by releasing a complex combination of stress hormones. These ensure that all available blood is directed towards our muscles and our body gets ready for an inherent 'fight or flight' response. Little blood is left for the brain which means that our mental capacity and our concentration levels become mismatched to the task on hand. We become overloaded and as a result we usually experience a highly significant drop in performance.

All individuals have their own concentration styles or characteristic ways of focussing on the job at hand. For example, some pilots function well under pressure while others don't handle high situational demands very well and become easily confused

or overloaded. Overload situations occur when too many things are going on at the same time and pilots are unsure what their priorities should be. For an inexperienced pilot, task prioritisation can easily become too complex and it is common for old, bad habits to creep back in or for mistakes to occur. However, experienced pilots are less likely to suffer from overload situations. They can ignore irrelevant information and block out distractions while executing proven solutions learned during similar situations in the past.

Some exceptional pilots have acquired the ability to switch to a narrow type of concentration and focus on nothing but the answer to a specific predicament. Analytical thinking and the ability to come up with alternative solutions is a very important skill in gliding and comes in handy in situations where our attention needs to be directed towards critical operational demands. After a particular crisis has been satisfactorily resolved these pilots can switch back to a broader type of focus again. Needless to say, people possessing the technique to adapt their concentration levels as required greatly increase their chances of a superior performance.



Bernard Eckey has recently published *Advanced Soaring Made Easy* and has many useful tips and advice for fellow glider pilots.

Adjusting concentration levels to specific in-flight situations

Peak concentration is neither possible nor required at all times. After a good climb back to a comfortable altitude, or when conditions ahead give no reason for concern, we can and should relax a little. In situations like these we can reaffirm to ourselves that we have the situation nicely under control. After re-trimming the glider we can eat an apple, take a bite from a sandwich, have a drink, or simply find time for a position report.

The situation is fundamentally different when we are in any form of tricky in-flight situation. Because high levels of concentration are required in these circumstances we must employ thought control techniques and arousal control skills as discussed below.

Relaxation

What can we do to avoid excessive tension build-up and how can we relax or remain relaxed during critical in-flight situations?

One of the first things to happen to our body in a stressful situation is a tensing of muscles in preparation for a 'fight or flight' response. At the same time there is a release of adrenalin and an increase in the rate of breathing to meet the extra demand for oxygen. Although these are automatic body responses we must direct our attention towards these functions. Two proven methods are described below.

Controlling our breathing

This is of great value in relaxation. People at ease with themselves and the world breathe slowly, deeply and rhythmically. Fortunately we can control our breathing and therefore we can, at least for a short time, override our automatic body functions and take conscious control of it by inhaling deeply and slowly through the nose. We concentrate on the movement of our chest and inhale very deeply indeed, unforced and unhurried. Whilst slowly breathing in, we count to four or five and when the inhalation is complete we pause for about two seconds. As we exhale very slowly through

the nose we count to four or five again. Exhalation should take at least as long as inhalation.

Of course, we need to repeat the exercise a few times and when we feel the first positive results it is helpful to say to ourselves that our breathing has become calm, deep and regular. Intrusive thoughts might periodically come into our mind to interrupt the smooth flow of this technique. This is quite normal. We just refocus on our slow breathing (and counting) as we resume the exercise and carry on where we left off. After a short period of time we will find that we markedly unwind and significantly reduce our level of tension.

Progressive muscle relaxation

Again, the objective is to relax on cue but this method is less suitable for use in an aircraft as it takes longer and could therefore become a safety issue. For this reason it should only be undertaken prior to a flight or in a two-seater. The technique requires a deliberate tensing of muscle groups for as long as it takes to feel the tension generated. After about 6-8 seconds we clearly notice how that feels. Now we relax this particular muscle group while paying attention to the contrasting feeling. Repeating the exercise several times and doing the same thing to other parts of the body (especially tense shoulders or neck muscles) is bound to lead to mental relaxation which in turn allows us to regulate concentration and arousal levels.

As for any other skill, these techniques need to be practiced and rehearsed. Without prior practicing on the ground, pilots will find it hard to implement these suggestions properly when the going gets tough and might not get the desired results. However, I want to assure you that the results will be worth the effort for the patient and committed glider pilot.

Successful gliding is all about information gathering, drawing the correct conclusions and implementing appropriate decisions. A pilot who is able to concentrate in a focussed way while blocking out distractions is well prepared for success and safety.

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Canadian MARC CROZIER was the chief tow pilot for the recent New Zealand gliding championships at Omarama. He takes time out from flying the immaculate Southern Soaring Piper Pawnee to offer some thoughts on an aspect of the competition which is often overlooked.

WHAT A SIGHT!

Some 40-odd gliders all neatly lined up on the Omarama grid and ready to race.

With any luck, buried somewhere in the freshly polished fiberglass amidst a myriad of maps and muesli bars, lies a keen glider pilot who is going to push out nice and far from field and maybe even land out in some exotic but 'aero-towable' strip ... ah, the tow pilot's dream.

But before we scramble the tow fleet and litter the skies with our adventurous aviators, let's take a bit of time to consider a few things.

Communication has to be the cornerstone of any competition. Making sure that everyone is on the same page is absolutely essential. It seems, however, that the hardest part of organising towing at any competition, let alone the Nationals, is getting all the tow pilots in the same room at the same time. When you consider that we had thirteen different tow pilots (plus replacements lurking in the shadows) shifting in and out over the duration of the Nationals due to rosters, scheduling conflicts and tow plane maintenance issues etc., it's easy to see how someone might slip through the cracks and miss a briefing – and maybe something vitally important.

To prevent the matter from spiralling out of control with everyone reverting back to either the procedures that they might use at their local sites or to tow patterns they may use on quiet days, the solution was, unfortunately, many small or individual re-briefs. This, as you would expect, was not as efficient as one would have liked but it did provide extra opportunity for anyone to raise potential hazards or concerns. It also served to ensure that everyone signed the seemingly antiquated 'legal-ease' Tow Pilot Indemnity waiver that no one really seems to understand. What does "save harmless indemnify and keep indemnified" really mean anyway?

The hot topic of conversation at any one of those briefings was the tow patterns. Each pattern, much like the various tow planes used in the competition, had its own little tricks and nuances to consider. Without going into great detail for every pattern we may use, let's take the scenario of a grid set up on runway 09 in light winds. This was the case several times in the competition. This tow pattern has the aircraft taking off from runway 09 and orbiting left around to Black Peak, staying well east of the most eastern hangar on the way to the southern end of the Nursery ridge release point. To avoid the 'fibreglass curtain', it's sometimes easier to do a non-standard descending right turn away from the ridge and aim to cross overhead the field above the terminal building for a right downwind for 27. The approach is normally conducted well to the north, giving the taking-off aircraft more clearance.



There can be some apprehension associated with this pattern because of the opposing landing tow planes and the proximity of the climbing tug/glider combinations with the letting-down tow planes. But when everyone is properly informed with defined climb and descent corridors, this not only permits quicker turnaround times but also gives more options should anything unexpected happen.

Something else that sometimes sneaks through the cracks is acknowledgement of those who provide the tow planes and those who fly them. So special thanks to Glide Omarama, the Canterbury Gliding Club, the South Canterbury Gliding Club, the MAV syndicate and Southern Soaring for the use of their tow planes. And thanks, too, to tow pilots Darren Smith, Mike Till, Chris Rudge, Roger Harris, Annie Laylee, Ash Hurdell, Peter Chadwick, Don McCaw, Chris Garton, Winton Royds, John Goddard and Allan Barr.

Tow pilots and their efforts can sometimes be taken for granted by both competitors and officials. I have attended championships in New Zealand where the tow pilots have not even been thanked. I hasten to add that this was not the case at the recent Nationals at Omarama. Most people recognised that their contribution to the successful running of the championships was without measure. The standard of flying and the professionalism they all displayed throughout the competition was quite outstanding.

And at the end of the day, the tow pilots were extremely grateful to all those courageous carbon fibre-clad glider pilots who pushed just that bit further than the day would allow and were kind enough to call back to the contest base and say those fateful words, "I've landed out. Can I get an aerotow retrieve?"



Take off runway 09 in light winds with blue showing the climb and red showing the descent and return to runway 27.



Roger Read

HANDING OVER / TAKING OVER CONTROL

Many years ago, I read of an accident where two pilots were left sitting in a crumpled heap of a light aircraft, short of the runway they were intending to land on. Observers were 'amused' at how both were yelling at each other; blaming each other for the mess they were now in. Both accused the other for the undershoot ... saying surely they could see they weren't going to make it! Well ... you guessed it ... neither had been in control at the time ... and what is worse, they both sat and watched it happen! Fortunately, there were no serious injuries.

It served as a timely reminder not to not take this seemingly simple task of changing who has control of an aircraft too lightly. In flying with other pilots, I often see examples of less than ideal handing over / taking over of control and have to reinforce the importance of getting it right ... or risk the sort of incident that has caught out many aviators including glider pilots.

There must always be a pilot in control of a glider's controls. When learning, we need to have a clear and effective change of control: when the instructor wants the student to take control and when the instructor wants to take control back from the student. Later when we gain our QGP and get to go flying with fellow pilots, we must not allow basic procedures to be compromised. So let's take a look at the basics.

Following Through

We shall start with the concept of 'Following Through' which is used by your instructor during the demonstration of an exercise. The purpose of following through is to have you experience / feel the *timing* of a control input, the *rate* of control input, the *amount* of control input and the *response* to the input. I have emphasised the key words to emphasise what you are looking for when they ask you to follow through, as it is very easy to miss getting these key points when sitting, following through the demonstration.

The instructor may ask you to follow through on one particular control or more e.g. "Follow me through on the rudder." In this example, you should place your feet lightly on the rudder pedals, being careful not to restrict the instructor's input and look for the points underlined above as they demonstrate the effect of the rudder.

Sometimes, your instructor will follow you through while you are in control practicing a manoeuvre. This is done to monitor your inputs and allows the instructor to offer advice if required.

Changing Control

Lets now look at a complete change of who is in control of your glider. Here is the sequence of actions and words for passing control from your instructor to you as the student:

The instructor says "You have control."

As student, you place your hands and feet on the controls and,

when ready, say "I have control."

The instructor will then release their controls.

If you want to give control back to the instructor:

You say "You have control."

The instructor will take control saying "I have control."

You only release your controls after they have said this.

If the instructor wants to take control when you are flying:

The instructor will say "I have control."

You must release the controls and say "You have control."

This procedure is one that can be practised on the ground while sitting around, or better still, sitting in a glider with another student in the back and going through the procedure. This costs you nothing more than your time and will free you up to learn other skills when with your instructor.

There are times when you may feel the instructor following through even if they haven't said they were going to. This can get confusing so instructors should avoid this ... and students should not hesitate to mention this if they feel it happening. It is extremely important that if at any time you find the instructor is restricting your control input, tell them as it may not be intentional. Some have been known to unknowingly apply inputs which has confused the pupil and convinced them to release control thinking the instructor has taken control ... only to find no-one is then in control!!

Note also that during critical phases of flight like takeoff and landing, your instructor may take control unexpectedly or may elect to just make a control input to override or add to your control inputs. They should say something as this occurs but may not due to concentrating on what is happening ... especially if near the ground. In all cases, stay in control unless they positively take control ... and expect / get an explanation as to what was going on once safely airborne or on the ground as the case may be.

The ultimate responsibility for control of the glider rests with the Pilot in Command and while training, this will be your instructor. During early training exercises, the need to change control can be occur often and it can be easy to take shortcuts or inadvertently get out of sync. Stop and sort it out rather than assuming all is well as not only can it get dangerous, you may be confused and totally distracted from actually doing what you need to be doing ... seeing the demonstration or flying an exercise. As you progress and gain experience, check that you are still doing this simple task correctly and that you too haven't become slack with any changing of control.

Remember, if there is ever a doubt about who has control, voice it immediately and resolve the uncertainty.

You have control ... safe and happy soaring!

thwarted by technical problems. You have to move on after such experiences, knowing that other opportunities will come.

As I write, the Matamata airfield has now been taken over by the Walsh Memorial Flying School and the gliding clubs have exited back home and to Raglan. This scribe is on the other side of the world where it is -6 degrees outside and foggy; summer in Auckland sounds pretty good.

RT

RNZAF AUCKLAND AVIATION SPORTS CLUB

Ah the soaring season is back. Steadily improving weather has seen much better gliding conditions at the Northern reaches of Auckland city. Four members, Adam Dershewitz, Andy McKay, Terry Dagnin and Graham Lake, attended the Piako Club's annual cross country course at the end of November. They all gained valuable experience and confidence.

After some discussion many of the club opted to fly from home rather than deploy to Matamata. Not all though and some went south for various times. For a while Graham became the lone representative amid the Auckland and Piako members after Bevin Buchanan and Ben Kistemaker went home. No problem when among good friends and acquaintances. Some had to return to work as the weather came right and two more, David Todd and Steve Wallace, managed a 300 km triangular course much to their delight. Lionel Page, Ivor Woodfield and Peter Coveney ventured down at various times.

Back at home good weather meant some busy days and lots of flying with good progress made by our students. This also gave some good cross country flights especially later in the day. The progress from one of our students has culminated in a first solo for Kris Pillai, an excellent effort.

GL

CANTERBURY

Before the South Island Regionals at Omarama, Jerry O'Neill ran a very successful cross country course for more advanced pilots. The quality of his training resulted in three Gold C flights, among them Canterbury member Don Howard. Oliver Winkler was thwarted by bad weather at one of his turnpoints, missing out by 20 or so kilometres.

Several members also did well at South Island Regionals that followed and reported in the last issue.

The club moved operations to Omarama on Boxing Day and a series of fronts over the first week provided several pilots with opportunities to fly distance tasks. Alex McCaw started things off on the 27th Dec with a remote start, Omarama Saddle to Pukaki Spillway for his 50k then returned to land at Killermont Vegas to comply with the outlanding part. This completes his Silver C. A day later Toby Read made a creditable attempt at a gold distance by flying from Omarama to the Clyde Dam, but was unable to get enough height to fly from the Ohau Range to his turnpoint of Mt. Cook, so returned to Omarama having covered 325 km but missing out on his task.

The 1st January provided good westerly conditions enabling David Tillman to fly a 1006 km task Waikia – Totara Peak – Waiparu – Omarama, his flight lasting 9 hours.

John Ahern set out early to fly a Barron Hilton task but landed out after

RNZAF Auckland Aviation Sports: L) Kris Pillai after his first solo. C) Rex Carswell, Neville Swan and Kris Pillai check out the photos. CANTERBURY: R) Canterbury New Years' Day achievers, David Tillman, Mark Aldridge, Jenny Wilkinson, John McCaw



several hours near St. Arnaud. Jenny Wilkinson completed a 300 km speed task to claim the women's World Record. Terry Delore and Nick Reekie flew the Ash 25 ZF around a FAI 750k triangle. They were on track for the world record but had to settle for the New Zealand record after they ran short of oxygen. John McCaw made a diamond height gain, which completes his Gold C, and Mark Aldridge flew 500k for a Gold distance. Max Stevens covered 600 km just enjoying the conditions. The Youth Glide Canterbury members are taking advantage of the conditions to progress their skills and many of them are advancing on to the single seat aircraft under the skilled guidance of Roger Read and Paul Jackson.

More nor'westers on Jan 7 afforded conditions that enabled Paul Barrett flying his Speed Astir to remote start at the Omarama Saddle – Glentanner – Clyde Dam – Gorilla Stream near Mt. Cook and return to Omarama to complete his 500k diamond during the 5 hr 15 min flight.

Jenny Wilkinson is claiming another women's World Record, this time for a 500 km out and return speed task.

Canterbury Youth Glide member Alex McCaw (16) took the club's LS 4 to 19000ft when conditions calmed down later in the day to claim his gold height. On 19th of January on a difficult Sou'west day and again flying the LS4 he set a task of Omarama, Clyde, Stewarts Stream, Omarama (301.5km) which he managed with room to spare to achieve his 300k and complete his gold badge.

CENTRAL OTAGO FLYING CLUB

We've had some rotten weather over early summer but it seems to have come right now. The gliding membership within our club has been pretty static for a few years, so we recently sold our PW5 which was getting little use. This leaves us with just our Twin Astir JW, however we do have a large number of private single-seaters and their owners clock up big hours.

We've flown mid-week a couple of times in December. On the 24th we winched into a fairly stable sky but after a struggle reached the local hills where conditions were much better. Pete Mckenzie made it up to Mt Huxley and back on that day.

We joined friends gliding at Lake Manapouri early December, and at Omarama with Jerry's Canty crew prior to the Regionals. We're all looking forward to flying in the sunny skies of Jan and Feb '09!

JR

GLIDING MANAWATU

It has been some months since we provided material for Club News so a brief recap of the last few months is called for. Like most we had a terrible wet winter, but it was good news for us. We had a huge club project recovering our beloved Pawnee CIG's wings and all the control surfaces. The effort involved over 1200 hours of volunteer labour and it was a tremendous boost to club spirit over what is usually a poor flying time. Two non-club members, Peter Gene and Neil Jepsen, showed us what to do and from the club Ron Sanders our engineer and Ian Sheppard played huge roles. Without those four we could not have done it, but also every club member worked on

CLUB NEWS



MANAWATU: L) CIG and NP our twin also first flight. C) CIG first flight with Ron Sanders piloting. R) Pawnee project, Peter Gene spraypainting, CIG in background.

it at least once. Barbeque gourmet lunches for the troops from Pres. Ross Anderson became a Saturday highlight! So instead of bemoaning the wet weather, we were pleased as we were not missing flying. In fact over the 3 month period we probably only missed 3 flyable weekends, and they were doubtful given the waterlogged nature of the field. We now have what we modestly believe is the best Pawnee in NZ glider world, with a fully overhauled engine and totally re-covered fuse and wings, and the knowledge that everything 'out of sight' is in tip-top condition!

The club administration has coped well and for a small club we do a lot. We can only just put together a roster of instructors and tow pilots, but enthusiasm is high. It has been boosted by the gaining of Craig Hunter from Hawkes Bay, who bought GG off retiring ex-president Ron Raymond, and he is really exploring the outer limits of greater Manawatu. Also a visit from Vaughan Ruddick in December showed us what is possible, a flight up to Ruapehu and back in 4 hours, which has had an inspirational effect. Last weekend saw four of the club's gliders on the main Ruahine range near Wharite at the same time. There have been several good soaring weekends in November and December.

We have 4 keen trainees, plus 3 junior flying members, 2 recently soloed pilots from Ohakea and 2 experienced cross country pilots who have recently arrived in town are about to join us, one from Australia. We are looking forward to our annual camp at Kawhataua, in the first week of February, and many of our Wellington friends will join us there. In the week prior, our instructors, CIG and our twin Grob will be at the ATC Waipukurau camp as usual. Summer soaring is well and truly underway, come and join us at Kawhataua.

Michael O'Donnell

MARLBOROUGH

Overall, the soaring during our club days has not been too notable.

An unusually large group of us went to Omarama for the southern regionals, although only four of us competed: Ray Lynskey (Nimbus 2 GEW), Mark Robertson (Ventus GRY), Chris Richards (Ventus GXL), Luke Tiller (ASW20 GTL), Charlie Samuels (Twin Astir GTU), Mike Dekker (Mini Nimbus GLN), and Jamie Halstead (ASH25 GOA).

Omarama was a great success for us this year in terms of number of flying days, hours flown, distances flown, new countryside explored, and lack of drama.

Notable recent achievements include Luke Tiller's QGP, Simon Matthews' first solo, Jamie Halstead's 500 km, Chris Richards' 2nd placing in the Regionals Open/18m class and Norm Sawyer's soloing the Twin Astir.

Ray Lynskey's new motor-Ventus GLA arrived and went to Omarama for a good workout. GLA was the registration of Ray's original Nimbus in which he set a number of world records. The original GLA is now owned by Grant Willis and is registered as GEW. Ray has been flying GEW for about a year pending the arrival of the new GLA.

Christmas was anti-cyclonic as usual, which allowed good local soaring, but made it hard to go far with confidence. The best day was when Chris Richards and Mike Dekker thermalled out past Lewis Pass for an easy 360 km, 130 km of which was the final glide home from 10,000 ft.

Let's hope the last months of summer are good ones.

Mike

NELSON LAKES

We have had mixed flying conditions at the Nelson Lakes Gliding Club so far this season, with the guns routinely disappearing into the mountains for



NELSON LAKES: Tost winch.

hours, and the less birdlike among us struggling a bit on the weaker days, while enjoying excellent flying at times.

The big news is the arrival of our Chrissie present, a shiny orange Tost winch. As a winch reliant club it was decided some time ago to upgrade. The beast came from Germany via Christchurch where Jerry O'Niell selflessly spent many man hours refurbishing and mounting it on a tandem trailer chassis. Initial launches would suggest a significant 400 ft advantage over our trusty old workhorse, and the twin drum configuration should improve turn around times. We have a few teething problems to be sorted out yet and it will take a while before all club members are familiar with its operation. All that extra grunt requires a more subtle technique. 2000 ft AGL launches for \$13 a pop should become the norm, with both new and experienced pilots enjoying the benefits of being economically catapulted well above the height of our nearby ridges. Hopefully it will prove to be as reliable and long lasting as our current machine which was designed and built by Arthur Jordan many years ago. It is still going strong and is a real testament to Arthur's engineering skills.

We are holding our annual flying week from 21st to 28th February and all pilots are welcome to come and sample our magnificent site. The airstrip location is ideal for venturing tentatively into the mountains (or not) without being too intimidating, and the thermals will be rampant by then. Kerry Grieg, a recent arrival from Auckland, is rapidly becoming a confident mountain soarer, recently achieving a 300 km flight at Omarama.

Expand your horizons, come visit.

Ken Montgomery

NORFOLK AVIATION

Norfolk Aviation has had some great flying days 2008 and will look forward to more in the new year.

Recent flights of note: Jeremy Lo Giacco and Clinton Steele completed the 5 hr duration badge flights, flying a Blanik each. Clinton also completed his Gold Height gain with a trip to 19,500 ft in his ASW15, missing out on the Height Diamond by a mere 400 ft "@#%\$?".

He was accompanied by Nick and Grant Wisnewski flying in our O² equipped Blanik, they practiced some spinning and aerobatics from height, with the objective of de-icing the canopy apparently.

Kevin Koch is getting the hang of his ASW15B, and is starting to get out there amongst it, also having some good flights and learning more about Pilot



NORFOLK AVIATION Top L-R Taranaki from an ASW15, Connor flying Boonah's ASK21, 1938 Beechcraft Staggerwing. bottom: Vintage gliding at Raglan, Norfolk Aviation takes kids for rides at Raglan, Mt Egmont from ASW15.

Induced Oscillation than perhaps he wanted to know.

Kevin Wisnewski had an interesting wave flight, landing out just short of New Plymouth airport when the "wave dried up", has he paid up the obligatory dozen?

Clinton recently went to Boonah Australia and flew an ASK21 over the parched looking Aussie landscape, makes your eyes hurt after green Taranaki!

The club had a presence in the local Inglewood Christmas parade, with a glider rigged in the middle of town. This made us known to the community and we were able to show people who wouldn't necessarily come to the airfield what gliding is all about. We also provided a sausage sizzle, thanks to all members and wives who helped out.

Norfolk Gliding attended the Vintage Kiwi, Raglan rally, providing the Wilga tug and a couple of Blaniks, two ASW15s also went along. A fun weekend which we are keen to see happen again.

On a disappointing note our local G370 along with some other north island GAA have gone.

In our opinion this was always going to happen as the stated reasoning was an alien interpretation of our submission against the proposal; the reviewers have very artistic interpreting skills.

CS

PIAKO GLIDING CLUB

We were all kept busy at the end of 2008 with hosting for the Matamata Soaring Centre: their cross county course, immediately followed by the Northern Regional Competition. Both events ran pretty much to schedule with relatively consistent weather allowing many hours of air time. This all

coincided with the newly-implemented changes to our local airspace. We now usually open area G254 from 4500 ft to 6500 ft by notification on most days that we fly.

Over the Xmas camp period we had many visitors from Auckland GC and Aviation Sports. Our guests made good use of the revamped facilities and created a very relaxed and friendly atmosphere. The social highlight was the wonderful and well attended New Year's Eve dinner, yet another 'culinary masterpiece' by Jan Mace and team.

By Jan 10th the Walsh Memorial Scout Flying School for young power plane students sets up at Matamata Airfield, so we break camp and head for the west coast to base ourselves at Raglan Airfield for the week. Our PW6 and Puchacz were double-towed the 80 km out to Raglan (the singles go by trailer) with overcast skies, but extremely smooth air — always a bonus when flying over 'tiger country'! Apart from some well earned R&R, the Raglan camp is also a great time to promote our club by offering the gliding experience to other holiday makers. In the past the desire to 'experience' gliding has produced queues from early morning to early evening.

At the end of January it will be back to work as usual, as we start our first 'A' certificate course of 2009. This to be shortly followed in mid February by some more hosting on behalf of MSC for the Sports Class Nationals and the MSC competition for entry details check www.glidingmatamata.co.nz

Dom

SOUTH CANTERBURY

A happy and, if not prosperous, then not too grim New Year to all. South Canterbury has been seeing wild fluctuations in activity. A case of hurry up



PIAKO: L) Finisher at the Northern Regionals C) & R) two photos of Raglan (not taken from the air).



SOUTH CANTERBURY L-R Scholarship Winner Blair Sheppard, Runner up Bruce McRobie, Scholarship winners and their families.

and go slowly. We have had good weekends followed by complete no shows. We might have to dedicate a 'whipper in' to the task of evening out the load (leather apparel optional!).

We completed our Scholarship run-off and have selected Blair Sheppard as winner, with Bruce McRobie as runner up. Both showed the skills and qualities we were looking for and it was the smallest of margins that saw Blair receive the top award. The Trustee has generously been able to award a second place this year so Bruce has a useful start to his gliding with us.

The annual camp has been a little subdued with a spread-out feel to it. People have come and gone so that it has not been crowded but always active. Steady probably best describes it. The reduced scale of the Wardells airfield has not been too much of a handicap apart from when we get a fresh north westerly. We are looking at options and ideas for a new 29 (ish?) vector to keep the combinations into wind. The Club President spent a day on his ride-on mower 'opening' the vectors and it has made the site a great deal safer and easier to use. The mower blades have however mowed their last.

We have up to 6 single seat gliders operating at the moment from Wardells and pilots are ranging far and wide. To the disappointment of the thirsty vultures they are always managing to scrape home. Things will quieten down once the nationals are finished and holidays taper off.

FMSG

SOUTHERN SOARING

The soaring over November and December has been better than previous years. Despite frequent rain (great for topping up the hydro lakes!), we have had excellent wave days with some fantastic runs south-east to the Rock and Pillar Range, south to Alexandra, west to Haast Pass and north to the Godley River and Tasman Saddle.

Since mid November we have been very busy with courses. After doing a mountain soaring course last year, Scott Jones returned in November to be the first to do our new cross country course. Since then we have done additional mountain soaring courses with Stephen Brosseau (USA), Nicholas Sarel (UK), Oliver Murner (Switzerland) and Mike Tucker (New Zealand). Mike, an A Cat instructor with the Wellington Gliding Club, was with us for three weeks. Initially he did some lead-and-follow flights in his Discus 2CT to Mount Cook and the Godley River before completing a mountain soaring course and then continuing to fly further afield. In late December Lance Mysyrosicz (France) joined us for a Learn-to-Fly Course with Mike Till and went solo on his 26th flight. During the period, Gavin Wrigley and Adam Dalziel joined the instructing staff.

Although it has been good to see course bookings up over 100% from last year, our greatest reward in the last two months has been the support we have received from the gliding community and Omarama businesses. This has varied from local people helping to promote our business, the South Canterbury and Canterbury Gliding Clubs supporting us with their tow planes when our Pawnee was out for its 100 hour inspection, and people bringing baking in for the team to say 'thanks' for the extra effort the crew have put in

doing retrieves, filling oxygen bottles at all hours or just happily helping out.

Finally, we would like to congratulate Jenny Wilkinson on achieving two world record flights! Well done!

Chris

TARANAKI

This spring has been a bit kinder than some we can recall, with a number of good days and usefully long flights for most. Will Hopkirk coming to grips with the Blanik and thermals with longer flights now the norm.

Glyn Jackson and Andrew Skene interspersing their training with several flights of an hour or more. Nothing like longer flights to get settled down in a glider. Andrew was down at Omarama a while ago and had a flight that encompassed ridge, thermal and wave lift. We were very pleased to see Ivan and Jan Evans in the course of Ivan's whistle-stop tour of the southern NI clubs in early December. The next day though, all at Stratford were saddened by the death of Kevin Brown in a topdressing crash at Tarata.

Peter Cook is keen on exploring out to the east and is busy putting the intention into action. The New Year is off to a good start with a choppy but good flying day during the first week of January, so here is hoping for continued good fortune during the year.



TARANAKI: T) Richard Arden congratulating Will Hopkirk, just landed after a 95 minute thermal flight over the Stratford area. B) Bruce Moss was a photo journalist and worked in Canada for many years and did work in Viet Nam during the conflict there. Photo taken from his front door.

TAUPO: left: Peter Wood after his first solo in his specially registered glider PW. We can't do this for all first solos! Middle: The new Taupo flight simulator! Right: SOUTHERN SOARING:Tasman glacier



TAUPO

A happy New Year to all in the Gliding Fraternity. Taupo has been busy with our Christmas Camp starting Boxing Day and continuing with flying most days to date.

We were very pleased to play host to eight Vintage Kiwi Gliders and their pilots and support crew, many of whom stayed on the field. On one occasion most took the opportunity to go out on the lake. Their flying is better than their fishing, with nothing to show from the expedition other than good company.

The weather has been kind and has enabled three new members to join the ranks of solo pilots. Congratulations to Stewart Marsden, Peter Battersby and Peter Wood. Peter is shown above in the new Taupo Gliding Club flight simulator with some of the instructors, Tom Anderson, Bill Kendall and Sid Gilmour, and club captain Tim Norman.

Congratulations also to Vic Shaw and Andrew Austin on their passes in the QGP written exams. Now it's just a matter of time in the air and the test ride and we will have two new QGPs on the roll.

Visitors and club members have been treated to a number of exhibition flights as our display pilots have been practicing their routines for the Taupo Flying Proms to be held here at Centennial Park. Scheduled for Valentines Day 14th February, put it in your diary for a great afternoon and evening of flying (Red Checkers and vintage aircraft), music (The Central Band of the RNZAF and the Great Lake Big Band), good food and fireworks.

Taupo Gliding Club flies on a daily basis (weather permitting) and we welcome visiting pilots from wherever in the world. If you are in Taupo please call in, say hello and experience the Taupo magic.

PJM.

help from members of the Taupo GC, who set optional tasks. Only Ray Kerr took up the challenges resulting in a concern that he was developing an alcohol dependence. Some ingenuity was ultimately required to enable our daily wine prize to go elsewhere, ideally to someone who, like Rae, would share the proceeds. For the first time John Curry, who came and flew the Rotorua's Bocian, did not take his EoN Baby for bladder-stretching flights, failing to out-climb our Skylark 3f.

Slingsby gliders dominated the rally, with a photo line-up comprising Skylark 2, Skylark 3f, Dart 15 and a Dart 17. It is to be hoped that we will ultimately be able to field a more complete range by including a Skylark 4, and expanding our two seater fleet with an Eagle, a T21, and Capstan to join the T31 restored at Norfolk Road. This goal explains why we are looking for the fundraising expert, and why we will be contacting clubs about operating vintage gliders possibly in a youth related scheme.

Back to the rally: the social side was as equally enjoyable and on some days, i.e. not the best ones, took precedence over flying. This year three boats to the water for our excursion on Lake Taupo, courtesy of Tom Anderson, where some unwisely took the plunge, and others failed to catch any fish. The colour blind could not understand how Tom found his way back to the harbour long after the sun had moved on. (Anyone pointing out that it was the earth that was moving, either has a great sex life or wants to be co-opted to the "VK" committee.)

Ian Dunkley

VINTAGE KIWI The rally at Taupo was very family orientated.

VINTAGE KIWI

Membership approaching 100, initial start up loan repaid, a growing international reputation, the 'Vintage Kiwi Collection' at Classic Flyers Museum totalling 4 gliders, and the donation of a Kookaburra for restoration. These were the highlights reported at our AGM held at our National Rally, hosted by the Taupo Gliding Club. The downside was the difficulty in attracting 'workers' to assist the sometimes 'press-ganged' elected committee, and that, despite our numeric growth, we were taking an increasing share of a diminishing gliding market.

Specific projects were identified for the coming year, and allocated to specific committee members plus others who unknown to them have been targeted. The projects include developing our sale of goodies (our T-shirts being internationally successful) and a storage facility for gliders donated for renovation for flying, display, or providing a supply of spare parts for the future. Acquiring expertise for fundraising, targeting the many owners of the 'Classic' early plastic gliders (a large proportion of our national fleet), the development of vintage glider syndicates and possible 'Vintage Enterprise' and a 'Two Vintage Seats' competitions for clubs etc. were other goals.

Our rally, our reason for being in Taupo as the AGM was a diversion to satisfy the NZ Companies Office, was favoured by the weather and excellent

TN



Results from page 20,
2008 Northern Regionals.



RESULTS						
Place	registration	Pilot	Club	Glider	Totalpoints	
SPORTS CLASS						
1	XF	Maurice Honey	Auckland	PW5	4268	
2	LE	Robert Smits	Norfolk Road Aviation Sports Club	Ka8b	3166	
3	SN	Tim Bromhead	Piako	PW5	3114	
CLUB CLASS						
1	JD	Bryan O'Brien	Piako	Hornet	3847	
2	NV	Robert Gray	Piako	DG 100	3208	
3	HU	David Todd	Aviation Sports Club	Kestrel	1912	
STANDARD CLASS						
1	TZ	Trevor Terry	Taupo	Discus	3721	
2	KT	Steve Wallace	Aviation Sports	Mosquito	3573	
3	TD	Tony Van Dyk	Upper Valley	LS 8	3567	
18M CLASS						
1	VM	Brett Hunter	Tauranga	Discus 2c	4236	
2	VG	Roger Didsbury	Auckland	Ventus bT 16.6m	4134	
3	SP	Tony Timmermans	Auckland	Ventus bT 16.6m	3882	



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AWARDS OFFICER

Edouard Devenoges is now the GNZ Awards Officer.
Ed's contact address is gnzawards@xtra.co.nz
40 Eversham Road, Mt Maunganui 3116.

**GNZ AWARDS & CERTIFICATES
DECEMBER 2008 — JANUARY 2009**

QGP

3036	Bob Martin	Gliding South	17/11/08
3037	Adam Dershewitz	AKL Aviation	22/11/08
3038	Trent Miller	Auckland	07/12/08
3039	Andrew Batty	Piako	09/12/08
3040	Ben Kistemaker	AKL Aviation	12/12/08
3041	Geoff Gaddes	Auckland	15/12/08
3042	Robert Mollard	Omarama	19/12/08
3043	Chris Starkey	Glide Omarama	08/01/09
3044	Jailz Luxton	Glide Omarama	08/01/09
3045	Peter Kinsey	Glide Omarama	08/01/09
3046	Aude Bertucchi	Glide Omarama	08/01/09
3047	Philip Pentecost	Glide Omarama	08/01/09
3048	Nicholas Constantine	Glide Omarama	08/01/09
3049	Rolf Koenig	Glide Omarama	08/01/09

SILVER DISTANCE

Mats Henrikson	Hororata	30/09/08	LS4b
Kerry Greig	Omarama	11/11/08	DG800B
Kerry Eggers	Nelson Lakes	29/11/08	Cirrus

SILVER DURATION

Jeremy Lo-Giacco	Norfolk	20/08/08	Blanik
Bruce Little	Tauranga	27/10/08	LS4
Kerry Greig	Omarama	11/11/08	DG800B

SILVER HEIGHT

Kerry Greig	Omarama	11/11/08	DG800B
Kerry Eggers	Nelson Lakes	29/11/08	Cirrus

SILVER BADGE

1129	Mats Henrikson	Canterbury	19/11/08
1130	Kerry Greig	Nelson Lakes	11/11/08 10/12/08

GOLD DURATION

Jeremy Lo-Giacco	Norfolk	20/08/08	Blanik
Bruce Little	Tauranga	27/10/08	LS4
Kerry Greig	Omarama	11/11/08	DG800B

GOLD HEIGHT

Mats Henrikson	Hororata	03/10/08	LS4b
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GOLD DISTANCE

Kerry Greig	Omarama	11/11/08	DG800B
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DIAMOND HEIGHT

398	Mats Henrikson	Hororata	03/10/08	LS4b
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DIAMOND DISTANCE

134	Jamie Halstead	Omarama	15/11/08	ASH25
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THREE DIAMONDS

113	Jamie Halstead	Marlborough	14/12/08
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NZ RECORD

15M 3 Out & Return distance	Max Stevens	Discus b	15/11/08	835.1km
15M 3 TP distance	Max Stevens	Discus b	18/12/08	1139.06km

AIR NZ CROSS COUNTRY CHAMPIONSHIPS

SPORTS CLASS

George Deans	DG 808	320.4	417.6
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OPEN CLASS

Douglas Hamilton	ASH25	1504.3	2374.7
George Deans	GG 808	320.4	417.6

A NOTE TO OO'S

Over the last few weeks the Awards Office had to decline a number of claims, including three Diamond Goal flights, because the correct procedures were not followed. One Pilot sailed around a 300km Goal flight without even declaring the Task, even though the Declaration had to be signed not only by the Pilot, but also by the OO as well. It is not fair to the pilots, who after all, toil their guts out, are drenched in sweat and survive anxious moments to avoid a land out, only to be told that their heroic effort was in vain.

Please consult the "Sporting Code" and also use the "Official Observer & Pilot Guide" (FAI Sporting Code, Section 3 – Gliding Annex C) to make sure you are doing it right. Your Pilot will be grateful, and you will be getting your just reward.

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

GLIDERS

VENTUS TURBO ZK-GTX • The time has come for me to sell my lovely Turbo Ventus as age is catching up with me. This aircraft has been well cared for, and has had only one owner from new. It has been hangared all its life, and has never been damaged. Total flown time is 1,372 hours, and total motor time is 31 hours. It is well-equipped with parachute etc. The price is \$120,000. Contact Jim Berkett at either 04 566 0192 or 03 573 7837 if you are interested.

GERMAN ASW20A GTL • ½ share. \$25K. Flaptastic! Yours 2 fly while owner goes o/seas for work & JWGC. LNav+GPS, EDS 02, FLARM, Ballast kit, Transponder. re-painted Komet Trailer. Currently based in Omarama. contact: wingswinewomen@gmail.com

1967 LIBELLE H301 • TT 1800hrs, radio, transponder, parachute, recent electrical rewire. Includes 1988 built trailer. Offers. Contact Phil Wilson 021 260 5034 or katieandphil@ihug.co.nz

LIBELLE 201B GID • Based at Omaka. Re-balanced for 105Kg cockpit weight. Radio, C mode Transponder, Borgelt Vario plus Winter, O2 system, good trailer. Price \$17,000 and ready to fly. Contact Ross Menzies, email buckles@xtra.co.nz or phone 03 577 9002

LS6C • fully equipped, Cobra trailer \$130,000 Ph Ivan Evans (03) 539 6232 email:ivan@ts.co.nz

TAUPO CLUB MINI-NIMBUS • 15 Metre flapped sailplane. Cambridge LNAV & GPS, Terra Transponder, Winglets, Tinted Canopy, Discus Adjustable Seat, 42:1 glide ratio. None of which is appreciated by my wife who will divorce if not sold. This glider is in excellent condition & ready to go. I can't fly 2 gliders so best offer gets a bargain. Rob 021 324232

STANDARD LIBELLE 201B GIU #579 • Basic instruments 'chute, O2, transponder. Approx 2300 hours 1600 launches. Contact Paul Marshall 021 331 838

HAPPY ASW20 • living in Tauranga but happy to live anywhere. Cambridge 302, Oxy, parachute and all that jazz. Unfortunately owners are going their separate ways and have to cash out of this wonderful fibreglass friend. GYR@smartvote.co.nz

COBRA 15 GLIDER (ZK-GJE) • Best condition Cobra in the country, complete with trailer in good condition. It is fitted with an Icom radio and a Borgelt B40 vario. This glider is fully aerobatic, easy to fly and has a 38:1 glide ratio comparable with a Libelle or Standard Cirrus. More details are available on: <http://users.actrix.co.nz/russell.jones//CobraAdvert.htm> Price: \$17,000 ono. Contact Russell Jones, (09) 527-3430 or email: PrismConsult@gmail.com

PW-5 FOR SALE • one private owner, never damaged – purchased new in 2003. Total time 130 hours. Becker AR4201 transceiver, Tasman V1000 audio vario. \$19,000 for a quick sale. Owner up grading – the only reason for selling. Phone (09) 233-6370 – (after hours)

STD CIRRUS (ZK-GHD) • only 1300hrs - PRICE NEGOTABLE. Good condition, parachute good trailer, Phone Ian Barber Phone (04) 904-9443 evenings or email ian.barber@paradise.net.nz

LS4 • Superb original condition, no accidents. Excellent aluminium top Cobra trailer. Full panel including Volkslogger. Oxygen system with EDS. All tow-out and rigging gear plus cover set. Also Strong parachute available. Asking price reduced to \$59,000. Currently based Omarama. Contact David Laing 027 4340074/03 4667173 email: laing.braeview@xtra.co.nz

DG400 • self launching motor glider for sale GPL, excellent condition. Polyurethane finish. 44:1 15/17M, \$108,000 Your key to soaring independence. email:paul@agriservice.co.nz

KA 7 GDN • 2 seat vintage glider in good flying condition. Currently owned by the Taranaki Gliding Club and leased to Auckland Aviation Sports Club. Contact Tim 06 764 7573 or timhs@farmside.co.nz

ASW20F GRP • \$44,000 Undamaged glider, manuf. 1980, 2000 hours, empty weight 261kg, standard avionics plus transponder and 302&303 Cambridge incl. handheld mounting system, parachute, oxygen, watering system, Komet trailer, ground gear, wing cover (linen), glider is ready for competition. Rego NOT included. Currently based in Tauranga. For more details contact (021)689592.

MINI-NIMBUS HS-7 • 15 Metre flapped sailplane. Cambridge LNAV & GPS, Terra Transponder, Winglets, Tinted Canopy, Discus Adjustable Seat, 42:1 glide ratio. Trailer fully refurbished and all paperwork present and correct. This is an excellent cross country machine in very good condition that you can fly away tomorrow. I can't fly 2 gliders so best offer closest to \$39,995 gets a bargain. Rob 021 324232

TRAILERS

GLIDER TRAILER • In above average condition. Homebuilt 1996. New WOF/Rego. Good tyres and fittings, great to tow. \$1800. Ph Thomas (09) 845 2432 AH

HANGARS

OMARAMA 20M SPACE FOR RENT • Top slot in new private lock-up hangar. Convenient, water, power, painted floor. Regret not available to syndicates nor commercial operators. Contact David Laing:- laing.braeview@xtra.co.nz

15 METRE HANGAR SPACE • East hangar at Omarama \$2000/m negotiable. Call 03 348 7009 or email vindaloulou@gmail.com

OTHER

Landout Book New, more comprehensive spiral bound landout book for top of the South Island. 37 landouts: a map and a photo for each. A6 size. (limited numbers available) \$50 plus \$5 postage. Free waypoint file also available. franksaxton@gmail.com

WANTED

WANTED URGENTLY – one only size A aviation oxygen cylinder, used or new, with or without valve. Contact: Paul Barrett by e-mail: paullinda@xtra.co.nz or ph 03 3181331 evenings.

WANTED – Youth Glide Omarama is looking for a cheap caravan to convert to mobile ops and shelter, preferably located in Omarama inside condition not important as will be stripped and refitted. tom.shields@century21.co.nz

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