

NEW ZEALAND'S PREMIER SOARING MAGAZINE

Soaring **NZ**

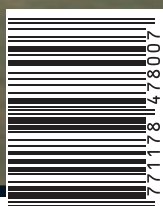


FAREWELL RAY LYNSKEY

A WIN IN FRANCE

ASH 31 MI VS NIMETA

GLIDETIME • CLUB NEWS



issue 12 october/november 2009

\$10.95

BSport Breakfast

6-10am



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



Ian Smith

Dean Lonergan

Nathan Rarere

Proud supporters of New Zealand Gliding



Pg 10



Pg 15



Pg 18



Pg 20



Pg 28



Pg 36

FEATURES

- 10 End of an Era – Ray Lynskey
- 15 2 Seater Glider Racing
- 18 David Meets Goliath
- 20 A Chilling Situation
- 28 The Last Barron Hilton Cup
- 32 Landout
Paraparumu to Terawhiti and Almost Back
- 36 Half a Century on ...
- 42 Jon Hamilton

COCKPIT

- 24 glideTime
- 35 The East Coast Sea Breeze

REGULARS

- 6 Opinion
- 7 Log Book
- 9 GNZ Awards and Certificates
- 39 A Question of Safety
- 39 Airspace Committee Report
- 40 Vintage & Classic Gliding in the Dark
- 43 Tech-Talk
- 44 Gliding New Zealand Club News
- 50 Classified Advertising

Soaring^{NZ}

Publisher
McCaw Media Ltd

Editor
Jill McCaw
soaringnz@mccawmedia.co.nz

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

Advertising, editorial and
subscription enquiries
McCaw Media Ltd
430 Halswell Rd
Christchurch 8025
New Zealand
soaringnz@mccawmedia.co.nz

Tel +64 3 322 5222
John - 0272 804 082
Jill - 021 1261 520

Printer
Spectrum Print Ltd

Design
Rgbdesign & Print Ltd

Proof Reading
Kate Stevens

SoaringNZ is a bi monthly publication
produced by McCaw Media. Advertising
statements and editorial opinions
expressed in SoaringNZ do not
necessarily reflect the views of McCaw
Media Ltd unless expressly stated.

©SoaringNZ is subject to copyright in
its entirety. The contents may not be
reproduced in any form without written
permission of the owners.
All material sent to SoaringNZ will be
assumed to be publishable unless
marked not for publication. SoaringNZ
invites contributions but accepts no
responsibility for unsolicited material.
ISSN 1178-4784

In September I attended the Gliding Federation of Australia's annual conference in Sydney. This is the GFA's Annual General Meeting under another name and I was interested to see how it differed from ours. The answer was, not much. In fact, considering that their membership is more than three times what ours is, it was surprising to see that there weren't many more people in attendance than at our meeting.

Our SoaringNZ trade display generated a lot of interest in both the magazine, McCaw Media and our New Zealand gliding community. I must thank Jet Star for a budget priced ticket; I got there and back for just under \$300!

Speakers on the Saturday were varied and interesting and deserved a much larger audience than they got. John Wharington, President of the Gliding Club of Victoria spoke about 'RASP' a mesoscale synoptic weather forecasting system that has been operating for all gliding clubs in Australia for over a year. It sounds fantastic. It is programmed to take local weather data and add variables for terrain, land type and land use, things like coastal or inland conditions and so much more and then tells the pilot when thermals will start, how high they'll go and everything you could ever want to know. I'm following up on this, and will bring you more about the system which apparently does have a NZ counterpart; it's just not available to us yet.

Bruce Taylor gave a great speech on 'feeling' thermals. Bernard Eckey spoke about flying cross country in contest situations and a panel Q & A discussion with four very experienced pilots, including Ingo Renner, was very interesting.

The after dinner speaker was unable to attend and standing in at very short notice was Terry Cubley speaking of his Barron Hilton winning flight and his trip to the camp - and me! I was very pleased I did all that work with Toastmasters many years ago.

I decided to talk about Youth Glide and fortunately had a copy

of Toby Read's video of the Youth Glide Canterbury kids flying. It is a very impressive little film. If you haven't seen it on YouTube, just search 'Toby Read'. The movie was made a couple of years ago so I was able to give an update on some of the very impressive things the kids have achieved since then.

My presentation was very well received and I have been passing on introductions between Australians interested in the idea and Tom Shields, Roger Read and Vern Grant, our Youth Glide leaders here. It was wonderful to feel the kinship we all share in gliding.

Being involved in gliding, which let's face it is not a huge sport, does bring a feeling of being a member of a select club, or as I like to think of it, a family. There have been two significant losses from the New Zealand gliding family in the past month. Jon Hamilton, a pioneer of mountain flying and of much else died after a long and exciting life. Ray Lynskey, MBE, world record setter and our only New Zealand World Champion was not so lucky, losing a short battle with cancer at the age of fifty four. Both men have given much to our sport and we will miss them. As we gathered for the funerals we met up with old friends and were reminded of great events.

I was unable to attend Jon Hamilton's funeral but I hope it doesn't upset anyone if I say that, although it was a very sad day, Ray's funeral was actually a good day out. It was a pleasure to catch up with people I have become friends with in more than twenty years in this sport. The eulogies stirred memories, made us smile and made us cry as we remembered a man who had touched our lives over many years. Ray's volatile temper was mentioned often, as it should be. It was part of who he was. His tenacity, exceptional skills and perfectionist nature were all spoken of with great love.

Ray's funeral pulled us together as a family. It was standing room only for the service in his new hangar at Blenheim and the talk continued long into the night. Ray was a wine grower and the wine bottles for the after match function wore labels with a picture of a glider and the words 'Glide On Ray'. That small tribute, organised by Luke Tiller was so apt, both Ray's passions come together.

I make no apology to devoting so many pages of this issue to Ray Lynskey and Jon Hamilton and their achievements. They deserve it.

Jill McCaw



Soaring NZ stand at GFA.



A full house for Ray Lynskey's funeral.



Ray Lynskey flying his Ventus cM.

Photo Gavin Conroy
capphotography.photopic.net

next issue

We take an in-depth look at the Sunseeker solar powered aircraft. Mike Borgelt tells us the correct way to plumb our instrument panels and we'll be back into contest season with the Sth Island Regionals.

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

EXPERIENCE TAUPO

Central Plateau Soaring Competition #6

Sat 31 Oct – Sat 7 Nov 2009
Centennial Park • Taupo

Welcome to the 6th C.P. Soaring Competition. This Contest will appeal to pilots of all levels and aspirations.

Daily tasks will be set to suit all performance and skill levels including Sports, Club and Open Class. Taupo, NZ's thermal and adventure playground, offers great family opportunities including shopping, fishing, tramping and some of the best soaring you will ever experience.

We have a limited number of bunkrooms and a camping area with power, ablution block and kitchen facilities. Reasonable fees. Early bookings essential.

Camping Grounds, Cabins and Caravan Parks

LAKE TAUPO TOP 10 HOLIDAY PARK Centennial Drive Ph 07 378 6860

DEBRETTS THERMAL RESORT Hot pools. Nice Cabins Ph 07 378 8559

CAMELLIA COURT MOTEL & CABINS Call Glider Pilot Ockie Ph 07 378 4346

For more accommodation, motels, restaurants and entertainment, visit www.laketaupo.nz or www.bookabach.co.nz for rental homes.

Contest Organisers	Taupo Gliding Club Inc
Contest Director	Tom Anderson
Safety Officer	Gordon Griffin
Task Setters	Stewart Cameron, Trev Terry
Weather	Roland Van Der Wal
Scoring	Rob Lyon
Radio and Catering	Lois Taylor, Rosemary Lyon
Grid Marshal	Gordon Griffin
Club Manager	Tom Anderson 0274 939 272
CFI	Bill Kendall
Clubhouse	Phone 07 378 5627



Make the best of this opportunity to practise for the Taupo Nats Feb 2010 and book your accommodation.

We have quite a few options available. Taupo is an adventure playground with something for the whole family.

The soaring can be absolutely sensational. Send your entry now.

Entry Fee Early bird \$ 150.00. \$ 170.00 after 1 October

All Early bird entries go into a draw for a mystery prize.

Tow Fees \$ TBA to 2000' Due for payment at contest end.

EFTPOS B/C AND VISA AVAILABLE AT THE CLUBHOUSE.

To assist TGC to acquire enough tow planes, please send in your entries asap with your entry form.

Enquiries to Taupo Gliding Club Inc
Ph 07 378 5627 PO Box 25 Taupo

Tom Anderson 0274 939 272
Trev Terry 0274 908 566

www.taupoglidingclub.co.nz
e: gliding@reap.org.nz



ALEXANDER SCHLEICHER SAILPLANES

Simply the best



ASH 31 Mi

FUTURE AVIATION
10 Antigua Grove
West Lakes 5021
SOUTH AUSTRALIA

eckey@internode.on.net
Phone/Fax: + 08 84492871
Mobile: + 0412981204

- **ASK 21** 2-seater - with or without engine
- **ASH 26E** 18m Self Launcher L/D = 50:1
- **ASW 27** Top Gun in Racing Class
- **ASW 28-18** 18m unflapped glider (also with engine)
- **ASG 29** 18m flapped with and without engine
- **ASH 30 Mi** new Open Class 2-seater
- **ASH 31 Mi** self Launcher with 18 and /or 21m wingspan

in NZ please contact:
Theo Newfield
71 Penruddock Rise
Christchurch
New Zealand
Tel: (03) 3388362
Fax: (03)3388374
Mobile: 0274326015

I wonder how many active *Condor* pilots there are among the NZ gliding pilots?

- Are there already groups who “go soaring” together on *Condor*?
- Is there already a NZ-based “server” where we can all go soaring together when the weather outside is unsoarable?

I am a keen *Condor* flyer. I used to be an active “real life” glidier pilot, but old age etc. got in the way.

I would welcome emails from others who are interested so that we might possibly start to arrange a NZ “Condor Soaring Goup”. If interested, email me at tomory@clear.net.nz or phone 04 564 8637.

Tony Ryan

Founder Member, Gliding Hutt Valley

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

A documentary involving a glider race between Richie McCaw and League star “ET” Andrew Ettingsausen is due to run on the Discovery Channel at 8.30pm on 5 November 2009.

OFFICIAL OBSERVERS

CFIs and OOs are reminded that the a OO Register (ref MOAP page 26) is being created and the old one will be cancelled on 1 September 2010. Everyone wishing to carry on as an OO needs to be reappointed before that date using the OPS 05 application form, supported by a recommendation from their CFI.

If you are an OO and you have not received notification of this please contact your CFI or the National Awards Officer.

SPORTING CODE SECTION 3

Since publication of the 2009 Sporting Code, Section 3, a few points have been shown to need clarification. The opportunity to correct these points has been taken and the amended SC3 is now on the IGC website or follow link latest News GNZ.

This new version has changes to para 4.2 and 4.2.1 dealing with declarations, particularly in the identifying of the glider being flown. The new wording will allow an identifier other than the registration to be used.

Also, the Appendix to Chapter 4 has had some amendments which do not change the intention of the Appendix, but give more clarity to the use of GPS units for use as horizontal Position Recorders for Silver and Gold badge flights.

ANNEX C

A new addition to the website is a newly compiled version of Annex C which gives guidance for pilots and Official Observers or follow link latest News GNZ.

This takes into account the deletion of photographic evidence for turn points and the use of GPS Position Recorders for Silver and Gold badges.

Both of these documents will come into use from 1 October 2009.

Ross Macintyre, Chairman IGC Sporting Code Committee.

LINZ MOVES MOUNTAINS

Land Information NZ's new Topo50 maps are now the official mapping system in use. Carol Kohl from LINZ tells us that these maps have had years of preparation with consultation with DoC, the Police, SAR and others. On changeover day all relevant organisations had all the new maps and information ready to switch. The new system is compatible with GPS and other international navigational technologies. LINZ warns that as they are now using new co-ordinates large landmarks have moved by up to 200m.



It's only in the event of a
CLAIM
that you *really* find out
who has the best policy!



Aviation Co-operating
UNDERWRITERS PACIFIC LIMITED

Contact your broker or ring Brian or Arden and talk to the people who specialise in aviation insurance.

“Kiwis providing Glider pilots with aviation insurance for over 25 years”

TELEPHONE 04 473 5593

admin@aviationcoop.co.nz

www.aviationcoop.co.nz

53RD COUPE AÉRONAUTIQUE GORDON BENNETT GAS BALLOON RACE

The famous balloon race came to a fantastic close with the final landing of the 16th competitor in Portugal, barely 20 km from the most western tip of the European Continent, and only about 4 km from the Atlantic ocean.

The French team of Sébastien ROLLAND and Vincent LEYS, onboard their French registered gas balloon (F-PPSE), took off



from Geneva Saturday September 6 at 22:42 and flew 1,587 km in 85 h 12 min to the final victory in the race. 16 gas-balloon teams from 8 nations took off from Geneva during a dramatic night-launch in perfect weather conditions.

Of the 16 balloons

- 2 landed in France,
- 1 landed in Italy / Sardegna,
- 2 landed in Spain / on the Balearic Island of Menorca,
- 3 landed in Algeria,
- 5 landed in Spain / Mainland,
- and 3 landed in Portugal.

Several World Records were broken in the course of the long and dramatic overwater flights over the Mediterranean sea. The three balloons which landed in Algeria also made the first ever intercontinental gas balloon flight between Europe and Africa. Full results can be downloaded from the official race websites at http://www.ballon.eu/2009_coupe_eboard.html and <http://www.satpro.org/gordon2009/index.php>

THE BEST GLIDER IN THE WORLD?

Ben Flewett wants to get us all excited. He thinks this may be the best glider in the world! It has a Nimbus 4 fuse, enlarged fin and ETA wings. The price tag is rumored to have been about one million euros! It was custom built to order - there is only one in the world.



See David and Goliath story page 18 to see how it compared to the ASH 31 Mi in competition.

DRURY CLUB CLASS COMPETITION

The Auckland Gliding Club offers an invitation for all pilots to attend a competition to be held at Drury.

Sat 9th Jan to Sun. 16th.

Due to the absence of a Matamata based competition usually held in Jan/Feb, the AGC want to provide a friendly but serious competition as an alternative. With the help of the Sailplane Racing Committee we wish to trial a "Club" formula for GNZ sanctioned events in the future. This is the format that has been so very successful in the US and Australia.

Drury as a cross country soaring site is a well kept secret to those not familiar to the Auckland soaring scene. Flights in the past have ventured as far as Wellington and even Omarama. In recent seasons our intrepid pilots have found their way into Taupo, Ruapehu and even the Hawkes Bay.

We think the timing is right to show our club, airfield and territory off to the gliding community. There are camping facilities and limited number of bunk rooms if you are quick enough.

Ross Gaddes – Club Captain AGC

SOARINGNZ CALENDAR

Advance orders for SoaringNZ calendars are being accepted now. Thirteen high quality photographs of soaring in New Zealand by John McCaw and others. Designed and produced by the team that make SoaringNZ look so good. A4 size pictures, traditional 12 month calendar. Would make great Christmas gift. Easily postable. \$20 including p&p within New Zealand. Available November. Email soaringnz@mccawmedia.co.nz to ensure you get yours.



SOARINGNZ PHOTO CONTEST EXTENDED

Due to the low number of entries received by the cut off date we have made the decision to extend the photo contest. A new closing date will be announced later but it is expected to be around Easter to allow people to take photos throughout the coming soaring season.

We have a fantastic Nikon Coolpix camera to give away so keep taking photos and sending them to us. Photos already received are still entered. Please set your digital photos at the highest resolution, take pictures and email to soaringnz@mccawmedia.co.nz including details on who, what and where plus information on camera and photographer and your contact details.

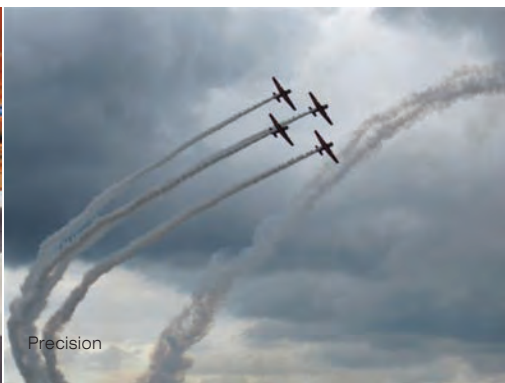
Airspace Usage Tracker now online <http://airspace.gliding.co.nz>



Airbus A-380



Gavin Willis



Precision

Our American correspondent Jim Herd has sent us pictures and notes from AirVenture, the 2009 Oshkosh Air Show.

There is a special ambience at this particular event – to call it an “air show” totally misses the point. Air shows are mostly for non-pilots with the obligatory “wow factor” but AirVenture is by, for and about pilots. The constant random personal encounters with famous and not-so-famous folks are at the heart of the event.

Many interesting technical facts about the Airbus A-380 – do a web search and you will be fascinated. The thing is a bloody monster – 1.2 million pounds gross weight! The inboard engines sit only three feet above the ground, so there is a computerized flight control that forces wings level below about 70 feet agl and allows only rudder input – to prevent the engine from scraping the ground on short final.

The Salto jet glider acro performance was very impressive – about 10 minutes of loops and barrel rolls with engine running full blast and relatively quiet (when compared with a military jet!).

Very little military aircraft presence this year – very disappointing!

Almost no freebies at the booths this year – very disappointing! One exception was Ford Motor Company and the other was the government agencies such as FAA, CBP, etc.

General activity at the show seemed brisk. Here is a preliminary summary that indicates it will break records – http://www.airventure.org/news/2009/090802_wrap.html

The Soaring Society of America was a no-show. I counted four gliders at the show – Stemme (sales presence), Salto jet glider (acro act), Antares (sales presence), and a military Ventus (just on the ground to entice new recruits). Oh and a presentation at the forums on flying an old metal Schweitzer. I find this to be beyond disappointing! BTW – SSA has apparently also refused to use a cover photo of the Salto jet doing acro with smoke, because it is the “wrong image” for SSA. Need I say more? Any soaring pilot who cares should be working to change all this because AirVenture is a concentration of three quarters of a million aviators! There should be a strong presence of soaring all across the board! Attracting interest from just 1% of the attendees could almost double the membership of SSA! It would take much less to put a smile on every soaring business in the USA!

Avgas replacement – there is no magic bullet. Yet. (Have they tried nuclear power to make fuel cell fuel i.e. hydrogen?)

How do you do acro in a Twin Beech and a Beech Bonanza? I don't know but it looked very graceful.



White Knight Two is a stunning example of private capitalism over government ineptness! (Sorry to add a political tone, I just couldn't help myself.)

The actual aircraft is totally amazing – dual hull with no connecting tail, and capable of flying separately if cut into two pieces. It also has unassisted control cables that resemble a glider, and it can carry a payload

of 8000 pounds. Funded by Sir Richard Branson (where the hell are all the American entrepreneurs?) and inspired by Burt Rutan of Scaled Composites, this is yet another stunning success story, as far as it has gone so far. (Although they did kill three people in a test firing of the rocket for the associated Space Ship Two.) In roughly three years they have gone from concept to fully flying aircraft, and



broken all sorts of barriers along the way. I am personally extremely proud of this and similar American projects! They demonstrate the overwhelming superiority of private enterprise over government (NASA et al). Branson and Rutan explained that the foundation of the entire project was vision and passion – amen, brothers! Rutan's personal vision is “space hotels before I die”. They have 300 people fully paid-up for a ride into space at \$200,000 a pop, with about 80,000 other folks interested in getting in line. And they expect prices to drop sharply within five to ten years. They also see this as the start of a huge

new private industry to get “stuff” into space for less than one tenth of what it costs via NASA today – such “stuff” as research satellites, TV repeaters, and structures such as hotels. I'm almost tempted to sign up for the space ride and/or as an employee of Scaled Composites.



WANT FREE ENTRY to a Regional Championship + \$100 towards launch fees?

It's only 50 km away

Gliding New Zealand and the Sailplane Racing Committee are proud to introduce the

GNZ First Competition Award

Awarded to NZ glider pilots upon successfully achieving FAI Silver Distance (50 km).

Recipients will receive free entry into a Regional Championships of their choice, plus an additional \$100 towards competition launch fees – all courtesy of GNZ.

So fly your Silver Distance and get ready to race!

Only pilots who do not have previous competition experience are eligible. Effective commencement date is September 2008 (Silver Distance pilots from last season will be notified shortly). For more details contact the SRC or check the GNZ web site: www.gliding.co.nz/racing

The regional competitions for the upcoming season are:

South Island Championships

Omarama, 14 – 21 November 2009

Northern Region Championships

Matamata, 28 November – 5 December 2009

Central Districts Championships

Masterton, 16 – 23 January 2010

GNZ AWARDS & CERTIFICATES AUGUST 2009 – SEPTEMBER 2009

A FEW POINTS TO MAKE LIFE EASIER

Please send all the paperwork, together with the appropriate fee, to: Bruce Cunningham, Treasurer, Gliding New Zealand, PO Box 15-451, Wellington 6243

Please do not send "SeeYou" or "Stre-Pla" documents of your flight, but send me the electronic flight log (.igc file). Do not change the file name. E-mail attachment would be fine. gnzawards@xtra.co.nz

Please write your e-mail address clearly on the application form, e-mail is the preferred way of communication.

Please include your GNZ number on your application form.

Application forms can be downloaded from the GNZ website <http://www.gliding.co.nz/moap>

Remember also, that the name, signature and licence number of your tow pilot is required for all claims involving aero tow launch.

Thanks for your help.

Edouard

QGP

3065	James D. Graham	Tauranga	15/07/09
------	-----------------	----------	----------

SILVER HEIGHT

Colin R. Deeker	Taupo	22/07/09	Foka 4
-----------------	-------	----------	--------

GOLD HEIGHT

Maurice R. Weaver	Tauranga	06/06/09	LS 4
Sandra Griffin	Tauranga	22/07/09	ASW 20

GOLD BADGE

310	Maurice R. Weaver	Tauranga	15/07/09
-----	-------------------	----------	----------

DIAMOND HEIGHT

402	Maurice R. Weaver	Tauranga	06/06/09	LS 4
-----	-------------------	----------	----------	------

THREE DIAMONDS

117	Mark King	Omarama GC	18/08/09
-----	-----------	------------	----------

AIR NZ CROSS COUNTRY CHAMPIONSHIPS

OPEN CLASS		Glider	Distance	Points
Carl P. Jackson	Nimbus 2		534.57	882.545



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

Matamata Soaring Centre

CROSS COUNTRY COURSE

Waharoa Airfield – Matamata
Five Days of Fantastic Flying

Monday 23 November – Friday 27 November 2009

Standard Cross Country Course

Only one place left, register now to secure your place.

Advanced Cross Country Course

Registrations to be received no later than Monday 2 November

See previous issue of Soaring NZ page 37 for more details



Contact details to register for either the Standard or Advanced Cross Country Course are:
Steve Wallace – MSC Secretary
e-mail walest@jafa.net.nz

Setting a New Standard in Communication

IC-A14

- 700mW Loud Audio with a BTL amplifier
- Full Keypad or Simple Keypad versions
- Compact, Lightweight and Rugged Body
- Large Capacity Lithium Ion Battery (18 hrs Typical Operation)
- 200 Memory Channels with Alphanumeric Tagging
- Side Tone Function
- Low Battery Indication and Beep Alert
- Adjustable Microphone Gain Setting
- Optional AA Battery Pack for convenient battery backup.



ICOM

ICOMNZ 20

Aviation

To find your local ICOM dealer
contact Icom New Zealand on
09 274 4062 or visit www.icom.co.nz



END OF AN ERA

RAY LYNSKEY MBE



Ray Lynskey was one of New Zealand's greatest glider pilots. His death from cancer occurred as he was coming back to gliding after a break to focus on his career. The fact that he was at last able to fly for the sheer joy of it makes his death seem particularly sad.

Ray was our first and so far only World Champion soaring pilot, winning the Open Class in Omarama in 1995. In 1990 he was the first glider pilot ever to fly 2000 km, at a time when most people thought it couldn't be done without night flying. And he did it in New Zealand. His flight: Blenheim, Lumsden, Wairoa (Hawkes Bay) and back to Blenheim took 15 hours, had an average speed of 135 kph and was his 7th double crossing of Cook Strait.

Having flown in five world championships his recent flying had become less driven. He was involved in club activities and was Chief Tow Pilot and a committee member of the Marlborough Gliding Club. He set the benchmarks that others aspired to. World Champion, World Record holder, awarded the MBE for Services to Gliding and the Lillenthal Medal following his 2000 km flight – he was a pilot like no other.

SoaringNZ invited people to share their memories of Ray.

Ray Lynskey was my Nemesis

We fed off each other, competed against each other and pushed each other to better flights. There is no doubt that he is the best pilot I have ever seen. He had a refined style, tunnel vision and determination. He lost all sense of humour once he got going. He got himself churned up as tight as a drum.

Wherever he went he was watched with interest. For so long he, often on a daily basis, did what was thought to be the most that a pilot could achieve in a day. When you have the best pilot performing at his best ability you couldn't get a better result. He set the benchmark that others then set for themselves. Even on a bad day he would be head and shoulders above everyone else.

You hear people talking about how they flew beside him or kept up with him for a while. It was a real kick for them that they'd kept up with the pilot who was top of the range. They'd managed to 'hang with the expert'.

Ray would quite often see things that others couldn't see. He would unravel complexities of the sky, look into the bigger picture and not what was happening at the minute.

He was the biggest pain in the butt when it comes to a flying buddy but it was most interesting. You had to get up early to put one across him. Generally if you were going to keep up with him he would have had to have made a mistake. I thought the guy was just about bullet proof with what he could achieve, where he was going and what he was doing.

During the Worlds contest we had team codes to tell each other our positions but we became fairly sure that the enemy had cracked them. Ray and I knew each other very well by then and we also knew the Omarama conditions. One day he asked me, 'Are you doing what I think you're doing?' I was off track in wave conditions and Ray had figured out that that was where he ought to be too. 'Yes,' I said and he came over too, unknown to the others.

People said it was a shame after the win at the Worlds that he didn't keep flying national competitions as there were many people keen to pit themselves against him and learn from him but I totally get why he didn't. He had put in over a decade of effort into that goal. It had been his life and he had achieved it. He had nothing more to prove. It was time for him to get on with his other life. He deserved to win that contest and he did it his way.

He did actually teach a lot of people a lot of things but he made them work it out for themselves. He could be a selfish pain in the butt flipping back to unselfish and caring. He was a most entertaining person to watch from a distance.

I've never met anyone who used to cane their gliders like he did. He used to overload them with water by miles. He'd be at 22,000 feet in wave doing loops at 100 kts. It was insane. He and I often used to meet on the lower Kaikouras. I'd be heading north out of Hororata for a big flight and he'd be coming south from Blenheim doing the same thing. It just so happened that we'd cross each other there, same time, same place. It became a bit like meeting an old mate for a cup of tea. We'd circle each other and call each other names, we never had anything pleasant to say to each other.

Trevor Florence of Canada sends a slightly unusual picture of Ray. He explains. The photo was taken when Ray visited us here in Canada in 2001. He was flying the 1951 Schweizer 1-23. He was thrilled to fly this "vintage" glider even though he had been flying many different high performance gliders while here. Ray will be missed by all, very tragic event.



Then we'd carry on. By the time we were heading home we'd be on a different track so it wasn't likely we'd meet but we'd call on the radio and compare notes.

Ray was always interested at the end of the day to debrief with whoever had done a good flight that day sharing with guys like John Ahearn, Vaughan Ruddick, Mike Oakley, Nick Reekie and others that were doing long distance flights. That shows a true passion for the sport. He did give back a lot.

TERRY DELORE

An American Perspective

Ray's reputation was larger than life and it preceded him across the world. I entered soaring in 1998 - a few years after Ray became World Champion. But still, it didn't take long before I was in awe of his 'first ever' 2,000 km flight, astoundingly across both main islands of Kiwi-land! Wow! In 2000 I first met Ray at the infamous "High Country Soaring Camp" at Ely, Nevada. He was always first in the air and last to return. His back-to-back 1000 km flights became routine and even boring! But his 'victory loops' were truly highlights of the entire event each year - I would even say 'legendary'. The energy management skill to complete 3 loops at low altitude over the field and then calmly complete a full landing pattern was phenomenal! That trade mark stayed with Ray every year after, until his last year in the USA - 2008. Our sport needs international legends like Ray, and it is a terrible loss that he is gone. I wonder who will replace him on an international level? Ely needs a replacement. Our sport needs a replacement.

But there was more to Ray. With encouragement from Ray and others, my wife Jennifer and I took a wonderful vacation to New Zealand in 2001. We have been back many times since. Ray was a gracious host. He was almost embarrassed that we noticed his photo on the wall with the Queen of England when receiving his M.B.E., though I detected a degree of subdued pride also. Whenever I encounter a person who is clearly operating on a different plane than the rest of us, in any endeavor, I am fascinated to learn

more. I think passion is a common thread and Ray had plenty of passion. His exploits with his grapevines were no less passionate. In more recent times his passion for his new glider and hangar continued the theme. It is tough for the rest of us to rise up to the level of such people, simply because it requires such a phenomenal level of dedication and single-mindedness. I long since gave up any hope of emulating such people. Frankly, I favor a more balanced life.

Meanwhile, in the USA Ray had recently secured a second glider of his own. This, along with his career changes, had him set up for a long and exciting 'retirement' with two summer seasons of soaring each year. How ironic and tragic it is that all this was dashed just as it was getting established. On the positive side, no-one could ever accuse Ray of idly wasting his life. He made the best of the years he had available to him, and none of us can aspire to do better than that.

JIM HERD
Minden, Nevada



Jim Herd's first visit to Ray's vineyard in January 2001.

The following is taken from the Eulogy given by Tony Collins at Ray's funeral. Tony Collins crewed for Ray at both the pre worlds and World competitions at Omarama in 1995 and gives us a personal view of the champion.



Terry Delore pays tribute

I know that the worldwide gliding fraternity and its supporters have often been awed by Ray's gliding achievements over the years. I wish to speak on your behalf and say we have lost a real aviator whose achievements in gliding were at a level most of us could not really comprehend but could only stand in awe of and perhaps aspire to.

Ray began gliding in 1974. I first met Ray in 1982 when I ventured to Omarama from Marlborough with my camping gear as a newly soloed pilot. Ray and I were both members of the Woodbourne Aviation Sports Club, or the Wiggies. Before I left Ray said, "You can crew for me next time." The relationship grew and we developed a mutual respect. As many of you know Ray could get exasperated at times. He never double barrelled me but I heard other objects and persons on the receiving end and would quietly listen as he got it out of his system.

Some of us dwell on things that upset us but not Ray. He let it all out there and then got on with the task.

At the conclusion of the 1993 Nationals win at Omarama we packed up. Ray told me that he had spent a huge part of his earnings for years in pursuit of winning a world gliding title and the 1995 World's would be his last effort.

When I visited Ray in the Christchurch Hospital a few weeks back he managed a Ray chuckle as I related a story from that time. On the final day of the Nationals Ray flew the last task in a very quick time. Ray wanted to do the task again as the gate has not closed. We had rehearsed such moves. It meant landing a heavily ballasted glider so that I could catch the wing as he rolled to a halt so as not to spill ballast, put on the wing walker and tail dolly and tow it quickly to the starting grid. Ray remained strapped in

As I sorted the tow rope to hook up to the tow plane, another pilot, the late Mike Rix caught his wingtip on LA's wingtip while taxiing in the opposite direction to get in behind him at the grid. It pulled LA around.

Ray erupted in the cockpit. I really expected him to burst out straps, parachute and all. After I inspected the wing, pulled the glider around facing down vector 27 again and assured a fuming

Ray that there was no damage, I talked quietly to him until he regained his composure. He then hooked up and flew.

He flew the task faster the second time and clinched the championship. I think Mike actually gave him some more drive. Ray would have actually won the championship with his first run of the day but on landing he said, "Tony, I made a few mistakes and knew I could do it faster".

He was always going somewhere in a hurry but knew where he was going even if others didn't. That was how he won the World's. After many blue days he hoped for wave and clouds. As it stood, all the leader had to do to win was to play follow Ray. He had to lose the gaggle. The last day was not in earlier forecasts but it happened.

That day increasingly cloudy conditions made it difficult for other pilots to follow Ray. Ray somehow suddenly managed to vanish from the smooth air of the wave lines. He had dived down and hammered the ridges in an uncomfortable ride - out of sight from other competitors who were left the challenge of finding their own way home!

It was a great moment as we counted down the minutes after Ray's finish while anxiously waiting for German Uli Schwenk's finish. A thirteen minute lead was the lucky number to give Ray enough points to win the World Open title. My stopwatch clicked thirteen. It stretched to twenty three before Uli finished. Then the elation began. It was so good to be part of it. Tears flowed. I could only imagine Ray's inner exuberance and sense of fulfilment.

Another formidable achievement was being the first glider pilot to fly 2000 km (2026km) in 1990. This achievement stunned the gliding world.

Ray was an amazing pilot who competed in many international competitions such as the Worlds at Benalla, Weiner Neustadt, Rieti and Uvalde.

Ray, you are indeed a legend and will be able to continue with your sustainable flight as the rest of us below will be left still struggling to achieve it.

TONY COLLINS

SOME LYNSKEY LINKS

Google "2000km glider flight" to find a copy of Ray's description of his 2000km flight on SOAR. The link is far too long to post here.

The video of the 1995 World Championships Champions of the Wave is available online.

This is a great tribute to Ray.

<http://www.joost.com/0200082/t/Champions-of-the-Wave>





Ray after he landed after flying his Ventus2 for the first time. Photo: Colin Bryan

Ray inspired me to fly gliders and competitions. Period.

My earliest memory of gliding was being hurled off the winch in a Blanik during a Scouts flying weekend when the Marlborough Gliding Club had a winch based at Blenheim Airport. I have no idea of the date or who I flew with. I'm sure Ray had something to do with that operation then.

Shortly after that first gliding flight I remember Dad and his mates telling stories about Ray winning the World Gliding Champs at Omarama... so it was 1995. I saw him around airshows at Omaka as a kid and was mystified by this guy who was a world champion of something to do with flying or was it gliding? I was 11 yrs old.

When I moved back home to Marlborough after uni study and a brief OE I caught up with Ray again at his vineyard in the Waihopai Valley named "Lenticular Vineyard". Funny that! I very excitedly told him how I had discovered the thrill of gliding while a student in Wellington and that this was the best flying ever! I think I showed him pictures of PW5s in Kapiti coast paddocks. He wasn't amused, but he encouraged me to continue to learn cross country all the same!

Finally the day came when I entered my first competition. It was Joeyglide 2006, the Australian Junior Nationals. Ray simply said, "Go for it," and "Watch out for those bloody SWER lines won't ya," handed me his crusty old crinkled task maps from the '87 Benalla Worlds and simply said, "Oh you'll figure it out."

I had a major car accident on the way to Nelson Lakes Gliding Club later that season. Ray called me when I was in hospital to check I was still okay and then he went on to tell me that he had also had all sorts of bits of metal in his body too, from a hang

Ray simply said, "Go for it," and
"Watch out for those bloody
SWER lines won't ya,"

gliding accident. I was blown away by his drive to keep flying no matter what. It certainly kept me focused on the long year of recovery back into gliding

When I bought into an ASW20 Ray had some good safety advice and helped me to learn to look after and fly the beast.

My first solo cross country in Omarama in the 20, Ray casually remarked from across the grid waiting for his aerotow, "Where ya off to?" and after my very vague, stuttered and very nervous reply he said to my complete surprise, "Oh once you get up there, give us a call on the radio." Yeah right! He was looong gone in his old Nimbus 2 by the time I climbed up onto Horrible. Even in the flat blue conditions he was just oughta sight!

The last time I saw Ray in good health (his happy flying self with his new Ventus2) I was just back from Oz again, this time after racing in the Oz Multi class Nationals at Benalla. "Oh, so howdya go in Oz?" he simply said.

"It was awesome!" I said. "Flew my first 500km triangle in the 15m class but I couldn't claim it for a Diamond."

"Oh well, 'spose you'll have to do it again then," and then he walked away. That was Ray's style as a mentor.

I regret never having the opportunity to fly with him but then I realise that was never his style.

Ray was a mentor for me. When on the ground or in the air cruising the wave high above us, a white speck way up there, chuckling on the radio and checking in on us un-worthy mortals as we were scunging along the ridge tops for that elusive wave entry point, he forced you to 'just go and do it yourself.'

Glide On Ray. You've left us 'gromits' one helluva legacy to live up to!

LUKE TILLER

Left: The New Zealand team at Rieti, Italy, Ray on left. Right: National champions Peter Lyons, Ray Lynskey and Terry Delore, trophies presented by Director of CAA, Stuart McIntyre.



AUCKLAND GLIDING CLUB

We were shocked to learn of the passing of Ray Lynskey although some people with close recent associations knew things weren't good. The international profile he had overseas as well as that at home, meant that his passing will be sorely felt throughout the worldwide gliding community. We observed that his obituary in the Marlborough Times was the most read of the online newspapers articles, no doubt due to his standing outside his home province. The whole club joins in mourning a great world record pilot and former World Open Class 1995 Champion.

A (LITERALLY) DIFFERENT VIEW OF RAY

It was a beautiful summer's day with cumulus cloud everywhere when I happened to look over the terrace at the end of our garden in the Awatera Valley. I noticed a yellow car in the river bed in the distance. I thought, that looks like Ray's old yellow Falcon. What on earth is he doing there? I thought, this needs looking into. So Janna and I drove down the hill and up the Molesworth road to investigate.

When we arrived we noticed two heaps of clothing on the river bank.

This seemed like an opportunity not to be missed, so we collected the clothes and put them out of sight before waiting in the shadows.

Minutes later two bodies emerged from the river totally starkers

and dumbstruck as to what had happened to their clothes. Further minutes passed and we came clean.

It was one of the rare days when the opposite sex managed to drag Ray away from Lima Alpha, his first love.

Chris Richards

I never ceased to be awed by Ray's incredible flying ability, his refusal to leave anything to chance, and his single-minded determination. Only last summer at Omarama, he was showing us all what a fantastic soaring pilot he was - first away in the morning and last back at night, day after day. In a lifetime of reporting sport, I met many fantastic people but only a handful of true champions. Ray was one of those rare people who fitted comfortably into the latter category. He was a great man in any sporting company, and his loss is difficult to come to terms with.

They say that you are never gone as long as someone remembers you. On this score, Ray will live on forever.

His achievement in becoming the first glider pilot to exceed 2000km, and his memorable win in the 1995 world open class gliding championship at Omarama, are just two highlights in a life in which he achieved levels of performance most of us can only dream about.

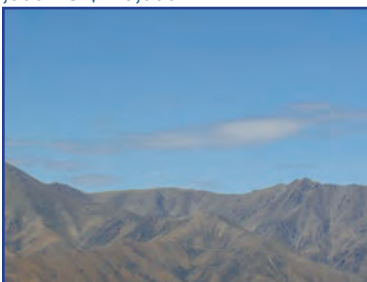
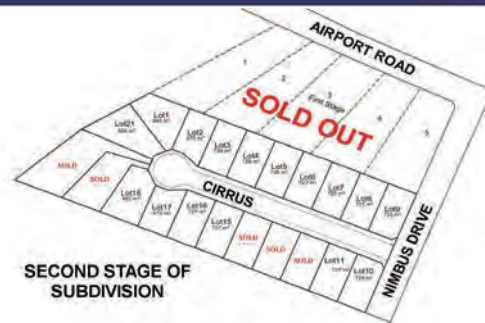
Rod Dew

"The Local Firm" A C SPIVEY REAL ESTATE LTD M.R.E.I.N.Z

OMARAMA AIRFIELD SUBDIVISION

STAGE 1 SOLD OUT, 21 PRIME RESIDENTIAL SECTIONS
IN STAGE 2, 5 SOLD 16 LEFT AT AFFORDABLE PRICES

PRICED FROM \$90,000 TO \$125,000.



SECTIONS 670M² TO 1595 M²
NEW EXCITING SUBDIVISION
READY TO BUILD ON.
LISTING #333030.

211 Waitaki Drive, Otematata Ph (03) 438 7724 Fax (03) 434 9398
203 Thames Street, Oamaru Ph (03) 434 9010 A/h 434 6728 Mobile 027 434 0608
Contact: Tony Spivey (Snr) Email: acspivey@xtra.co.nz www.acspivey.co.nz

2 SEATER GLIDER RACING

FLYING THE FRENCH NATIONALS

While most New Zealand pilots were growling and mumbling about terrible weather this winter, George Wills was one of the fortunate few making the most of opportunities to fly overseas. In May Wills teamed up with his Austrian friend Markus Lewandowski (Lewi) to fly in the French Two Seat National Championships at Vinon-Sur-Verdon. Flying a Duo Discus they won the 20m class.



Wills is, he says, a relatively fresh competition pilot and this was an opportunity to gain some priceless experience and have a lot of fun in the sun this winter. Not only was it to be some of the most satisfying flying he has ever done; he got to share the experience with a good mate. Wills shares his experiences and some insights into two seater glider racing with SoaringNZ readers.

Double seat glider racing brings a new dimension to our typically solitary sport. After the contest Lewi and I concluded that had we both been flying solo, neither would have won the contest. It was our ability to work as team, and a little luck, that proved to be the key to our success.

The parallels between sailing and gliding have often been discussed. Having been a competitive double handed skiff sailor for many years I found a number of similarities flying 'two up'. This has led me to identify and consider some of the unique aspects of flying a two seat competition rather than going solo. Broadly, these are communication, separation of roles, sharing the workload, joint task planning and the ability to back the other pilot - even when things are not going well.

Communication was always going to be a little tricky for us. Lewi is a native German speaker and I, being Kiwi, can hardly pronounce his last name. Our first miscommunication nearly led to us losing





the glider over a French cliff on the 10 hour drive from Innsbruck to Vinon-Sur-Verdon. There is a large sign on the trailer (in German) that roughly translates to “Put no Fat”. Hearing this translation from Lewi, and being none the wiser to its meaning, I eagerly helped him apply some grease to the tow bar to stop it squeaking. Ten minutes later I was chasing the glider trailer down a hill into oncoming traffic with only a flimsy barrier between us and the lake several hundred meters below. Kids, don’t put grease on your father’s tow bar.

Thankfully, Lewi’s English is enthusiastic, so after sorting out a few ambiguities and miscommunications we developed our own system for pinpointing the position of other gliders as well as describing clouds and the tactics ahead. A poorly communicated message has the potential to do more harm than good; so special care was taken to express things concisely.

I am certain a well balanced team with clearly defined roles and effective cockpit communication has a huge advantage over most solo pilots. By splitting the many tasks a pilot performs into separate roles, pilots are able to share the workload in a way that recognizes individual strengths and permits greater specialisation of tasks. This leads to more informed and advanced decision making. When the pressure is on, the additional information provides more options and can permit greater risk taking (where there is effective communication and trust).

On the flip side I believe a dysfunctional team has the potential to perform worse than if each pilot flew solo. Choosing a compatible co-pilot is critical to the team’s performance. There needs to be a mutual respect for each other’s skills, even if you both have vastly differing experience. You both need to get along in the cockpit, remain positive, and be able to keep cool under pressure. Sometimes having differing flying styles can actually be an advantage, you are able to swap controls when the situation suits a particular style.

Luck usually plays a role in competition, but it’s what you do with it that matters. On day 3, some luck and a bit of tenacity got us home and that was the day which was to set us up for the contest.

After missing the first turn though a lapse in concentration (and communication) we had to do a double back, that left us low and slow. We continued on track scrabbling to stay airborne. Needing to make up for lost time we pushed on through several 3 knot climbs hoping there was better to come. We were both relieved when we pulled into a rotor climb from 2000 ft above the ground which transitioned straight into a 6 knot lee wave climb. Lucky break number one.

Given most climbs that day were barely pushing 3 knots and with prospects in the mountains not looking fantastic we decided to take the wave climb to the ceiling, push directly on track to the second turn and then bolt back to our wave spot for a top up before venturing to the hills.

Our third turn was Aiguines over the spectacular Gorge du Verdon before what we thought was going to be a routine run north to the last turn of Embrun in the high mountains. The ridges started out well but got slower and weaker as we ventured further north until we couldn’t keep a wing over the ridge without damaging the gel coat. Getting low we spent 30 minutes working a spur for 500 ft before deciding to go for the final turn in the middle of the valley and then see how far we could glide it out. There was a slight breeze blowing up the lake (now a head wind) so something had to be going up. But where? At 1200 ft above the lake our landing options were starting to look a little wet. Although we had a dry landout option in range we didn’t much like it so we made a backup plan which went something like, “If we get too low we start the turbo over the lake. If the turbo doesn’t start we land in the lake next to the beach.” Having



George Wills



a turbo in the back really does change your decision making.

After several likely spots failed to lift us, our last ditch was to join about 20 paragliders slope-soaring a little spur above the lake. We spent 10 stressful minutes playing a game of dodge for a gain of less than 300 ft. That was just enough however to make us feel better about some new landout options, so we ventured on over the lake and down the valley. Our separation of roles had Lewi desperately hunting for a climb while I flicked through the landout book and spotted paddocks. As a solo pilot the preoccupation in this situation would likely have been identifying a safe landing rather than looking for lift. In a two seater each of us had a role and trusted the other to make the best decisions in the circumstances.

Our second piece of luck for the day gave us a hairy rotor climb where the northerly was dumping over a low spur at the end of the valley. We dug in and finally got one climb that popped us high enough to escape the valley and limp home. With all the other gliders tied down by the time we snuck in we were stunned to find out later only one other team had got around the task and we were now in first place overall by 300 points. The game was on.

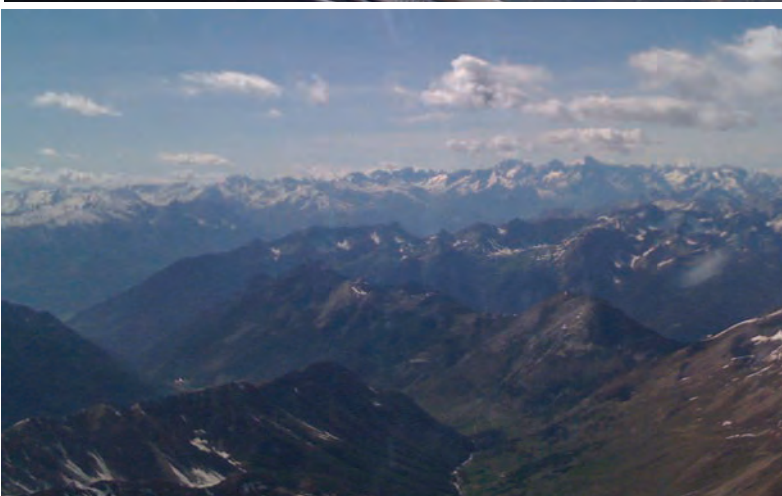
Task planning and debriefing are important aspects of contest flying and we found that doing this jointly not only provided additional critical thinking for the task but also gave us a forum in which to explain and debate and then experience different theories.

A typical debrief for a solo pilot might involve talking about their experiences or general highlights of the day over a beer with other pilots. The key difference in a two seater is that you talk about specific situations and theories with someone who was actually there with you on the flight. You are able to hone in on and discuss aspects of your flying and then go out the next day and try to improve while your co-pilot is there acting as the yardstick.

Backing your co-pilot on decisions, giving a gentle nudge when they could push harder or helping pull in the reins when every inch of a climb is needed helps build confidence within the team and keeps both pilots in tune. On the fifth day we managed to stay in tune for the entire task and were rewarded with a day win. Stating simple facts to each other was helpful for the pilot doing the flying. "We are currently 35 degrees off track", "The turnpoint is straight downwind", "Plenty of wind coming up that ridge", "We need 400 ft to make it home," can all help shape the decision making process and keep you both focused on the race.

Luck can run both ways. On the last day with 250 points in hand and a short 240 km racing task it should have been a walk in the park. Instead, all hell broke loose just before the start. We lost satellites on all of our loggers for over 10 minutes. The Zander, Posigraph and IPac all lost contact, only our Flarm (which was not IGC approved) kept working. I ended up dismantling the entire dashboard and cockpit, trying to trace the problem, while Lewi kept us in the air. After a quick discussion with the contest director we were instructed to land and get a fresh trace because they wouldn't be able to verify that we hadn't used the turbo. Just as the gaggle started the task we pulled brakes and landed for a relight. The day was weak and getting later so just getting back up to a reasonable starting altitude was hard work, especially when there were no other gliders helping mark the climbs. After the start we struggled to the first turn, I gave Lewi control knowing his ability to wring every inch out of the climbs was far better than mine. Meanwhile I fed him positive thoughts and ran the numbers on when I thought the day would end. Finally around the final turn we were able to slow up and cruise home knowing we had the competition in the bag.

If presented with the opportunity to race in a two seat glider, I



The French Alps.

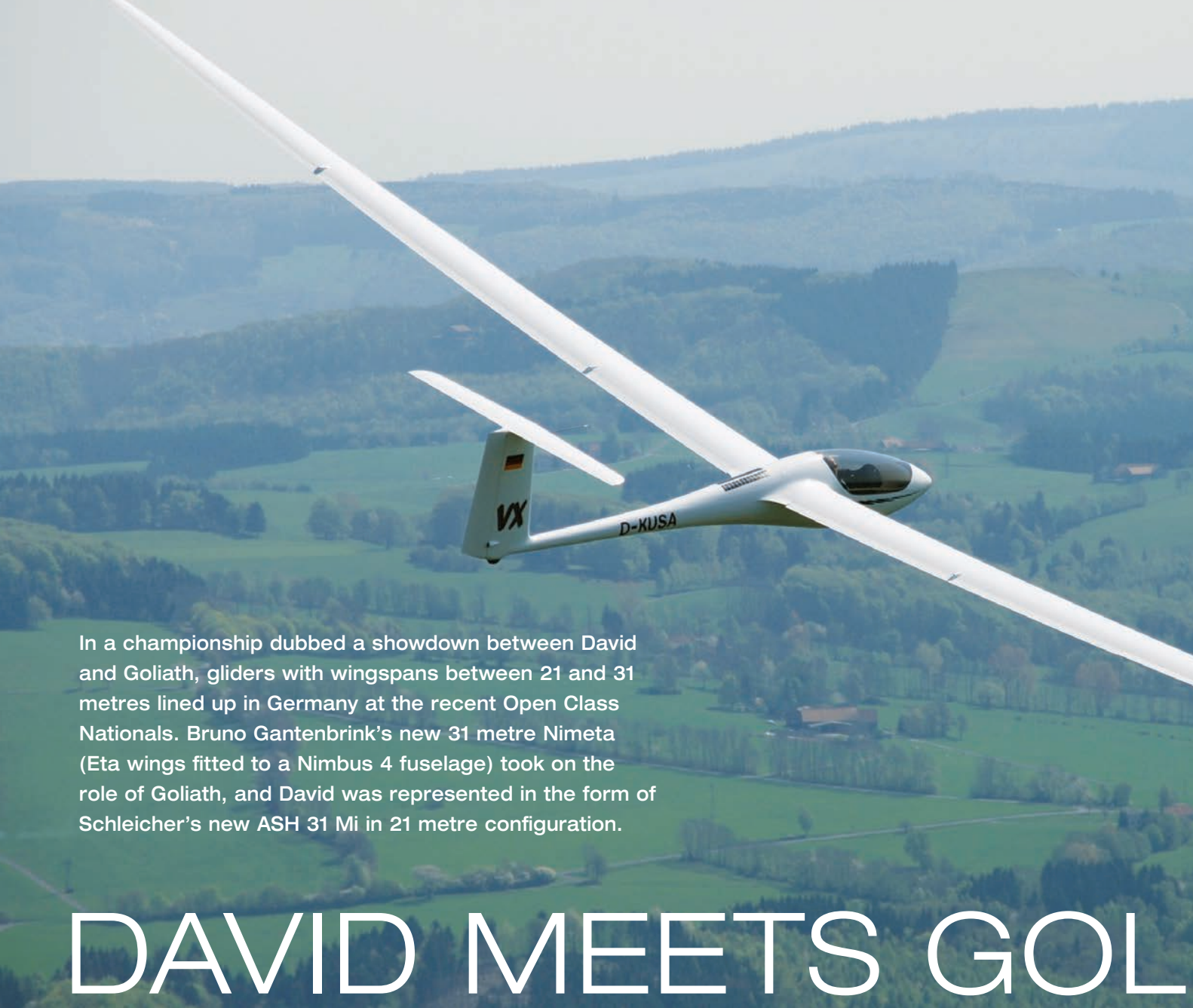
suggest you take it. It is a completely different experience to solo racing and I believe is a valuable learning experience for all levels of racing pilot. The 20m class was certainly the most social group at our event making the week a lot of fun.

Finally a big thank you to my girlfriend Abi for being a wonderful crew, cook and supporter, my legendary co pilot Lewi for organizing everything and milking those thermals, the Innsbruck club for lending us JOY, their Duo Discus T, Regis Kintz and the team at Le Club de Vinon sur Verdon for organising such a wonderful event as well as the French Federation for allowing us to fly in their contest.

RESULTS

4908	JOY	George WILLS - Markus LEWANDOWSKI	A + NZL / Innsbruck	Duo Discus T
4692	OM	Dimitry TIMOCHENKO - OVCHINNIKOV	RUS / Moscou	Duo Discus T
4554	TF	Noel FAUCHEUX - Bernard GUILLEMIN	F / Vinon	Duo Discus

Full results at: <http://www.cdf-vinon.fr/2009/Biplace.htm>



In a championship dubbed a showdown between David and Goliath, gliders with wingspans between 21 and 31 metres lined up in Germany at the recent Open Class Nationals. Bruno Gantenbrink's new 31 metre Nimeta (Eta wings fitted to a Nimbus 4 fuselage) took on the role of Goliath, and David was represented in the form of Schleicher's new ASH 31 Mi in 21 metre configuration.

DAVID MEETS GOLIATH

By Hans Juergen Schmacht flying the ASH



The competition offered an interesting comparison. Insiders expected an answer to the question of whether a modern 21 metre glider could compete on an equal footing with the current generation of open class gliders. Hans Juergen Schmacht flew the prototype ASH 31 Mi in its first competition. His report was translated by Bernard Eckey for SoaringNZ.

I knew about the ASH 31 for quite some time but my introduction to this new glider occurred only in late July at the "Huhnrain" airfield right behind the Schleicher factory. Even at first glance this aircraft is impressive. Smoothly flowing lines provide more than just a touch of elegance and an aspect ratio of 33 turns the ASH 31 into a true eye catcher. On the ground the generous safety cockpit makes it stand out from other gliders but it is in the air where this new aircraft impresses the most. It may be missing six metres of wing compared to current Open Class aircraft but even during my very first flight I switched to 'long wing mode' after a number



IATH

...it is in the air where this new aircraft impresses the most.

agility. As the ASH 31 inherited the outer wing panels of the ASG 29 it is no real surprise that the aircraft provides an excellent feel for the air – especially when it comes to finding the strongest part of the lift.

During the following nine competition days we had to deal with all sorts of thermals. Some of them were as weak as 1 kt but, as happens frequently, these days decided the top placings at the end. Even in weak lift no disadvantage to larger single seaters could be detected. The two-seaters were gradually left behind.

I will now focus on two competition days in particular. On day three the first leg was towards the Black Forest and I elected to start together with a Nimbus 4, an EB 28 and an ASW 22. We soon caught up with the team flying Nimbus 4s piloted by Tilo Holighaus and Markus Fisher who both started six minutes before us. They remained in close proximity to us for the rest of the flight. Due to the strong westerly and rather broken and narrow thermals I only kept 80 litres of water resulting in a wing loading of just 48 kg/m². It meant that I had a definite advantage in the climbs but wished for a little more water ballast in cruise, especially during the 50 km long final glide.

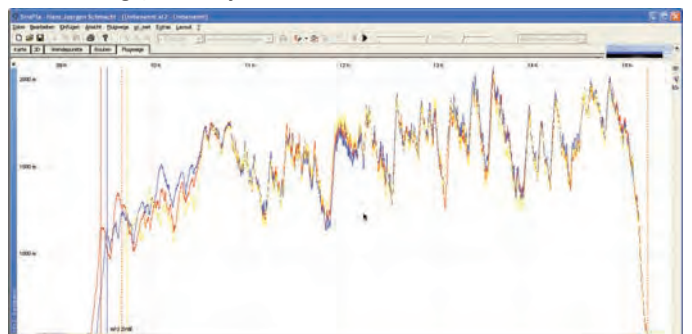
Still, I completed the 304 km task together with the gaggle despite leaving the final thermal a little lower than the rest. The ASH 31 Mi finished 55 seconds behind the winner but it is worth noting that the 31 metre XXL ship took another 15 minutes to complete the task.

Even more impressive was the performance of the new ASH 31 on day seven. A good thermal forecast over the task area made me carry 130 litres of water resulting in a wing loading of 52.2 kg/m². Prior to the start I met with current world champion Michael Sommer (and runner up Tassilo Bode), both flying their ASW 22s at maximum wing loading. This was a perfect opportunity to see how the ASH 31 was coping on a longish 570 km task and I decided to stay on their tail for as long as possible. Due to my higher wing loading (but still not at maximum) I was confident of a small advantage in cruise but unsure of the situation in climb.

The answer can easily be extracted from the barograph trace (below). The red trace belongs to the ASH 31 – yellow and blue are of the two ASW 22s. Obviously the smaller ASH 31Mi climbs and glides just as well as the much larger ASW 22. It may be hard to believe but it is true. All three of us arrived at the same time after 4:24 hours with an average speed of 129 kph. The Nimeta was 18 minutes slower.

To be fair I would like to mention that Bruno's XXL Goliath finished ahead of me with a 3% margin.

This is no reflection on the performance of the ASH 31 Mi. In spite of a significantly lower wingspan its performance is as good as any Open Class glider currently on the market. It seems to excel with large amounts of water on board and loses none of its pleasant handling. Of course, this modern self launcher makes for total independence and the relative ease of ground handling (that comes with shorter wings) is a very welcome bonus.




of surprisingly long glides. No doubt, the ASH 31 Mi is not just an improved 18 metre glider (with optional 21 metre wingtips) but a somewhat smaller 'long wing' with remarkable agility.

After landing Ulrich Kremer suggested that my enthusiasm would be taken to another level with water on board. How right he was! Flying with only 100 (out of a possible 160) litres of water made it obvious that the ASH 31 is a true force to be reckoned with as soon as it is ballasted anywhere near the maximum 53 kg/m².

Rather than reporting on further details of this new glider I would like to focus on my findings prior to the German Nationals and during the championship itself. A few days of onsite training were not only used to experiment with C of G positions (and different wing loadings) but also allowed direct comparisons to bigger wingspan open class gliders – both single and two seaters. This is where I got my first pleasant surprise. Even ex-world champion Bruno Gantenbrink's 31 metre wingspan Nimeta (We called it the XXL ship) could not get away from the ASH 31 Mi. Initially this was hard to believe, but when it happened repeatedly it provided me with satisfaction and confidence at the same time. There was no doubt, I was flying a highly competitive aircraft. The shorter wingspan was more than compensated for by a highly efficient airfoil, superb handling and much better

A CHILLING SITUATION

By Terry Delore



Terry Delore is known for taking friends and fellow gliding enthusiasts for long distance joy rides in the back seat of his ASH 25 "Athena". On Sunday 30th August he was doing just this with fellow Canterbury member Paul Barrett in the back. At 15,000 feet, climbing in weak wave they experienced a frightening loss of control. Terry Delore tells the story.

Mt Potts. View from Athena climbing in cold wave (not the day of the incident).

At 15,000 feet climbing in weak smooth, late August wave I was admiring the new one week old paint job in the very cold but silk smooth air. My flying buddy of the day Paul Barrett had control and was just about to track south to make the most of the beautiful McKenzie wave stacked up and just waiting for us. Paul had been flying the glider from the Mount Hutt wave through to the wave behind Mount Potts/ Erewhon, a flight segment that had not required much control input apart from some use of the elevator and two flap setting changes.

Athena my ASH 25 Mi has now had 600 hours of TLC and was looking a picture with her brand new paint job and zero time engine. She was flying beautifully. We were relaxed, warm and comfortable and just needed another 500 ft and we were on our way. I asked Paul to try the wave 30 deg to our right and the glider very very slowly started coming around, the nose swinging around like in an unbalanced turn. Again I said, "Turn right," and he replied "I am trying but I can't get it to come around."

Not being the most patient guy in the sky when better wave is to be had, I said, "Give it here," and grabbed the controls to bank right towards the better air. It was locked rock solid for sideways roll control movement. I asked Paul to let go of the controls and he replied, "I have. That's what I am trying to tell you. I can't turn it!"

I gave the stick a forceful push in both directions and there was no movement. This was now serious and we needed to get clear of the mountains and very carefully.

The elevator was still functioning, as was the rudder. We

eventually turned the ASH north east toward the Canterbury plains using rudder and being careful to maintain a constant speed and angle of attack without letting the bank angle get more than about ten degrees.

We called Christchurch control advising we were heading east and needed unlimited access to the airspace, explaining we had locked ailerons and were now in a serious urgency Pan condition. Things got really busy for about five minutes while trying to keep the ship flying a stable platform in the turbulence as we crossed the Taylor and Mount Hutt ranges. We were not willing to do or try anything until in a safe position for a bailout.

There were very strong winds in the mountain valleys and severe gales on the peaks so a bail out was not a good option until well clear and downwind of the last high peaks. Paul and I tightened our parachute harnesses real tight as each time we ran into turbulence it became very uncomfortable to control. The thought of a spiral dive or the possibility of the problem being a loose tool in the control mixing pushrods which might drop down and jam something else such as the elevator was making the hair on the back of my neck stick up.

There was a lot of distracting dialogue over the radio as the controller, confused with our type of icing, was warning others about icing conditions in the Mount Arrowsmith area. Derek Kraak and John Ahearn were soaring nearby and were asked to shadow us or intercept our track with the thought they may be able offer assistance. We did feel helpless and alone and in an unfair situation not



Above L: Taking off. R: Relief on a safe return to base. Bottom: Landing

of our own making. I think we both wished we were back on the ground about then.

Once clear of the mountains and over the Canterbury plains at 12,000 feet we started trying a few combinations of control movements: first the flaps from full negative right back to landing flap. They were sticky but about what you would expect with a freezing level of 8,000 ft and they soon freed up. Next the airbrakes and flaps together, then we cycled the undercarriage: still no joy with the ailerons.

We decided the problem was most probably the ailerons frozen with some of the residual water from the refinish paint job wet sanding inside the wing freezing the bell crank or pushrod on the outboard wing panel. I really wished we could be positive about the cause as we wanted to be low to get rid of the probable ice jamming the controls but we wanted to be high enough to bail out in case the jammed controls was caused by a loose object (that may yet jam others).

A very helpful Air New Zealand pilot detected the lump in my throat and warble in my voice during the radio communications and in plain English said, "Mate I know you have your hands full and I may be pointing out the obvious but it is four degrees warmer further east so head there. That might help."

I thanked him as I had not thought about that. Our minds were entirely consumed with our situation. The horrible thought of a landing at Hororata, a tree studded narrow vector, in 30 plus knots of turbulent north west wind in a 26.6m wingspan ship with no aileron

control was overloading the already challenged cogs in my brain.

We took the advice of Air New Zealand and headed east advising Christchurch we may upgrade our Pan to a Mayday and advised we were changing to Christchurch terminal control. On the changeover we had better comms and advised a landing at Christchurch may be necessary. They were very helpful as we explained our situation. Descending through 9500 ft was still very sticky and zero aileron was the best we had but rudder and other controls were ok. We advised him we were a self launch sailplane and had two persons on board, full on fuel.

We had now flown 95 km and had another 35 kms to run to Christchurch International Airport.

I was now getting as aggressive as I dared, forcing the stick from side to side. It is mounted in plywood on the bulkhead under the seat and if I thumped it any harder there was a chance we would have a bigger problem and would have to bail out.

Descending through 6500 ft we advised the controller we still had zero aileron control so would need to use the intersection of the two runways as our aiming point. It was most likely to get messy either in the last few feet or on touchdown. Christchurch airport still had moderate to strong winds with 15 degrees of cross wind component. The airport was now closed to all traffic take offs and landings. The Air New Zealand ATR flight was giving us some moral support and giving his passengers an extra 25 minute scenic tour of Leeston and southern Banks Peninsula while waiting for us to either crash, bail or land safely.



Paul Barrett had this to say:

The aircraft seemed quite stable, with enough aileron control to fly straight and level. I knew I was in good hands and actually enjoyed the complete flight (believe it or not). We flew past my house twice and I contemplated how much fun it would be to drop in to the birthday party at my neighbour's house by parachute. (I was trying to think positively!)

From my perspective, I was never worried for my safety, just quite spellbound by the job Terry was doing.

We were down to 5000 ft and flying as slowly and carefully as we could to buy a bit more time. We wished more than ever we were higher. The option of starting the motor was quickly dismissed as it is a menace of a thing when the workload is up; you have to be like a one-armed paper hanger to handle all the controls, deal with a situation and not overspeed the engine. Then there is a chance it might not be able to be put away if the speed couldn't be kept under the 55 knots needed to stop the prop from windmilling. It is also a huge deterrent for a bailout. The prop would be spinning behind the cockpit right where we might end up in the case of an unstable bailout.

Paul was very good in the back seat, never adding to the high work load by doing anything dumb. He was happy to go with my suggestions (not that he had much choice). I am pretty sure he stopped enjoying the flight at the exact same moment I did, back by Mount Potts/Erewhon. We discussed the development of the frozen ailerons and concluded that it had happened very suddenly, with no noticeable heaviness in the earlier part of the flight. In fact, Paul had commented on what a joy the aircraft was to fly. However at the point that he initially experienced difficulty, he commented that it was heavier to fly than a Janus in the back seat. He had no previous experience of frozen controls.

We were now in the Christchurch Airport circuit pattern and had flown the last 40 minutes and 125 km with frozen ailerons. Christchurch airfield was all ours and everybody was being very helpful. There were rescue services there to greet us, positioned around at the controller's request.

At 4100 ft with another decent whack on the stick, that frackin' ice finally broke free! YAHOO! What a great feeling. We immediately called Christchurch control and shared our joy with them. We were going to land and check out the glider but after a few minutes flying around the ice was gone. I could feel the last little bits breaking up on full movement, just like the ice in rum and coke when you drink

too slowly. I could be pretty confident we were safe.

As we cleared the control zone, returning west to Hororata 50 km away, we thanked the controller and he asked us to phone them after landing. The controller supervisor commented we picked the best one hour of the day for our problem as the traffic was at a minimum. He also said we really got their attention when we said it was going to be messy. They were not fazed about us putting them out which is a good healthy attitude and I was glad to be able to speak plain English back and forward in the middle of a sticky situation. The Air New Zealand guys were a real help as was ATC.

John Ahearn followed us all the way to Christchurch, I thought to keep an eye on us, but he said later in the bar as he was drinking my beer that he only wanted to be first to the wreck if we bailed out as he'd spotted some nice equipment on board he wanted. What a mate!

So what are the lessons to learn from all this?

Large control movements every few minutes when air temperatures are well below freezing are important to detect any freezing problem early.

I think a Pan call is best if you are looking for suggestions, as a Mayday would have excluded any helpful suggestions from other operators. The rule book states all stations maintain radio silence or go to the next available frequency during a mayday.

This was the second flight after the new paint job and we had rotated the wings over several times in the workshop, well after the last wet sanding was done. This problem is still a bit of a mystery so we will be removing all the control surfaces before the next flight including all the teflon sealing and mylar. Only another 30-40 hours work. Worth it however, I will enjoy our soaring a lot more with peace of mind knowing we have full control.

Keep a level head which is not a problem when you can't roll. *[That earns you a big eye roll Terry. Ed]* I guess sort one thing at a time and be positive like Paul was.

WHAT BUSINESS IS THE MEDIA IN? AND PURPLE COWS

By Nick Reekie

I thought for the first column as media and PR guy I would write a few paragraphs on the topic itself, in other words – media. It is a good place to start if we as a movement wish to utilise and harness the media. We have to understand what drives it and what it is we have to sell.

My goal in writing these notes is to help our clubs have the best chance of getting through to local media and thus get eyes on our sport.

Media is an attention brokerage business and historically the model has been based on advertising revenues. This is still mainly the case particularly with radio, print and TV, however web media is evolving in some different directions.

No matter which way it is looked at, media lives or dies by the sword of viewers / readers or impressions on web sites. The commercial reality is that simple. If the viewers and readers are not there then revenues are not there. Since the business is not a charity operation, it then fails.

I am labouring this point. It all harps back to content. If the content is what the intended audience demands, revenues normally increase and vice versa.

Purple cows:

This leads me to a quick story about the south of France. The story goes that a family was driving inland and as they slowly left the coast they started to see rural lands, pastures and then the most amazing meadows with the most amazing cows in the meadows. The family was so taken with the view of the cows in

the meadows they stopped to admire this. They even took some snaps which says a lot as they came from the Waikato. After some time they set off still thinking what an amazing vista that had seen. Suddenly around the next bend they came to an equally fantastic vista and what do you know, the paddock had cows that looked just as amazing as the ones they had just stopped to see. I am sure you can see where this is going. Soon enough they were in an area where virtually all the paddocks looked the same and all the cows looked the same. After an hour or two more of this they didn't even notice the next paddock filled with the next herd of cows.

This leads me to gliding.

Why the story? Because we are in some ways the cows. We all look the same.

The key to media success as we have discussed is content. Content that interests the target audience. We as individuals with an idea for the media must develop and or design our content to cut through. We have to find the edge that makes the media run the story. We need to make purple cows.

When you are thinking of contacting the local paper and/ or radio with a story, think of the audience. What is the twist on the story? What is it that may appeal to the audience?

As glider pilots we are of course keen to read as much as possible on the subject. Unfortunately we cannot assume the rest of the world is also interested. We need to discover the angle. Each situation will be different but purple cows do fly and it is our job to find them.

If you have time, contact me regarding an idea before going to the media and I will help you give it the spin to hook them in. I have had some great calls and emails already re promotion ideas so please keep them coming.

Happy flying

the LS 10-s has arrived



NZ Agents for DG80BC DG808s LS8s LS8sT LS10 LS10T DG 1000s DG 1000 Club DG 1000T

PB Engineering

P.O. Box 221, Masterton. Ph 021 0730021



Hood Aerodrome

www.glidingstuff.co.nz



glideTime

a replacement

Rob has been a member of the Canterbury Gliding Club since he took up gliding in retirement six years ago. (Leaving it that late was the worst mistake of his life!)

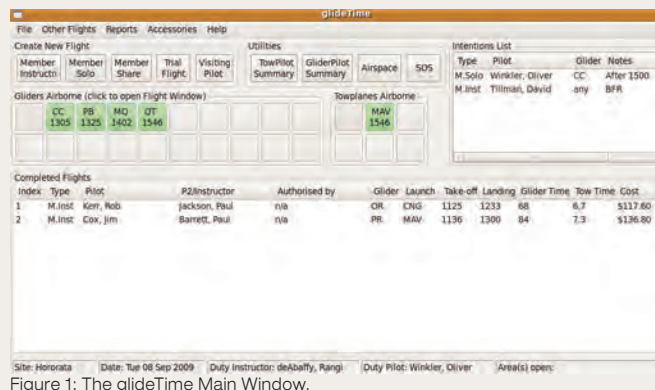


Figure 1: The glideTime Main Window.



Figure 2: The Member-Instruction Flight-Window.

As anyone who has ever been a gliding club treasurer or CFI is all too aware, the quality of paper timesheet records often leaves quite a bit to be desired and their analysis, for six-monthly GNZ reporting for example, can be tedious. Canterbury Gliding Club was recently faced with producing useage statistics over several years as evidence in a legal dispute and with only paper records this was a mammoth task. We felt that in this age of low-cost computer hardware and internet communications there had to be a better way of recording, archiving and accessing our flight records. We are not the first to have come to this conclusion of course, and anecdotally there are several systems out there which do this. However, it has been hard to find anything concrete. It looked like an interesting way of keeping a retired brain engaged in something potentially useful so I took on the project.

The resulting programme, named glideTime is a dedicated stand-alone software application for flight recording, intended to run on a laptop computer in the ops-caravan. The "proof of concept" version has now been in use at CGC for about a year and has undergone considerable development based on user feedback over that period. The final version (v0.10.03) is described in this article. It is well debugged and, as an Open Source project, is freely available to other clubs.

Inevitably over this trial period more desirable features were identified. A revised version which implements these while leaving the existing flight entry procedure unchanged (see Series-1 Developments below) is planned for release later this year. Since this also aims to simplify the installation on Microsoft Windows machines, I recommend that potential users wait for the new version.

Flight Recording with glideTime

All the ordinary club member wants to know is how to look after flight recording in the ops-caravan. Figure 1 shows the glideTime main window which is always displayed in the background. There are five regions - the Flight-creation toolbar, the Utilities toolbar, the Intensions List, the Airborne-indicators and the Completed-flights List. A standard menu-bar at the top of the main window gives access to some less-used features and there is a Status-bar along the bottom of the main-window. In the example of Figure 1 we see four airborne gliders and an airborne towplane, details of two completed flights and two entries in the Intensions list.

The central data entity in glideTime is a Flight-Record which holds all the information pertaining to a single flight of an aeroplane (glider or towplane). Flight-Windows provide for the creation, editing and display of flight record data.

Flight records are created by clicking the button for the appropriate flight type in the Create New Flight toolbar. This opens a Flight-Window (see Figure 2 for the case of a Member Instruction

flight). After making entries in at least some of the fields the new Flight-Record can be saved to the Intensions List or used immediately. A flight record on the intensions list is re-opened (by clicking on the entry) when the flight is ready to commence. Launch time is automatically logged from the computer clock by clicking the Ground Roll Started button and this also closes the Flight-Window. The Flight-Record(s) will be then displayed as a coloured button(s) displaying just the registration and launch time in the Airborne Indicator. If it is an aerotow launch, Flight-Records are created for both the glider and the towplane.

When an aircraft is on landing approach simply click its button in the Airborne-indicator to re-open its Flight-Window and click the land time button. The landing time is logged, the Flight-Window closes and a summary line for this flight is added to the Completed-flights list.

The main-window displays all of the Flight-Records created so far in the current session. The Intensions List displays the pilot name, the glider registration (if entered) and any notes. The Airborne-indicator buttons shows the aircraft registration and its takeoff time. The button colour denotes time since last ops-normal contact - green indicating less than one hour, yellow between one and two and red greater than two hours. The Completed-flights list shows much fuller information. Full information for any Flight-Record can be displayed at any time by clicking on its button to re-open the associated Flight-Window.

Selections are made from pull down lists wherever possible, and the computer clock records times of Ground Roll, Landing and Ops-Normal button-click events, minimising mistakes. However easy manual entry of names or registrations is allowed to cater for pilots or planes not in glideTime's club database. The automatically generated times can also be edited to cater for a late observation of a landing (for example).

To help ensure that complete information is obtained, a Flight-Record window is provided for each flight-type. e.g. a visiting pilot flight will require payment details to be entered. All the fields must contain entries before the window will close after a landing is recorded. When necessary, a pop-up message will help identify the missing data (see Figure 3).

Clicking the Ops-Normal button in the Flight-Window automatically records the time and requires the altitude and position to be entered manually. This information is included in the CFI-Report. Any entry in the notes field appears in the reports for both the CFI and the Treasurer.

At the end of the day's flying the Session-Archive file, along with summary reports specific to the CFI, Treasurer, CTP and Engineer, are automatically emailed to their appropriate recipients through an internet connection (typically made back in the clubhouse). Figure 4

for paper timesheets?

By Rob Sherlock

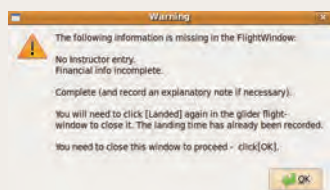


Figure 3: Pop-up Dialog identifying missing data on landing.

Type	Pilot	Inst/P2	Authorised	CLider	Launch	Towpilot	Take-off	TowFL	Glider	Landed	
TFF	Aitken, E M	Jackson, Paul	-	PR	ENG	Rayds, Winston	1843	1854	1313		
TFF	Fitzgerald, Karel	Jackson, Paul	-	PR	ENG	Rayds, Winston	1124	1145	1238		
TFF	JAMES Brook	Jackson, Paul	-	PR	ENG	Leader, Yvonne	1242	1257	1318		
M.Solo	Henrikson, Mats		deBaffy, Rangl	CC	ENG	Rayds, Winston	1149	1158	1314		
Sponsorship: 1240, 1249, Big Ben Rgr 1240, 1											
M.Share	McCaue, John	F Shears	deBaffy, Rangl	PR	ENG	Leader, Yvonne	1338	1345	1359		
M.Solo	Almars, John	-	N/A	TC	ENG	Rayds, Winston	0851	0869	1487		
M.Solo	Wilkinson, Jerry			SH	OT	ENG	Rayds, Winston	0813	0827	1369	
Sponsorship: 1490, - Returning from Kalkbaker											
TFF	Christian Soltner	Jackson, Paul	-	AV	ENG	Leader, Yvonne	1580	1512	1518		
M.Share	Delara, Ferry	McCaue, CJ	-	ZP	Self		0830		1355		
Sponsorship: 1400, - Returning from Kalkbaker 1512, 16800, Ben McCleods southbound											

Figure 4: A typical CFI Report.

Chadwick, Peter	CNG: 2 flights	7.9 mins
	Total flights: 2	Total time: 7.9 mins (0.13 hrs)
Stevens, Max	CNG: 2 flights	9.1 mins
	Total flights: 2	Total time: 9.1 mins (0.15 hrs)
Keenan, Craig	MAV: 1 flights	4.7 mins
	Total flights: 1	Total time: 4.7 mins (0.08 hrs)
CNG	Total flights: 4	Total time: 17.0 mins (0.28 hrs)
MAV	Total flights: 1	Total time: 4.7 mins (0.08 hrs)

Figure 5: A typical Towpilot Summary pop-up window (and report).

is a typical CFI report; the Treasurer Report is similar but includes a costing total and breakdown into glider, tow and landing-fee charges.

To minimise the possibility of data loss a back-up Session-Archive file is written whenever any flight information is updated and the three most recent backups are always retained. Thus, apart from the case of an unrecoverable disk crash, minimal information would be lost on a computer failure. In fact no data has been lost over the whole evaluation period (although people have certainly tried, albeit unwittingly). The paper Timesheet Book should always be handy in case of a computer failure.

Other Features

The Utilities Toolbar on the main screen currently gives access to four 'convenience functions'. TowPilot Summary pops up an analysis of all tow flights (Figure 5). This can be used at any time and is useful for a departing towpilot to make up their logbook before leaving. (This same format is used for the Chief Tow Pilot report at the end of the session.) GliderPilot Summary does a similar job after selection of a pilot name - it is particularly useful for instructors. SOS simply displays an information screen summarising procedures and contact details in the event of an accident or suspected loss of an aeroplane. The Airspace function is not implemented yet, but will allow the recording of opened GA areas, after which their names will appear in the Status-bar at the bottom of the screen.

Other operations can be accessed via the drop-down lists from the main Menu-bar (e.g. the creation of less-common flight types like Glider Ferry, Aerotow Retrieve, Towpilot Training, etc) although few of these are implemented yet.

Series-1 Developments

The major extension in Series-1 is the provision of a 'post-session' to allow the creation of a Session-Archive at the end of the day from paper records, in our case made by tow- and glider-pilots when operating at Omarama where we don't have a continuously manned ops-caravan. It will also allow post-session editing and the resumption of an interrupted session such as may have occurred due to battery failure etc.

A second major change is the use of an industry-standard format (XML) for the Session-Archive file which will facilitate the uploading of Flight-Records into a web-hosted 'Club Database'. Members, as well as club officers, will then be able to access this information directly, run searches and reports etc. We currently use emailed reports.

Conditions of Use

Canterbury GC is the copyright holder for all the glideTime program code and documentation and has released it into the

public domain under the terms of the GNU General Public License v3.0 (GPL-3). See www.opensource.org/licenses/gpl-3.0.html for the legalese. Essentially you can use the licensed product in any way you want, including changing it or passing it on under the same GPL-3 conditions, and the original code must be acknowledged and made available.

The Series-1 code will be available for download from the CGC website. If you don't want to wait for that I can provide you with v0.10.03 as a zipped package (contact ras@smartwork.co.nz). No charge for either. Please also contact me if you think you can contribute to development of the system.

Computer Requirements

Resource requirements are modest and glideTime will run on nearly any laptop less than 8 years old, such as can be picked up second-hand for a few hundred dollars (or donated if you're lucky). Physically larger displays will improve readability, as will good screen brightness. The internal laptop battery is unlikely to give more than an hour or two of operation, so we have a 30Ah 12v battery powering it via a \$60 adapter from Dick Smith. (The same battery also runs the radio).

glideTime runs perfectly under Ubuntu Linux so old Windows operating systems wouldn't need to be upgraded and this (or any other Linux) is an arguably more stable and secure operating system anyhow.

Conclusions

The main aim of glideTime was to make life easier for club officers by providing more reliable records along with easier and faster access and analysis, without increasing the burden of the recording task in the ops-caravan. Canterbury GC officers assure me that glideTime has made their jobs easier, so that goal has been achieved. However, the jury is still out on the ops-caravan scene. Like any new software, it takes time to become familiar with its operation. Our juniors have taken to it like ducks to water, but some other members need a little encouragement.

Personally I find it only takes a brief instruction and then use is intuitive. If you do make mistakes they are easily fixed and if worse comes to worse, you can still record on a piece of paper -ed

Acknowledgements

Several CGC members have made significant contributions to the development to date, but particular thanks go to Neil Allison, Kevin Bethwaite, Stewart Cain, Mats Henrikson and Paul Jackson for their long-term support. The project also owes its existence to the excellent software tools provided by the Open-Source community, and these are gratefully acknowledged.



Soaring

Oliver Winkler in Omarama Gliding Club's Discus CS.



THE LAST BARRON HILTON

By Doug Hamilton



Back in October last year Doug Hamilton flew an amazing 1500 km triangle (dubbed the flight from hell – SoaringNZ issue 7) which won him a place in the final Barron Hilton Cup Camp. He knew at the time of his flight that he had beaten the previous best entry for the cup but had an anxious few months until the competition's closing date in March waiting to see if anyone would better him. No one did and in June this year Doug and his wife Ann flew to Nevada for a fantastic week at the Hilton Ranch. Doug tells the story one way and Ann gives us a woman's perspective of the proceedings.



Barron Hilton L) with Ann and Doug after the medal ceremony.

Ann and I had to be by McDonalds in the food hall at Reno airport at 7 pm on the 18th of June to meet up with all the other pilots for the two hour coach trip out to the ranch. We spent three days looking around the Reno, Lake Tahoe area, including a stop in at Minden (just a beer, no flying) then there we were at McDonalds looking for people who looked like glider pilots! Actually they were easy to find after we spotted a Barron Hilton Cup jacket hanging on a chair.

We arrived at the ranch at 10 pm that night and everyone was assigned to their motor homes (or big caravans) before heading

into the ranch house for supper. There was a quick meet and greet and some info on the next day's activities.

Day one started clear and sunny and after a great buffet breakfast we all attended an extended briefing on what to expect over our weeklong stay. Each day would start at sun-up with ballooning and then breakfast followed by the daily briefing. After that it was up to us what activities we wanted to do. There was fishing, shooting, ballooning, walks, swimming, aircraft rides (or flying them for the licensed pilots) in a Boeing Stearman, Beech Staggerwing or Husky. And of course there was gliding.

Before flying gliders every pilot had to do the requisite paper work. With so many pilots it did take quite a while to get through us all. As each pilot got that part sorted we headed off to the airfield to get a check flight.

The grid was well set up and the fleet was pretty good too, the list of gliders included a 2-seat fleet with 4 Duos, 1 Twin Astir, and one Schweizer 2.32. And for single seat gliders: 1 Ventus 2B, 2 Discus, 1 LS6, 1 LS4, 1 ASW28 and an ASH26. Add to that Barron's own ASW20 and both the US section winners had brought their own gliders. Sitting at the end was the ETA owned by Bruno Gantenbrink. I thought an ASH25 was big. It was an impressive collection.

The airfield was ok too, 1600 m of sealed runway with the grid at the half way point. Very little ground handling here.

I had my check flight about 12.30 pm in a Duo Discus. We launched into a blue sky releasing at 8500 ft. Bearing in mind that the ranch is at 5000 ft it was only a 3500 ft AGL tow. The flight was only about an hour, so I opted to get into the LS6 and have a longer look around to finish the afternoon. The day stayed mostly

N CUP



An aerial view of the ranch looking north



L: The ETA about to launch takes up a lot of room C: How a splash & dash should look, either that or a new fishing technique. R: Doug & Ann in the Citation enroute to San Francisco.

blue with a few thermal wisps over distant mountains, but the thermals still went to 16,500 ft so I got a good perspective of the local area.

Then, you guessed it; we all retired to the bar before dinner. Barron had brought in three chefs, a barman and four wait staff for the week so the meals were pretty darn good.

Day two started with ballooning, but after getting two of the three balloons set up and inflated the wind was wrong so no one got to fly. At briefing I was allocated the ASW28 and headed off to get things sorted. The forecast was okay and with some thermal clouds visible at about 10 am everyone was looking for a good day. It did prove to be pretty good and a few pilots flew south to the White Mountains and back.

I launched only to find my ASI and vario's were not doing the correct things, so after a bit of experimentation I headed southwest for 100 kms or so and then east into the next valley. All the instrument problems went away the next day when I checked the plumbing and pushed home some of the tube connectors and correctly seated the Pitot/TE tube. The flight was only 3.5 hrs and about 250 kms but I was more than surprised to look at a map in the briefing room later to find I had not even been off the ranch! Barron's ranch is 880,000 acres!

Next day after the 3 Bs (Ballooning, Breakfast & Briefing) I flew the Ventus and teamed up with Terry Cubley from Australia and flew about 350 km firstly to the west onto the Sierra's then north past Minden up to Virginia City. From there I went out to the east and back to the ranch. I thought it was a good thermal day with tops at about 17,000 ft but by local standards it was only rated as

okay. Yep, then off to the bar we all went!

Day four. After the 3 Bs it stayed very blue so while a group went off to Bodie, a historic ghost town at the west of the ranch, I went flying with Mike, Barron's chief pilot, in a Husky. It is like a Piper cub, but on steroids, with a 6cyl 200hp engine.

The first glider didn't launch till about 3.30 that afternoon so I decided not to bother. Ann and I went off with a few others to be entertained doing some pistol shooting. Some of the pilots and guests had never even seen a pistol before let alone shot one. We started off with a .22 and moved up to a .38 special then a .44 and finished with a few shots with a Clint Eastwood style "make my day" .45 Magnum. Ann had done a lot of pistol shooting and cleaned up. Then yep, it was time for a beer in the bar!

Day five was a little better weather wise with some clouds forming later in the morning but before any flying in any glider and in fact even before breakfast and briefing everyone was requested to help retrieve Barron and his balloon from half way up the hill on the other side of the river. The "splash and dash" in the pond didn't work just as he had planned and the wind took him to places he had never been. As I had a bit of sinus congestion, I decided not to fly that day and the forecast for the last flying day was looking good so I didn't want to miss it.

Ann went flying in the Husky with Mike and did a heap of formation flying with another Husky being flown by Chuck Yeager, who was one of the guests for the week. Then to finish off the afternoon a bunch of us went clay target shooting, before, yep, a few beers in the bar!

Day six started, as always with the 3 Bs and a good forecast



Doug flying the Ventus past a cameraman on the hill above the ranch.

as well, so everyone was ready promptly in anticipation. Just about everyone was planning to go south onto the White Mountains and try out the “thermal highway” we had been told about. As it turned out, those that headed directly to the Whites ended up with a very slow day in thermals that looked much better than they were. I was flying the ASW28 again and had put some water in, so along with Terry, Eric and Biff (two of the US pilots), we decided to head west onto the Sierra Nevada’s and take them south for a couple of hundred kilometres then step east onto the Whites. Ah yes great plans. We did get south okay, past Yosemite Park, Mammoth Ski area and down abeam Bishop and in better time than those taking the direct route, but the sea breezes had started to affect the thermals on the Sierra’s and pushed us off the mountains and into the valley where generally you don’t want to be.

At the same time some of the guys on the Whites were also finding things hard and were also heading out into the valley. But all was well. It was the only day some locals could remember that a great convergence line set up (and stayed) in the valley and led all the way back north beyond the ranch. The thermals were going in excess of 18,000 ft but airspace limits capped us. And then off for a beer in the bar!

So for the week I only flew about 16 hours and my longest flight was about 380 kms. The longest flight for the week was about 650 kms, but Bruno was in the ETA for that!

On the last day we all attended the prize giving ceremony before everyone was due to leave the ranch on the coach at 10am. The European contingent needed to catch flights from Reno after lunch. Ann and I were booked to fly back to San Francisco at 5.30 that evening and had a two hour bus ride then a five hour wait at the airport. It was not really looking like fun.

I was not aware that Ann had been scheming with Mike. It turned out that she had sorted a couple of seats with Mike in Barron’s Citation, which very conveniently had to go to San Francisco that afternoon to pick up some of Barron’s friends and bring them back to the ranch. A 40 minute flight! As the word got out Mike ended up with a full plane, the Aussies Terry and Vicki and four of the European contingent that had to connect in San Francisco hitched rides as well.

Ann and I had a couple of nights in San Francisco and then flew down to Mexico for a week to recover from all the fun.

All in all a great experience and heaps of fun. It is a shame that it was the last one. Many Kiwis have put a lot of time into competing for the privilege, but to put it in perspective, Walt Rogers the western US section winner had flown triangle flights for the last eighteen years attempting to qualify for the Barron Hilton Cup and finally got there!

Word has it that EADS (owners of Airbus Industries) one of the major sponsors for the Hilton Cup, do want something to continue and are looking for a location and partners to make something happen.

Looking from Mono lake south down the Sierra Nevada’s toward Mammoth on the last flying day.





THE BARRON HILTON CUP

(from the BHC website)

The purpose of the competition, begun in 1981, has been to promote long-distance gliding and to strengthen gliding contacts between the participating nations – the Barron Hilton Cup became truly global in scope.

The competition area was divided into five geographic regions of the world.

1. All of Europe and all of Asia except Japan
2. Eastern USA and Canada
3. Western USA, Central and South America
4. Australia and Africa
5. Japan and New Zealand

In Region 1 there is one winner in each of the following Classes: Standard, 15-meter, Open Class, Doubleseater, and Club Class. In each of the other groups there will be one winner only. Glider pilots who flew the longest triangular flights in the five regions won a gold medal and the invitation to participate in a week long soaring camp at Mr Hilton's Flying M Ranch in northern Nevada.

New Zealand has been very well represented at Hilton camps with some of our greatest pilots wearing the jacket. No Japanese pilots have ever won over a New Zealander but until New Zealand and Japan were made a separate region from Australasia in 1994 we had not had a winner at all.

Canterbury Gliding Club dominates our list of winners. Kiwis who have won the Barron Hilton Cup over the years:

Ray Lynskey	1994-1995	Derek Kraak	2002-2003
Terry Delore	1996-1997	Nick Reekie	2004
Mike Oakley	1998-1999	Tim Harrison	2005-2006
Mike Gray	2001-2001	Doug Hamilton	2007-2008

WHAT ANN GOT UP TO WHILE DOUG WAS FLYING GLIDERS

By Ann Hamilton



Having been around the gliding scene for a couple of decades I know to always have a book with me when we visit other gliding clubs. I packed a couple of books by my favourite authors and didn't even get them out of the suitcase! There were several other things I didn't do while I was there. I didn't do any housework and not once did I find myself looking in the fridge and wondering what to make for dinner. As Doug mentioned, the

meals were superb, with buffet breakfast, lunch out on the runway and dinner at night.

Barron's staff were wonderful and treated us like royalty. If we wanted to go and look at the petroglyphs (rock pictures carved by Native Americans) or visit Bodie (a ghost town that was once the biggest city in California) all we had to do was ask and someone would drive us there. The trip to Bodie was a very interesting drive through the desert to the old town.

Most mornings started at first light with ballooning. I went with Barron twice. The first time we got in the basket and waited about ten minutes before the decision was made to give up due to the wind going in the wrong direction. The second time we drifted down the runway towards the alfalfa field. The wind was not quite in the right direction so Barron put the balloon down at the edge of the field and we waited for the wind to change slightly, which it did, about an hour later!

On the last ballooning day I helped get the balloon ready and

then drove around the countryside with Ernie (the ranch manager) following the balloon, which got blown off its intended course and landed up the side of a steep gully, needing everyone on deck to retrieve it.

I had two very enjoyable power flights, one in the Stearman with Dennis who flew low and fast up the river and one with Mike in the Husky. Chuck Yeager overheard Mike and I arranging the flight and decided that it would be yet another opportunity for him to do some formation flying. We spent twenty minutes or so with Chuck in his Husky off our wing. Then we flew over towards the Sierra Nevada's, which is a very beautiful and spectacular mountain range.

I spent a fun afternoon with Mike at the shooting range and was very pleased to see that my skills with full bore pistols had not decreased in the twenty-five years since I had fired them competitively in Scotland! Doug and I also spent an afternoon clay pigeon shooting with Ernie.

The rest of the time was spent getting to know Vicki (Australia), Sabine (Austria) and Rose-Marie (USA) usually in or by the swimming pool. Naturally this time was spent putting the world to rights before swapping recipes and knitting patterns.

Just for the record I did not scheme with Mike to fly in the Citation. He mentioned he was going to San Francisco on Thursday and I said that's where we were heading that day and so he could give us a lift. His reply was, "Okay!" If you don't ask you don't get!

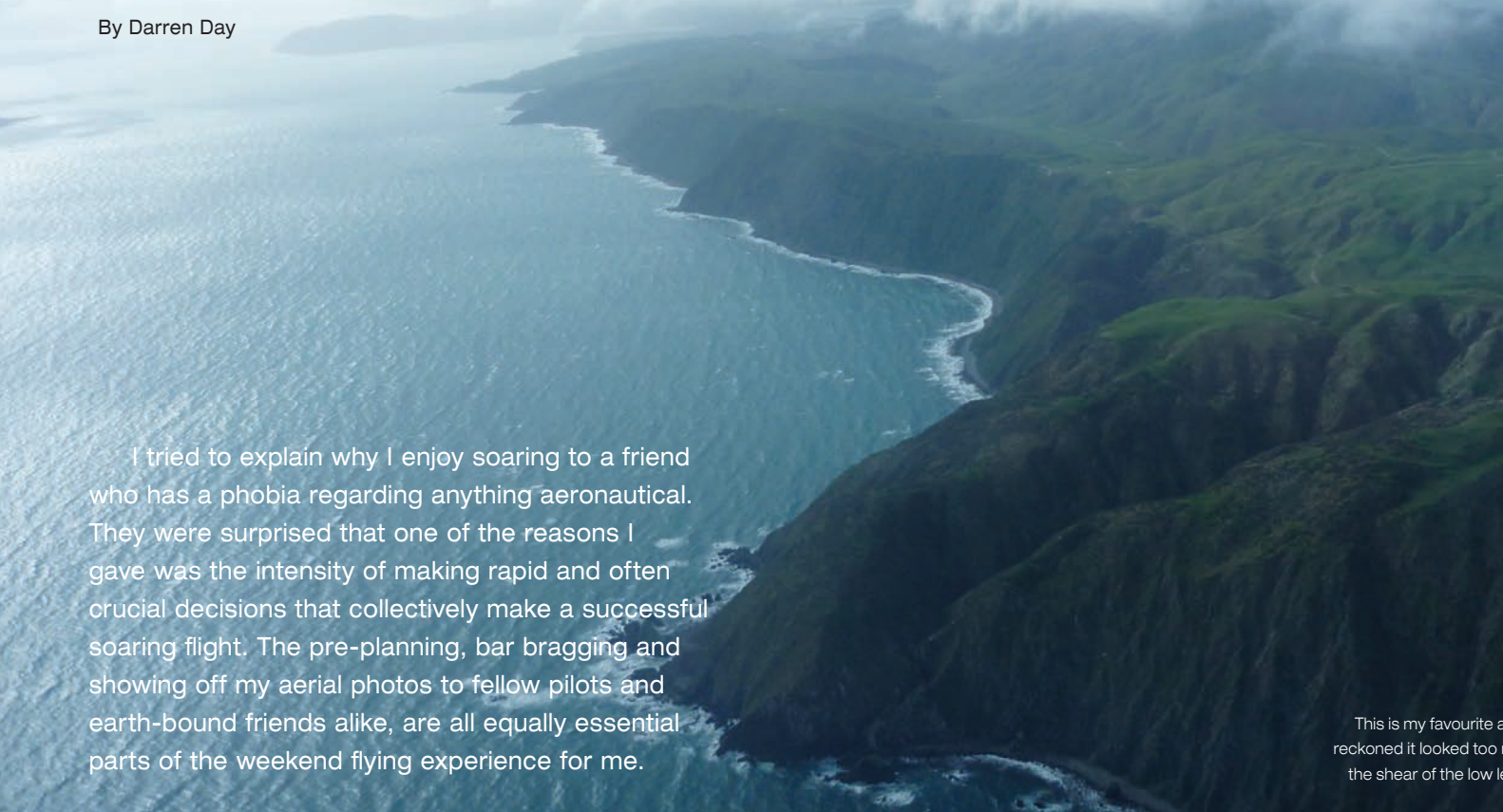
It was a truly fantastic week, thank you: Doug, for the arduous flight that got us there, and Barron, for your generosity.

LANDOU

WHEN THINGS GO WRONG: PARAPARAMU TO TERAWHITI

TERROR FITTY

By Darren Day



I tried to explain why I enjoy soaring to a friend who has a phobia regarding anything aeronautical. They were surprised that one of the reasons I gave was the intensity of making rapid and often crucial decisions that collectively make a successful soaring flight. The pre-planning, bar bragging and showing off my aerial photos to fellow pilots and earth-bound friends alike, are all equally essential parts of the weekend flying experience for me.

This is my favourite a
reckoned it looked too
the shear of the low l

One thing I've learnt, you can't beat planning. Do you have a plan for when things go wrong?

My story (and plan) started about eighteen months ago when my flying buddy, Andrew Crane, persuaded me that rather than stay at home and sulk about the weather we should drive from Wellington to Palmerston to check out paddocks reconnoitred on Google Earth.

We had a goal to fly the 'milk run' that Vaughan Ruddick and Tony Passmore wrote about in *Soaring* magazine a year ago. The trip from Paraparamu to the southern tip of Wellington (Terawhiti), then north, crossing Manawatu Gorge to Mokai Station and back, has a few tricky spots, with crossing Porirua Harbour being particularly ominous. The Paraparamu to Terawhiti (terror fitty) leg is so named by Wellington pilots because of the lack of landout options as you track low level seaward of the coast, soaring the cliffs; exciting but potentially hazardous. The landout options when crossing Porirua Harbour are Titahi Bay sports fields on the southern side and Plimmerton Domain on the northern side; coming back north being trickier than the southbound leg.

On our road trip we parked at Plimmerton Domain, noted the numerous telephone wires, streetlamps, goal posts, and large glider-eating drainage ditch that separated the two sports fields that made up the domain. The second sports field was a slightly better option than putting a glider down on SH1 that turns into a wide dual carriage

way as you exit the Plimmerton roundabout. Andrew reckoned a straight-in steep approach was best. I disagreed and favoured a curved base leg on the eastern side to get around the myriad of obstacles.

Roll on eighteen months to early August 2009. After weeks of bad weather, a strong gusty north-westerly wind arrived, forming wave bars in Cook Strait. Andrew and I got to Paraparamu early, Tony and Vaughan stayed at home; was that a warning sign or just an opportunity to try the milk run without the guns around? After a short tow I blasted south along the ridges in my Cirrus, Charlie Uniform, and I reached the northern entrance to Porirua harbour at 2300 ft, just below the 2500 ft airspace limit. Pushing out to sea toward Mana Island, I spotted the Titahi Bay field and contacted weak pressure wave on what looked like a wave bar that followed the coast. A clearance from Wellington Control saw me heading south with the Makara wind turbines in sight. Cleared to 3000 ft I started heading closer to the coast as I passed Makara Beach, as land was getting too far away for comfort. I moved into sinking air and saw Andrew coming back low against the cliffs, dwarfed by the turbines.

Descending to 2000 ft in sink I had had enough by Ohau Point, so I hugged the cliffs and start heading back after telling Wellington Control my intentions. The lift was weaker than I anticipated, but no warning bells rang yet. These cliff faces should have been

T



TIHAI AND ALMOST BACK



and the one I posted to the discussion group. Tony and Vaughn northerly that day to cross, and the wave I contacted was from level westerly and the strong upper northerly. We live and learn.

pumping with 20 kts gusting 35 kts in a north westerly. Approaching the harbour, I could see clear air between Mana Island and the coast and lenticulars in the distant north.

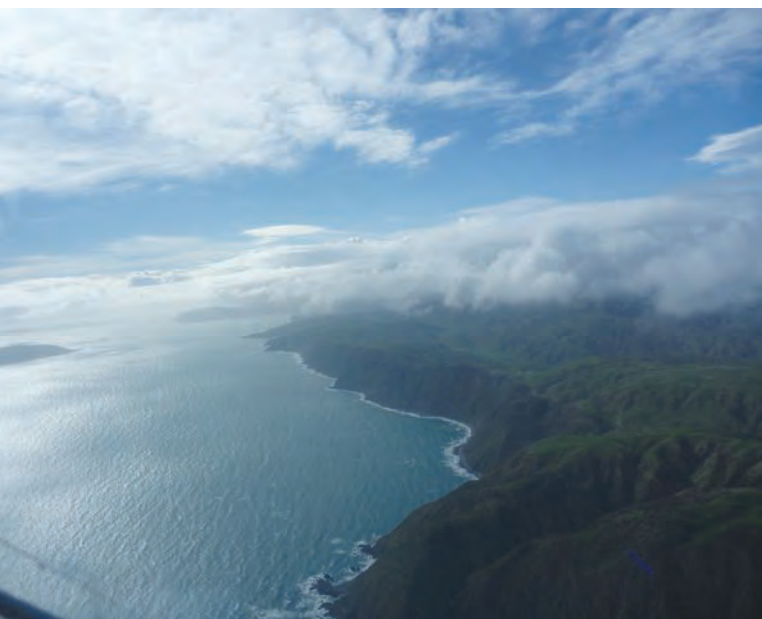
The trick to getting back across the harbour in north-westerly conditions is to push out to sea abeam Mana Island using ridge lift for as far as possible, to reduce the headwind component and prevent yourself being blown into the harbour mouth. Near Titahi Bay at 2500 ft I started to head out to Mana Island. No ridge lift, just sink. I spotted Plimmerton Domain in the distance, this was my hopefully never-to-be-used escape route. The sink was getting stronger as I approached the cloud line on the west of Mana, so I decided to go straight across while I had good height. I expected to lose about 600 ft crossing, with a 1000 ft loss at most being tolerable. The sink got stronger, and by halfway across I was at 1500 ft. Not good, time to engage the brain and formulate a new plan. A quick call to Wellington Control let them know I was clear of controlled airspace, but I requested radar monitoring just for added safety; a smart move.

The new plan: options were either return to Titahi Bay through sink, or push ahead hopefully into better air to Te Rewarewa Point on the northern entrance to the harbour. The latter option I reasoned was the lesser of two evils. Plan C was my emergency escape route to Plimmerton Domain. I mentally defined my minimal: above 800 ft I would try and work the cliffs at Te Rewarewa but wouldn't try and get

around to the seaward side to Pukerua Bay until I had 1200 ft on the altimeter; 600 ft and it would be a dash to Plimmerton Domain and a straight in approach.

Descending through 1000 ft I felt like I was about to be turned upside down. I was in strong turbulence out at sea and the remaining 1 km to Te Rewarewa seemed infinitely distant. I hit the transmit button "Charlie Uniform, 1000 ft" without too much panic in my voice. The pounding continued and my vario was making unpleasant sounds indicating sinking air. Flying fast I arrived at Te Rewarewa at 600 ft praying for the surge in ridge lift on reaching the cliff face. I was greeted by more turbulence that threw me downward and into a steep right bank. I peeled off to the east, shoreward, as the vario made the deafeningly silent tone that indicated greater than 8 kts of sink. Time to kick the brain into overdrive and make a new plan.

I was smart enough to realise the new pounding was because I was in the lee of the cliffs that surround the harbour mouth, so I tracked away from the cliffs hopefully into cleaner air. I hit the transmit button again, "Charlie Uniform, 400 ft in strong turbulence and sink," there was no need to prefix with "Pan Pan" – the squeal in my voice said it all. Options: plan C go for Plimmerton Domain, plan D land on Plimmerton Beach, plan E ditch in the shallows. Plan D didn't look good as the tide was in, but neither did plan C as the domain was out of sight behind the hill, and it was getting marginal for reaching it.



The thought of plan E sent shivers up my spine; too many clothes and a parachute to swim far, but plenty to get waterlogged and sink rapidly. The domain came into sight with me at 300 ft above the water and about 800 m abeam the beach. I worked a few surges and rose to 600 ft; this new high had my ego momentarily thinking I could climb away and get back to soaring before higher cognitive functions re-engaged and demanded I get this plane on the ground while I still could. Gusting 30+ kts is not good for landing in a small field in the lee of a hill. The pre-planning of 18 months ago paid off by considerably lessening the mental load; I already knew I was going to fly a curved approach crossing Plimmerton roundabout, to land in the field after the ditch.

On a left base, close in to the field at about 350 ft agl the smug grin on my face that prematurely said "I'm in", plummeted earthward along with Charlie Uniform. Good training and lots of aerobatics in power planes had me instantly pushing forward to prevent a stall and maintain flying speed in the rapidly descending air. Controls were firm but full right aileron only just managed to check the left roll. A 45 degree dive from 350 ft staring at the centre of Plimmerton roundabout on SH1 surprisingly didn't evoke the feelings of panic and fear I'd expect from a supposedly intelligent university academic. I held the dive until I sensed I had good speed, and then eased back on the stick steadily, but progressively. This was not a good time to induce an accelerated stall regardless of how fast the hard stuff was approaching. I reached the level attitude at the far side of the roundabout, and looking up I could see the underside of the streetlights. As I'd never got around to fitting a zero-zero ejector seat to my Cirrus, I reasoned the first exit on the west (dead ahead) looked as good as it was going to get as the spacing between the lamp posts was bigger than elsewhere.

Streaking across at 70 kts I started a pull-up and began raising the left wing to clear the closest streetlight. I then felt a surge in the seat of my pants. Relieved it wasn't my bowels emptying, I rejoiced in Newton's law of motion "what goes down, must go up (somewhere)". I teach biology, not physics, but the end result was that I was catapulted to about 200 ft on a 200 m final. I spotted the drain, picked my touchdown point and literally nailed the spot with a full airbrake landing. The only casualty was a large brown skid mark (on the grass) stretching for about 80 m. With less than half the field used I was one happy chap.

While trying to call SARWATCH (0800 626756 – a number all pilots should have in their mobiles) a passing commercial aircraft relayed a message from Wellington Control asking for my situation. Bloody good, whoopee! "Ops normal", this glider pilot has the "Right Stuff".

My joy was rapidly terminated by the wail of sirens – surely not for me? Oh yes they were, ambulance included. The police arrived and fearing a speeding ticket for traversing SH1 at 140 kph, I slipped into full-charm glider pilot-hero mode, and offered the officer a free trial flight with Wellington Gliding Club, pointing out I was an instructor and would be only too pleased to show him the joys of powerless flight. Clearly tempted, and obviously not having seen my low level antics, he willingly agreed to drive me back to NZPP to pick up my trailer and check out our shiny new DG1000's. It only took a few minutes with the gathered pilots recalling stories of hairy outlandings and outrageous flying feats for him to change his mind. Smart cop!

The net result of this little adventure was: pilot and glider undamaged, a few splattered earthworms, and flamboyant claims by the archery club who were in the adjacent field that they had shot down a glider.

On a more serious note regarding lessons learnt. Pre-planning and knowing what I was going to do in an emergency ahead of time made a BIG difference as to how I was able to deal with a stressful situation. Gusting 30 kts is fine at altitude but unforgiving low down.

What went wrong in the first place? A deeper understanding of the sky and how it can change would have helped. Pressure wave means sinking air somewhere, and just because it was good on the way out doesn't mean it will be so on the way back. That big clear path in the photo is mostly likely the fohn gap between wave bars; sink, sink, sink. As I've written before, I won't make that mistake again; it will be a bunch of new ones.

The experience however, has affected me in a very positive way. I came home and gave my wife sufficient amorous attention that she correctly suspected I had been up to no good. I bought my son the kittens I'd promised him but had never gotten around to making good on, and I now have the ultimate dinner party story. Did I tell you the one about the time I got a speeding ticket in my glider for flying across SH1 in ground effect, slaloming between the street lights, dodging traffic, telephone wires, stray arrows and goal posts? Would you like to see the photos?

THE EAST COAST SEA BREEZE

By Paul Rockell

Last issue we ran a very well received piece on the effect of the West Coast Sea Breeze front on Northland. Northland as Rockell explained is very narrow and because of that is subject to sea breezes from both coasts. In this issue Rockell continues the story, telling us what happens when the sea breeze comes in from the other direction, the east.



Map showing the usual position of the leading edge of the East Coast sea breeze front.

Whilst the larger weather systems of El Niño and La Niña have a huge impact on Northland, on average we tend to have more wind from the south west. Trees that grow near the west coast are typically windblown and bent over and for good measure are given a dose of salt as well. The locals who live on or near that wild place understandably all seem to take their summer holidays on the opposite east coast with its many sheltered bays and beaches. In the summer months, providing the south west wind is not greater than twelve knots, the occurrence of an east coast sea breeze is assured, along with clear blue skies and huge doses

of UV for those beach goers. For those resident gliding pilots at the Whangarei Gliding Club at Puhipuhi, a guaranteed source of wonderful soaring is close at hand.

The first east coast sea breezes will set up on October afternoons. I can only look wistfully at them from a tractor seat as the farm is usually making silage or planting maize. By December they can start up as early as 9.30am, gradually pulling back inland from the beach and building as the day goes on. The vast majority of these sea breeze fronts stay between the sea and the gliding club and we winch launch gliders straight into them. It gets a little challenging when they park up directly overhead with the wind socks pointing at each other. To change ends three or more times in a day is a pain.

The regular easy sea breeze flight is between Whangarei Heads and Opuia in The Bay of Islands. To dolphin soar through the daggy clouds all hanging down in long halls with many gaps and holes along a total distance of seventy kilometres, all within easy

gliding of the field, makes for a lot of fun. In my opinion some of the world's best scenery of drowned river valleys, azure waters, and golden sands with our forested hills makes an exceptionally stunning back drop for our gliding up here.

Often we use the sea breeze to run on north toward Kawakawa Town before heading inland to the higher cloud bases and starting on cross-country flights past Kaikohe. On a good day this front will lie over Kerikeri Township then head up and over the Puketiki Forest, on to the Maungamuka hills and runs out past Kaitiā Town near Ahipara on the west coast. Over the bush covered high ground the front is mostly a single length of very strong lift, but can at times overdevelop to isolated showers requiring diversion around and back to the inland sunny areas. Once again very high speed runs can be made to Kaitiā and a return home with little need for circling, an out and return distance of about two hundred and fifty kilometres and loads of fun.

Some discretion is needed before heading north past the Bay Of Islands. The northern sector of the front tends to withdraw back to Puketiki Forest leaving a hole of thirty or forty kilometres to Russell State Forest but Kerikeri or Kaikohe air fields are within gliding range.

To the south this front re-forms inland of Bream Bay near Mangapai. Very occasionally it runs out over Bream Bay as a continuance from Whangarei Heads and can run on to behind Cape Rodney and beyond to Auckland although it is prone to blue out entirely because the land mass is narrow. Over the entire length of the front, cloud bases will vary as much as three thousand feet. Let down zones into Whangarei and Kerikeri require transponders to fly through.

The portion of sea breeze front in the vicinity of the club rooms at Puhipuhi is the hardest because we are situated at the widest part of Northland. Sometimes it will move inland to central Northland late in the afternoon, overdevelop then move back at night with welcome hours of drizzle. I have even seen this cloud still working on moonlit nights from the heat left in the ground.

There are so many variations of this and the west coast sea breeze fronts as they twist and turn over the North that the privilege of soaring this weather phenomenon will always remain new and exhilarating.

HALF A CENTURY... HALF A CENTURY... HALF A CENTURY ON.....

By Roger Harris



It was a Sunday, I'm sure.

Certainly it was in Australia and the date was the 26th of July 1959, as my logbook dutifully records this. I sat with a real gol-darn-it control stick in my hand, an instrument panel in front of me, and rudder pedals at my feet. I say instrument panel, however it had just three instruments, an air speed indicator, calibrated in miles per hour, and reading up to 150 mph. Wow I thought, the maximum allowed road speed (at the time) was 50 mph, this was three times as fast!



The Author at various stages of his career. Above: in a Skylark 4, 1968. Below: with a Kookaburra 1961.



And it didn't even have an engine! How the hell did that work?

There was an altimeter, with three needles (what was that all about?) and a strange device with two clear vertical tubes, one enclosing a red coloured ball, the other a green coloured ball. I was told that this was a variometer, the use of which I would soon learn. Outside, mounted on the nose were two copper tubes, one straight up, with a short hollow tube across the top, and aligned with the airflow when in flight, the other tube in front and curving forward so that its open end was also aligned with the airflow. This latter tube I learned, was called the pitot, and had something to do with measuring the airspeed. The other, called the static, had a washer soldered across the rear face of the short tube, and was a complete mystery to me for many months.

However, the most important item was a short length of string tied halfway up these two tubes, with a small piece of cone shaped cork at its end. This was called the slip and skid string, and later proved to be the bane of my life.

Looking around the cockpit I saw that the structure was of composite material, made of a natural cellulose product, called wood. And the covering was a similar natural product, i.e. cotton cloth, taughtened with cellulose dope. And the whole thing was glued together using a milk product called casein. We didn't know it then, as the concept hadn't yet been invented, but we were the first real "greenies".

The Kookaburra was considered, in its day, to be a modern



Above: The Kookaburra rebuilt by Roger and Steve Curtis. Campbell Curtis about to test fly. Below: Safety standards have changed.

high performance machine, with an enclosed cockpit. This is great I thought, no 'bugs in the teeth' flying, and I can't fall out. I did wonder why this wooden wonder, with little metal in its structure, was called a 'machine'.

It is interesting to realise on looking back, that the instructor was not much older than I and in fact everyone then involved, was of a much similar age. Probably under thirty five. There was one old guy, but on thinking about it, he was still working, thus was under the age of retirement, then at sixty. It was a young sport.

Strapped in with a four piece harness held together by a central locking device, I was excited and ready. I had anticipated this moment for years, and now for real I was going to do it. Getting going was the most terrifyingly exciting part of the whole deal. This was called 'The Launch'. This began with the 'God person' behind my right shoulder

shouting out a litany of directions, which I suspected I was meant to learn. Before I'd deciphered item two of the list, and worked out what to do about it, a steel cable was being attached to something below me, and with further shouted directions, I was shot forward as if propelled out of a cannon.

Before my brain became aware that we were even airborne, the nose was rising up, up, up, until I had the impression of climbing straight up! A quick look sideways at the wing and horizon proved otherwise, but what fun!

That first flight was fifty years ago.... half a century. It's a bit scary really. Pearse managed to get airborne little more than a century ago. I have been flying for half the recorded period of flight.

Yup, I have been around since wood, glue and fabric were king, since strutted wings, since a skid instead of a wheel was the main

landing undercarriage, since the days of the mechanical vario. Since when it took five people, twenty minutes to rig a glider. Since trailers looked like the farm barn coming down the road. Since all cross country flights were down winddashes, as it was just too hard to work upwind. Since we always followed roads, and always landed beside them, so our retrieve crew could find us. Since all gliders were painted in colourful styles. Since wing loadings of a couple of pounds per square foot, since one could loop at sixty knots.

L/Ds of 25-1 were considered high performance. Anything approaching 30-1 was exotic, and only spoken of with awe. My first single seater, a Grunau Baby 2 had strutted wings and a L/D of 17-1. Because it was a single seater, it was always sought after by the club pilots, even though its L/D was significantly lower than that of the training glider. In due course, it was in this glider that I achieved the required duration of five hours, the required gain of height, and cross country distance to complete the Silver badge. The seating in these gliders was terrible, one sat bolt upright, and after five hours, one had to be almost lifted out.

Soaring was easy, launching into a thermal was the norm, staying up was not a problem. The Cosim red and green ball vario was quite adequate for our light weight gliders, and "ten up" was a normal response when asked about rate of climb. This of course referred to feet per second, and not the modern knots. During cross-country we always flew IFR, (I Follow Roads). In this large, mainly empty country of Australia, roads invariably ran straight across the landscape to the horizon.

Radios were unheard of, and for many years there was little change in instrumentation although aircraft performance slowly improved. Then, it happened, almost unnoticed, a new instrument was introduced, the electric variometer, run off torch batteries. This improved thermal sourcing and climb rates amazingly. This new vario almost removed all lag, a problem in the previous air flow driven varios.

And this was the end of innocence.

Most of those people I knew then, are now no longer with us. We were mostly a young sport then, but where are the young now?

Take a look around your local. (Club, you idiot, not pub.) Who gets the gliders out in the morning, who puts them away in the evening? Look at the gliders of today, they now cost an arm and a



leg more than my house. Look in the cockpits, there is more computing power in there than in the space shuttle. Look at the gear the pilot has to contend with, enough batteries to power a small city. Technology which requires a degree in electronics and computer science, the simplest of which is a 720 channel radio. Transponder, ELT, several GPS, Flarm, PDA, items which the modern glider pilot consider essential to flight. And just what is this fascination with carrying gallons (sorry litres) of water around with you in the wings? Did we lose our way somewere?

Maybe not. Last Christmas I watched as a bunch of young kids, the oldest just fifteen, helped a parachute wearing fourteen year old girl into a single seat, retractable undercarridge, GRP, 38-1 L/D, sailplane, to attempt her five hours.

I guess that I'm just a pterodactyl! (I can't be a dinosaur, dinosaurs don't fly).

Yes, I have been around gliding before anyone thought of electric varios, before the use of radios, before controlled airspace, before retractable undercarriage, before water ballast, before anyone even dared to dream of data loggers, transponders, Flight computers, PDAs, GPS, Flarm, et al. I have been flying gliders, and have been a member of at least one, often two, and sometimes three gliding clubs at the one time, for a continuous period of fifty years, and still counting! And yes, it has been a great journey over the years, I have many wonderful memories of fun flights and of great people well met, and the best part is, that it is still ongoing.

I leave you with a list of the gliders I have flown. And challenge anyone to beat it. Gliders types I have flown and have ratings for, although not necessarily current on. 89 glider types to date. (As at 01 June 2009.)

Manufacturer	Type						
Pilatus	B-4	Slingsby T-35	Austral	SZD-22	Mucha Std.	Grob	Astir-CS-77
Mu-100		Slingsby T-42	Eagle	SZD-30	Pirat	Grob	Astir-Jeans.
Mu-200		Slingsby T-49.	Capstan.	SZD-36	Cobra 15.	Grob	
Jacobs	Olympia 2	Slingsby T-45	Swallow	SZD-24	Foka-3	G-102	Club Astir
Schleicher	Ka-2	Slingsby T-53	Phoenix	SZD-24	Foka-4	Grob	
Schleicher	Ka-6 "E"	Slingsby T-42	Skylark-2	SZD-9	Bocian	G-103	Twin Astir
Schleicher	Ka-6 "CR"	Slingsby T-43	Skylark-3b.	SZD	PW-5 Smyk	Grob	G-103
Schleicher	Ka-7	Slingsby T-43	Skylark-3f.	SZD	PW-6		Twin-2 & Twin-2 Acro
Schleicher	Ka-8	Slingsby T-50	Skylark-4.	SZD	Puchacz	Grob	
Schleicher	ASK-13	Slingsby T-59	Kestrel-17	Schneider	Grunau 3	G-104	Speed Astir.
Schleicher	ASW-15	Schempp-Hirth	Kestrel-19	Schneider	Grunau 4.	Rolladen Schneider	LS-1
Schleicher	ASW-17	Slingsby T-51	Dart-15.	Schneider ES-49.	Kangaroo	Rolladen Schneider	LS-3
Schleicher	ASW-19	Slingsby T-51	Dart-17.	Schneider ES-52	Kookaburra,	Rolladen Schneider	LS-3a
Schleicher	ASW-20, C, CL	Schempp-Hirth	SH-1 Austria.		Mark-1, -2, -3, -4.	Rolladen Schneider	LS-4 & 4b
Schleicher	ASW-28	Schempp-Hirth	SHK-1	Schneider ES-52b.	Long wing Kooka.	Rolladen Schneider	LS-8
Schleicher	ASH-25	Schempp-Hirth	Open Cirrus.	Schneider ES-57	Kingfisher. Mark-2, Mark-3.	Thor	
Glassflugel	H-301 Open Libelle	Schempp-Hirth	Std. Cirrus.	Schneider ES-56	Arrow.	B.J-1	Duster.
Glassflugel	H-201 Standard Libelle.	Schempp-Hirth	Nimbus-2.	Schneider ES-60	Boomerang.	Glasser-Dirks	DG-100
Glassflugel	H-206 Hornet.	Schempp-Hirth	Janus-17	Schweizer 1-26E		Glasser-Dirks	DG-300
Glassflugel	H-101 Saito	Schempp-Hirth	Janus-C	Hall	Cherokee - 2	Pik- 3	Vasama
Glassflugel	H-303 Mosquito	Schempp-Hirth	Janus Ce.	Bergfalk-2		Pik -20	
LET	L-13 Blanik	Schempp-Hirth	Discus B	Saggita		IS-28	
Slingsby T-21	Sedberg	Schempp-Hirth	Discus CS	Hutter H-17	"Coogee"		
Slingsby T-31	Tandem Tutor	Schempp-Hirth	Duo-Discus	Elliots of Newbury	Olympia 463		



A QUESTION OF SAFETY

MIKE DEKKER NATIONAL OPERATIONS OFFICER, GNZ

GNZ Airspace Committee Chairman
Trevor Mollard makes the following report.



AIRSPACE

COMMITTEE REPORT SPRING 2009

AVALANCHES

If you were watching the news a few months ago, you will know that the adventure skiing industry has killed a few of their customers recently in avalanches, despite plenty of warnings that snow conditions were less than ideal.

What does this have to do with gliding?

Well, it appears that experienced and qualified ski guides used their judgment to decide that snow conditions at the time did not pose unacceptable avalanche risks. Even though they were qualified to make that judgment – they judged wrong and people died.

We glider pilots also often make judgments about the flying conditions. Is it too windy; too turbulent; too unpredictable? Is it safe for that pilot to be flying in these conditions in that location? Are we placing ourselves in unnecessary risk?

The recent avalanche accidents should cause us to re-assess our own attitudes to risk. If we have been a bit too laid back recently concerning letting less experienced pilots fly solo in marginal conditions: perhaps we should back off a notch and play it a bit safer. If we know the conditions (turbulence, cross-wind landings, incoming bad weather etc) might pose higher than normal risks even for our own superior skills: perhaps we should set a good example and call it quits for the day.

If we fly in marginal or extreme conditions and make it back safely; what have we proved? That we are a good pilot? – I don't think so. That we are a stupid lucky idiot? – Probably.

Of course gliding/soaring is all about managing risk. Sometimes there is no good reason to get airborne and deal with the risks. Almost certainly it will be more fun and safer another day.

SAFE WINCHING

A 'must see' website for all winch-rated pilots is <http://www.gliding.co.uk/bgainfo/safety/safewinchlaunching.htm>.

I would even go as far as to suggest that CFIs of winching clubs should make this compulsory viewing and refuse to sign off BFRs until the pilot has viewed it.

It includes spectacular computer generated imagery video clips to show what can go wrong during a winch launch. The booklet that goes with it has some vital 'safe winching' tips. I certainly learned a few things from it.

We do have winch launch accidents in NZ that look a lot like some of the scenarios that are shown on this website. So have a look before you spear yourself in.

INSTRUCTOR COMPETENCY AND APPROVALS

The Ops team has been having a good hard look at how we manage instructors in the hope that our recent dismal accident record does not continue. We will be wheeling out some changes. In the meantime, make sure you only instruct in those airborne exercises that you are competent in and approved for. If you are a CFI or A Cat, make sure that instructors are operating within their level of competence.

Any instructor who is not flying at least 15 hrs or 50 launches every 12 months is not current and is not permitted to exercise the privileges of the instructor's rating unless they have been re-approved and had their logbook endorsed.

With summer coming it's time to turn our thoughts to soaring and cross-country flight, which may turn our attention to airspace and the changes that are to be implemented in November.

The good news is that there has been a slight reduction in Class D controlled airspace. The area to the south of the Woodbourne Control Zone has been freed up considerably and airspace over Mt Arrowsmith, north of the Rangitata River, has been raised to 13,500 feet which will make it easier to transit southwards with enough height to cross the Two Thumbs Range into the McKenzie Basin. Full details of the changes can be viewed on the NZCAA webpage.

http://www.caa.govt.nz/airspace/airspace_review.htm

If you are flying in these areas be sure to acquaint yourself with the changes, carry a current chart and if you are using GPS navigation to assist you make sure the data base is up to date. The Class D airspace in the North Island is unchanged but there have been changes to the Mandatory Broadcast Zones (MBZ) at Taupo, Paraparaumu and Motueka which need to be complied with. In addition many of the associated non-mandatory Common Frequency Zones (CFZ) have also been changed.

Two things are new for this season. Many clubs have appointed an airspace representative whose task it is to encourage and educate pilots to use Class D airspace to their advantage. The second is the introduction of a web-based airspace usage tracker, which will enable any pilot to conveniently record their airspace experiences both good and bad. These reports will enable the airspace committee to document trends and assist us to lobby Airways and NZCAA for improved access based on factual information rather than the anecdotal stories.

The current list of airspace representatives is:

Peter Thorpe	AASC
Kevin Bethwaite	Canterbury
Terry Delore	Canterbury
Gavin Wills	GlideOmarama
Mike Dekker	Marlborough
CJ McCaw	OGC
Hugh Turner	OGC
Ralph Gore	Piako
Chris Rudge	Southern Soaring
Clinton Steel	Norfolk
Tony Passmore	Wellington
Vaughan Ruddock	Wellington

The web site for airspace reports is located at <http://airspace.gliding.co.nz/>

My thanks to Tim Bromhead for the time and effort he has donated to this project. Look for "Airspace Usage Tracker" under quick links on the GNZ website.

GLIDING IN THE DARK

By Ian Dunkley



Can someone please explain to me, as a representative of a large part of the world's population – i.e. males, why the colours red and green are so secret that we are not supposed to see them?

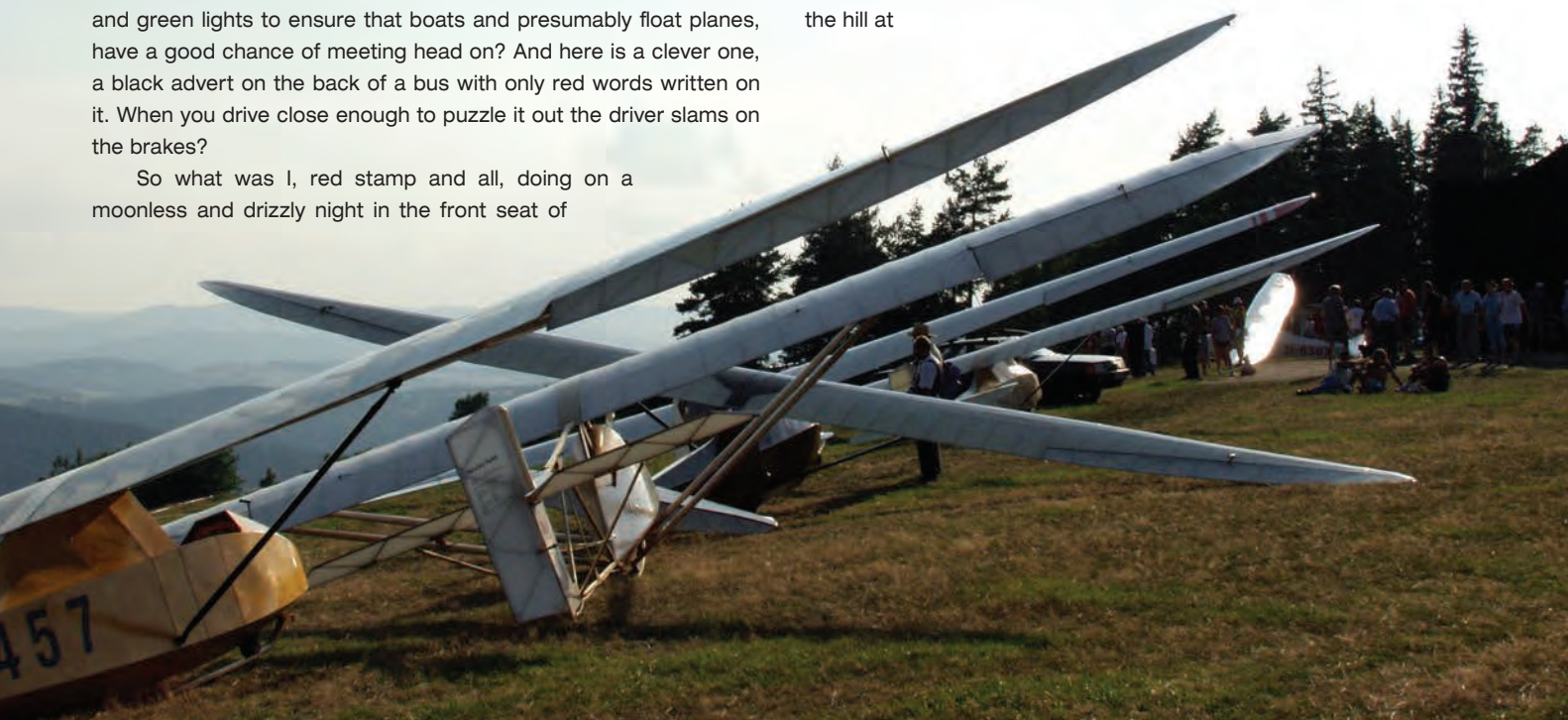
Is this a covert eugenics operation to ensure that our genes are not passed on to future male generations by using these colours to denote danger and safety? If this is not the case how do you explain such potentially lethal combinations as red traffic lights to encourage male colour-blind drivers to knock over pedestrians and red pedestrian 'stop lights' to induce colour blind walkers to be knocked over?

What other reason could you attribute to stamping "No night flying permitted" on my PPL in, you have guessed it, red, on the off chance that I could not read it and fly into the dark path of a 747? (Non colour-blind males and women would of course be acceptable collateral damage.) If you want more evidence, how about red and green lights to ensure that boats and presumably float planes, have a good chance of meeting head on? And here is a clever one, a black advert on the back of a bus with only red words written on it. When you drive close enough to puzzle it out the driver slams on the brakes?

So what was I, red stamp and all, doing on a moonless and drizzly night in the front seat of

a Bocian looking along a rope fixed to the back end of an indistinct Wilga about to take off?

Jelania Gora was the venue of the Rendezvous Rally prior to the International 2004 Vintage Glider Rally in Poland. It is an historic area of Poland. When it was Silesia in pre war Germany it was famous for the development of gliding, early wave flying in the '30s and is the birthplace of the Grunau Baby. Daytime rally diversions included bungee launching, taking off up one side of a hill whilst the tug is descending the other, and landing up a steep hill. I took an aerobatic flight that apart from all the really frightening stuff included a spin into a valley below airfield height with the recovery dive giving us enough speed to climb back up the hill at





Stealth coloured glider if you are colour blind.



ground effect level, attempt to knock the head of a photographer briefed, it turn out, to expect it in a high speed pass, and for the pilot then to say, "You have control". Night time diversions were, I was about to say 'more liquid', but in view of the flight just described, I will describe as 'equally interesting'.

In a gullible moment a few of us were sold the idea of night flying as an alternative to the various parties that were going on. A friend of mine, with good experience once said, "Poles will get you out of any trouble that you would not be in had you never met them." Was I about to experience this? The briefing was quick and simple, "Follow the tug, release. Turn right and fly for 'x' minutes, turn 180 degrees and fly for 'y' minutes. Answer the question, 'Can you see the airfield?' Fly downwind, turn base at 'z' feet and land."

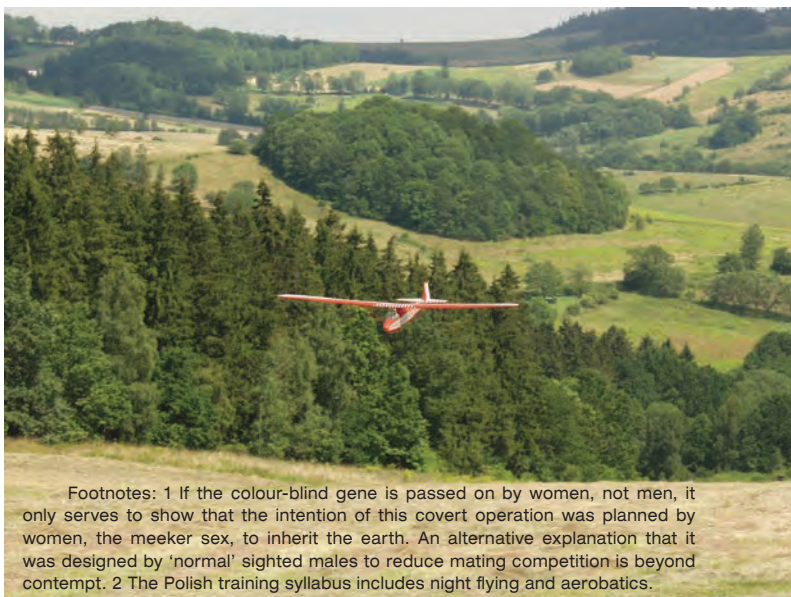
"Yeah right." I was about to find out if it would work. Possibly the hard way.

The Wilga moved away from us. My instrument panel partially lit up, courtesy of a torch appearing over my shoulder. We climbed past sensible yellow lights following other lights arranged in a neat pattern in front of us, eventually climbing to release height and the first turn. It was now that things became interesting. Despite the lack of horizon and the confusing pattern of lights from a medieval town with a cold war pattern of roads and developments apparently designed by a demented spider, it was easy. The question "Can you see?" etc, "No," being followed by, "Neither can I," was slightly disturbing, as I hope was the intention. Then I spotted a parallel line of lights in a black hole and started the downwind leg with the torch assisting in the descent to 'z'.

It was all so unexpectedly easy, and soon I had those yellow lights tapering like a runway in front of me, the speed right, reference point (which I refuse to call 'aiming point') constant, deciding that it would be time to round out when I passed the third pair of lights. That was the idea. In reality I immediately felt the 'gentle' contact of the wheel with the ground, thus proving the wisdom or luck of good speed control and one-third brake. It was now someone else's turn.

I have thermalled up through cloud, descended through 100 percent cloud cover on instruments (once without but that's another story) without too much bother apart from someone always displacing the horizon just as I come out, so why was this night flying easy? Eight pilots in all, including one early solo pilot flew after me and not one of us could explain why we found it so easy without the horizon and other useful ground references. Increasing rain, and the lack of desire to a) spend another 40 Euro, or b) miss anymore of the parties, prevented any of us making second and more analytical flights.

Perhaps someone who is allowed to see red and green and is experienced in using them, will explain this to me. Otherwise I will probably never find out as my PPL not so clearly states "No night flying permitted", which may also explain why I can grind to a halt in my car as some fool thought red was a good colour to warn me that the petrol tank is empty.

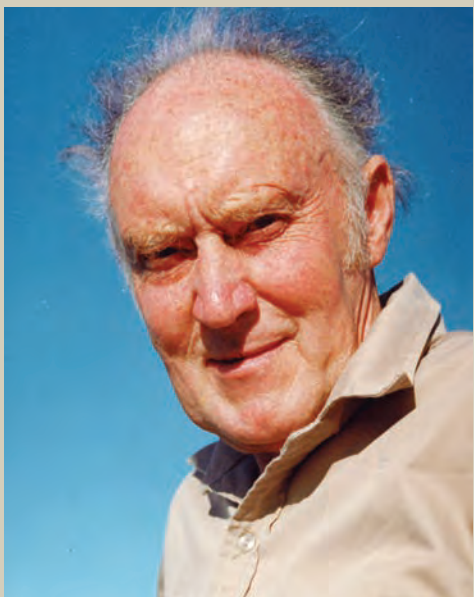


Footnotes: 1 If the colour-blind gene is passed on by women, not men, it only serves to show that the intention of this covert operation was planned by women, the meeker sex, to inherit the earth. An alternative explanation that it was designed by 'normal' sighted males to reduce mating competition is beyond contempt. 2 The Polish training syllabus includes night flying and aerobatics.

OBITUARY

JON HAMILTON BY GAVIN WILLS, OMARAMA

1925-2009



Born in 1925 Jon was the eldest son of Bill and Peggy Hamilton. Bill was a high country sheep farmer, who, turned engineer and inventor, became famous for the development of the jet boat and his heavy engineering firm in Christchurch. Jon ignored farming to become the engineering designer for CWF Hamilton and Co and eventually the company's Chairman and Governing Director. But along the way he had an extraordinary life. There were 12 jet boat expeditions to the most remote rivers on earth, explorations into astronomy, jet units designed for giant boats, tramping and climbing and of course flying gliders

Irishman Creek Station was no ordinary place to grow up in the 1930s. Isolated in the Mackenzie Country without schools, one's entertainment was one's own. The climate was extreme; hot and dry in the summer, frozen solid in the winter and windy at any time of year. But Bill and Peg had managed to create an extraordinary oasis in this wilderness that was economically, socially and culturally self-sufficient. At home schooling for example, Jon and his sister Joyce learned Latin and literature, Shakespeare and languages from several highly educated tutors who came to Irishman as refugees before the War.

Dick Georgeson, foster brother of the Hamilton children tells the story of seven year old Jon showing him how to make a poker at the forge in Bill's farm workshop. He put a rod of steel in the fire, brought it out red hot, and hammered it into a beautiful straight beaten poker on the anvil. "It was amazing competence" said Dick. "From the outset he was clearly a natural engineer and a thinker."

At Irishman Creek Bill Hamilton was famous for being the instigator of outrageous practical jokes. And of course Jon and Dick learned from his example. It was not long before they were wiring up gates, jacking-up the guest's cars, setting booby traps with oil cans, placing match heads in cigarettes and electrifying a few door knobs! Jon's sense of humour remained mischievous to the end.

During the war, Bill's Irishman workshop was commandeered by the Ministry of Supply for making munitions and ancillary equipment for tractors. At 16 Jon had his first engineering job working 12-hour shifts, often at night. He operated the gas profiler to cut quick-release catches for Lee Enfield rifles.

In 1950 he married Joyce Lilburn and together they raised three kids who produced seven grandchildren and two great grandchildren. It was a long and happy marriage even if Joyce was torn at times between raising children and supporting Jon on his adventurous escapades.

Jon got a private pilot's licence in the mid-1950s and encouraged by Dick, took up gliding. In 1957 with only 36 hours glider time and no experience on the use of oxygen he flew to 27,000 feet to set a new NZ altitude record. The glider was Dick's Skylark 3b, GAY and during the flight the turbulence was so severe that Jon cut his leg on the instrument panel and the wing tip pin tried to work its way out of the main wing, split pin and all!

Jon made some of the first flights over Mount Cook and in 1960 was photographed by Guy Mannering flying above Mount Tasman in the Slingsby Eagle, GBD. This is still one of the all time classic mountain soaring pictures.

But in the early 1960s the demands of family and jet boats began to grow and Jon's gliding went on hold. In 1962 he became an American legend by completing the first and only up-run of the Colorado River in the Grand Canyon. It was a monumental feat that put the New Zealand jet boat on the world stage. Subsequently he boated up most of the great rivers of the planet including a thousand mile trip on the Ganges River with Jim Wilson, his son Mike and Ed Hillary.

In 1982 Jon returned to gliding. He told me recently he loved gliding more than any other of his adventurous activities and was sorry that family and jet boating had gotten in the way but that he was doing his best to make up for lost time. Having grown up in the backcountry his heart was still in the high mountains to the west and south of Christchurch. Making up for lost time for Jon meant personal glider explorations from Hororata or Omarama into the most remote corners of the Southern Alps. How many glider pilots have heard of the Garden of Eden, the Bracken Snowfield, the Landsborough River not to mention the many glaciers of the Mount Cook National Park? With a friend in the back seat Jon flew his beloved Janus, VQ around and over these places many times in all kinds of weather conditions.

In 1995 Jon loaned his Janus to Lucy and we to make the now



1966 Dick Georgeson and Jon Hamilton (in top glider) flying across the face of Mount Cook.

historic gliding film Windborn also known as “Lucy learns to Fly”. In typical fashion he designed complex camera mounts for the tail, the turtle deck, the wing and the nose. However there appeared to be no means of attaching them to the glider. Jon’s solution was pragmatic. With a wry smile he drilled holes in the non structural parts of his beautiful fibreglass glider and bolted on the mounts. “Nothing I can’t fix later!” he said.

A long term member of the Canterbury Gliding Club, he was a staunch supporter and a significant contributor to the Club both in its move to Hororata and in its more recent acquisitions. Five years ago Jon built a chalet on the Omarama airfield and moved VQ from the Hororata hangar to an Omarama hangar. At 82 his only thought was to fly as far as possible and each day he would come back with a sparkle in his eye and a story to tell after an exciting flight deep into his beloved mountains – he was still catching up for lost time!

He was a humble man with a towering intellect who loved to solve problems presented by the natural environment especially his rivers, the sky and the universe. Jon was an exceptional pilot, a mentor to many and a wonderful friend in gliding.

The last word from Dick Georgeson – “When Jon told me that he was not long for this planet we talked about it for a bit, and then he launched into how dying would be a new experience that he was most interested in. He said that he had had a marvellous life, and then characteristically got excited about his latest theory of what happened before the Big Bang.”

TECH-TALK

ROGER HARRIS

It has been some time since I last wrote through this medium, so this column is not before time.

Item Wun

Renewal of GNZ maintenance engineers.

Back in May I sent out renewal notices via email, to all GNZ engineers whose GNZ approval was to expire in June this year. The first two returns I received within a week, both as it happens, from LAMEs. Good work guys. But things slowed down then and by the middle of June I had very few returns.

Mid June I again sent out renewal notices to all who hadn’t replied. This did prompt some further returns. All those who sent in their renewal return soon had their Approvals in hand, current for a further two years.

However, there are many whose approval has now (as at 30 June) expired and have not sent in a return. The simple fact of this is that if your approval has expired, you are no longer on the GNZ data base as being current GNZ engineers. You can not/must not, carry out, or sign for, any maintenance on NZ gliders.

Please check your approval cards for expiry date. I know who you are, but I am not going to name you, or do any more chasing up. It is up to you to stay current. I don’t know if you have simply given up being a GNZ maintenance engineer, have forgotten about it, or failed to pick up your emails. It is a requirement that you advise any change of address, email or otherwise. It’s now up to you.

Item Too

I intend to again run a GNZ Class Two training course in a few months. To that end, I would like to get some indication of interest from interested persons.

This is a five day course, Monday to Friday, and will be held in the Canterbury Gliding Clubs clubrooms, at Hororata. It is most likely to be in October. Actual dates to be advised. Email me of your interest.

Item Free

I also intend to hold a GNZ Class Three course some time after the class two course. Again I would like indication of interest from qualified GNZ Class two engineers, who think they may qualify, and who have the interest to move up the ladder, in respect to skill, knowledge, and commitment.

This is a four day course, as it deals mainly with CAA rules, and the GNZ MOAP requirements, plus weight and balance, compass swings, and Annual Inspections.

It is an advantage that one has already attended a class two course. Please e-mail me your details.

Item For

For all GNZ Engineers carrying out Annuals and/or ARAs, please ensure that all check items are marked off the maintenance schedule checksheets correctly. And that the check sheet accurately reflects the work done.

Editor’s note – Roger supplied the number system, we reproduced it. This is not an indication of the skill of our proof-reading team.

CLUB DIRECTORY

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

Auckland Aviation Sports Club

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

Auckland Gliding Club

Club Website www.glidingauckland.co.nz
Club Ph (09) 294 8881, 0276 942 942
Club Contact Ed Gray airsailor@xtra.co.nz
Ph (09) 237 8151 (027) 608 4156
Base Appleby Rd, Drury
Flying Weekends, Wednesdays, Public Holidays

Canterbury Gliding Club

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

Central Otago Flying Club (Inc)

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

Glide Omarama.com

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

Gliding Hutt Valley (Upper Valley Gliding Club)

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

Gliding Manawatu

Club Website <http://sites.ourregion.co.nz/glidingmanawatu/home.html>
Club Contact Ron Sanders Resanders@xtra.co.nz
Base Feilding Aerodrome
Flying Weekends, Public holidays

Gliding South

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

Gliding Wairarapa

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

Hauraki Aero Club

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

Hawkes Bay and Waipukurau Gliding Club

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

Kaikohe Gliding Club

Club Contact Peter Fiske, (09) 407-8454
Base Kaikohe Airfield, Mangakahia Road, Kaikohe
Flying Sundays, Thursdays and Public Holidays

Marlborough Gliding Club

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

Nelson Lakes Gliding Club

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

Norfolk Aviation Sports Club

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

Omarama Gliding Club

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

Otago/Youth Glide Omarama

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

Piako Gliding Club

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

Rotorua Gliding Club

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

South Canterbury Gliding Club

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

Southern Soaring

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

Taranaki Gliding Club

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

Taupo Gliding Club

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

Tauranga Gliding Club

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

Wellington Gliding Club

Club Website <http://www.soar.co.nz>
President Mike Tucker mike@hvpc.co.nz
M (021) 439 193
Base Paraparaumu Airport
Flying Weekends and Public Holidays 7 days a week
December through to March

Whangarei District Gliding Club

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

GLIDING NEW ZEALAND CLUB NEWS

Deadline for club news for the next issue 10 November 2009.

AUCKLAND

As we emerge from the depths of our sodden winter we have enjoyed rather uncharacteristic flying days. The highs over the mainland to the south, produces light southerly days which are classic 'blue'. We all sit around at the launch point waiting for the clouds to appear and of course they don't until after midday, and then only a few, far away.

Someone says "to hell with waiting" and off they launch believing they would never get away into the uncharacteristic Auckland blue. To the amazement of those disbelievers still on the ground, the gliders stay aloft, the early students get their first experience of climbing to 3000ft on nothing but faith while the Duo Discus and the other hot ships venture far away and don't come back for hours.

We have had some memorable events take place at our club recently. We had a young guy write a letter to the club back in February after having a trial flight and saying he wanted to join the club. Joshua Chevin was duly signed up and he commenced training. At the age of 14 years he has soloed in a PW6. He has been a model for his generation and selflessly involved himself in the club. Congratulations Joshua on your achievements, we look forward to your continued progress.

Greg Douglas has returned from the USA and UK armed with stuff connected with ASK 21s, hand rudders, overseas safe winching practices, not to mention videos on the use of lifting harnesses with disabled pilots. We will hear about that at the AGM soon.

When things are rolling up to AGM time, five minutes before closing time, democracy in the Super City rolls into gear and the correct number of forms are signed, seconded and locked away. So with some confidence before the event, I can announce that come AGM, Vincent Vingerhoeds will become our new President, our Vice President will be chosen from David Hirst, Greg Douglas, Paul O'Neil, Gregory and Trent Miller, the rest will be committee while Treasurer Neville Drake, Club Captain Ross Gaddes and the writer as Secretary were all returned for another go. We have had a fair bit of dosh go through the club coffers this year, so we have opted for one of those paper exercises called an audit.

You should come up and see our clubrooms! Gone are the 100 year old ceiling finishes, the classic windows go up and down again, the club cats consequently have to wait around for the doors to open to get in and we have painted all the walls and bar surrounds, we have some flash lights installed. The curtain replacements are the subject of much discussion amongst those with a sense of style. Thanks to all the club members who lent a hand.

By the time you read this, our Discus CS will have arrived, literally on a slow boat from China and our ASK 21 will be on the water from Alexander Schleicher in Poppenhausen.

CANTERBURY

Work on our airfield at Russell's Flat has been proceeding at great pace with fences and rows of trees all disappearing leaving large piles of rubbish awaiting burning. Eventually all the interior fences will go allowing us to put in two runways criss-crossing giving the longest space available. New fences will then be built on the areas we don't use as an airfield. Recent flying from there shows that on the right days thermals are available from low levels so winching should become a regular launching method. Much cheaper eh.

About three quarters of the farm has been worked up and will be sown in a suitable crop by farmer member Mike Oakley. The remainder is being used as the airfield. The club intend to spend several days each month



Above: Auckland PW6 XY Panel (Matt Findlay)



Above: Alex McCaw and Terry Delore preparing for first aerotow out of Russells flat.



Above: Auckland A1 Sunday Course from left Murray Miller, Vincent Vingerhoeds (Inst), Richard Nelson, Joshua Chevin, Rae Kerr (Inst) Colin Bell (towpilot).

Right: Canterbury Russells flat



flying from there or Hororata. The clubrooms at the latter site are steadily being upgraded.

Flying wise, members are taking advantage of the improved weather and several good soaring flights have been made. Terry Delore's ASH 25 has been given an extensive make-over by Lindsey Stevens and has been put to good use since its return recently.

Terry and Mike Oakley have treated several members to cross-country flights in their ASH 25s which have been much appreciated by members.

With the school holidays nearly here I expect that several of our youth glide members will be putting their skiing gear in the cupboard and getting up to speed in a glider again.

It is with great sadness that we received news that Ray Lynskey had died after a short illness. Our sympathies go to his relations and many friends.

Jon Hamilton who was a long-time member and pioneer of gliding has also died only a few

days ago. His involvement with the club goes back to the early 1950's. An account of his gliding exploits would make extremely interesting reading but space does not allow that to be recorded here.

Again our sympathies go to his family and friends and cousin Dick Georgeson who was more like a brother to Jon having been a part of the family most of their lives.

Stewart

FIVE RIVERS

The cobwebs were blown away one recent weekend and I strongly sense spring is here. Unfortunately few of our members made the most of 'it'. 'It' being 10 knots straight up the strip and a sky beckoning with wave.

George Taylor took new member Derry's son Mark for a blat around the skies in our twin. Mark's smile at the end of the day suggests that George, current club President, and one of our more senior relics still has what it takes. Well done George and welcome to the skies Mark.

Thanks also to everyone over the years who has contributed to our winch maintenance/driving. It ran superbly – another faultless day. My own flight in ZP, following huge sink off the winch release back to Woody's ridge, was a delightful 17,000 feet Southern wave experience complete with added cold shower (again) from a very suspect water pack.

Jerry O'Neil's XC Ab Initio course scheduled for 12-16 October is confirmed.

All enquiries to President George 0274 356 729, or CFI Matt 0272 510 124.

This is for pilots out to achieve their first 50k XC flights.

Limited numbers, so be in quick, set yourself up for a great start to your gliding season.

BM

GLIDING WAIRARAPA

As I write this the Wairarapa is again sitting under a massive anti-cyclonic system and we are bathed in glorious sunshine with what the weather presenters call "not much wind". Now

CLUB NEWS

that we are officially in spring our club has had several transformations. The winch has undergone several modifications including new synthetic cable and a new load cell system which instantly calibrates the 'weight' of the glider during the launch process. Now the winch driver can assess the climb conditions and can, for example, reduce the acceleration if the load cells are indicating excessive tension on the cable. We were never able to do this before and it is proving a major step forward in winching operations.

Selwyn and Geoff have been systematically rearranging the hangar. We now boast a dangerous goods store (for paint and fuel) as well as a new work station, filing systems and storage units. We also have two club vehicles for general towing and other duties.

Club membership is soaring. Several original members who had let their membership lapse over time are now back in the club and are once again enjoying general gliding activities. Other new members have joined the club and our membership is at its highest point ever. The Youth Glide Wairarapa youth training scheme which is a joint venture between the club and the local college has proved to be a wonderful success. The eight secondary students are as keen as mustard. They have completed the first section of their National Certificate in Aviation and are now embarking on phase two which is all about gaining credits on the

national framework relating to gliding. Of the eight, five are proving to be excellent pilots, while the other three are more reticent. The club is so busy during the weekends that we are urgently needing to get the single-seaters out and dusted off so the more experienced pilots can get away while we continue training with the ever faithful GLV and GFN. On the 'breaking news' front we are all looking forward to having the Bocian GEB again grace our airfield.

GVG

MARLBOROUGH

The sad passing away of Ray Lynskey after a short illness was the major event for us. Much will be written about Ray elsewhere, but lately he had become much more involved at club level and was our Chief Tow Pilot, Tow Pilot Instructor and committee member, as well as a source of sound sage advice; and had also become a fairly regular attendee at club flying days joining in with the usual rigging/derigging parties and 'war stories' at the aeroclub after flying. He was also instrumental in getting us our new hangar, by giving us the chance to buy it before anybody else.

Thankfully, we are a gliding and soaring club again after the worst winter anybody here can remember. Unfortunately, poor weather has continued to plague us despite a few good days in between.

Carl Jackson and Jamie Halstead both

clocked up wave flights out over the Waihopai and Molesworth. Some of our club days have been encouragingly busy, so the cash flow should stop being negative.

We take our local mountains for granted; so it was rather amusing to fly a visitor from the UK Fenland Gliding Club who could not be forced to fly closer than about 10 wingspans to the hillside. And no, he did not stay up for as long as a local pilot would have. However, he went away grinning from ear to ear over the whole experience.

Changes to the local scene include ZK-GLA, Ray's Ventus now owned by Mark Robertson (anybody want to buy a spare turbo Ventus?) and Nimbus II ZK-GIW owned by Neil Stanford.

Come on summer.

Mike

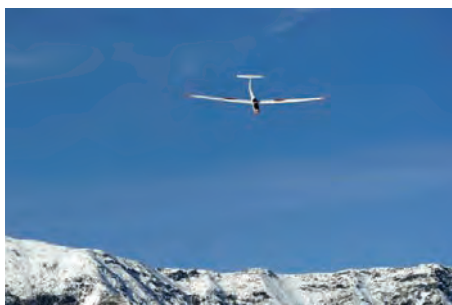
NELSON LAKES GLIDING CLUB

The quiet season is a difficult time for the newsletter writer. At Nelson Lakes we attempt to fly all year, with conditions ranging from rained out, to windy and wild, to beautiful frosty days of motionless air.

After years of searching we have just recently purchased an enclosed trailer from Gliding South which we shall refit for NH, our club single Astir. This will enable us to dispose of the open trailer (going cheap if anyone is interested) and offer our club members opportunity to embark on

Below: Five Rivers Cruisin, West-Dome and Te Anau to West





Nelson:
Photos: www.timcuff.com



cross country flights in a club glider. It will also enable a batch of upcoming pilots, including myself, to execute a remote landout and finally get their QGPs. Several of us have enrolled for our final exam (radio operators) so with adequate study effort we should be able to give the country's qualified pilot roster a wee boost this summer. Club member Kerry Eggers recently gained his QGP certificate followed within weeks by a diamond height gain!

Nelson Lakes Gliding Club will have its 50th anniversary this summer, with several of its founding members, and Bravo Whiskey, its founding aircraft still taking to the air regularly. This will be a wonderful milestone worthy of much celebration.

I believe our winter frustrations are almost at an end.

Ken

PIAKO GLIDING CLUB

What better way to signal the arrival of better flying weather than to have a Season Opening day - polish the glider, polish the pilot, all ready for the new season.

Because there were a number of issues that needed to be brought to the members' attention, we decided to combine it with a compulsory briefing starting at 10 am and finishing off with a free lunch.

By 9.45 all the members were standing

around talking with coffee in one hand and cake in the other. At 10.00 they were all seated at tables complete with handouts ready for five Power Point presentations.

Our CFI, Bob Gray, kicked off with the agenda, and then Anna Doer was straight into a refresher of the Duty Pilot's duties, stressing their importance to safety and the smooth running of the day's flying.

Bill Mace presented the 'glideTime' laptop based spread-sheet to prepare members for its later release, emphasising the great potential time saving this will be for the treasurer and record keepers.

Rainer Kunnemeyer gave an excellent safety address quickly grabbing everyone's attention with some safety realities. His Power Points had some currency indicators used in Britain and Germany as a gauge that we could use to assess for ourselves how we all measured up. This was a very useful and appropriate reality check. Rainer dwelt on the three C's; Currency, Competency and Complacency which are behind all human factor accidents.

Tim Bromhead showed us how to register our dealings with Air Traffic Control to provide statistical evidence for our airspace negotiation team.

Finally Bob was back with encouragement to sharpen up our radio work, position reporting and situational awareness, particularly as we have 300+ trainee pilots that can call in to Matamata on



Above: Piako

their initial solo cross country flights. He then gave a review of the airspace changes in our area.

Although the flying conditions were not good, there were still groups of pilots enjoying each others company in the clubhouse at 4pm. What a great day it was, achieving our safety and information aims, while boosting club morale! Yes!

B.M.

SOUTH CANTERBURY

Spring has sprung after a winter of two halves. If the soothsayers are reading the entrails correctly we will have a drought season good for gliding, bad for farming. We have certainly had very little rain since June. Unfortunately the soaring opportunities are weekday events rather than at the weekend. I saw a good commentary on the new \$12 million dollar weather super computer: "Making bad forecasts faster"!

The annual dinner at Seven Oaks saw a good turnout of 30+. Awards this year to Malcolm Walls for services to the club, Doug Hamilton for best flight from Omarama (ASH will henceforth be disqualified!) Kerry Jackson best flight from Timaru (a soaring flight during the non instrument contest), Rob Campbell Progressive pilot, Blair Shephard Student, John Eggers non instrument and spot landing and Nigel King, with a late entry, took the mug.

We have just completed the Aeroclub vs Gliding club contest. In a reversal of form the Aeroclub won in a very close contest 354 to 344 or about 50 metres on 1 landing. There was a definite lift

in standard from the throttle jockeys and unlike last year when the instructor could be heard shouting, "let go of the bloody stick or you'll kill us both " the inputs were much milder.

Finally our condolences to the Lynskey family on Ray's passing. I first met Ray at the Alex nationals in the mid 80's and his focus and dedication to the sport were obvious to all. We saw him more recently flying the Beech 1900 into Timaru and he would always come over to the flight caravan for a yarn.

FMSG

SOUTHERN SOARING

The 2009/2010 season promises to be our busiest yet with bookings for mountain soaring courses up over 40% on last season. The extra demand has seen us hiring the Omarama Gliding Club's Duo Discus for a three week period over November and December but we could still use an extra two-seat glider over that period so if you have a spare Duo Discus or Janus gathering dust in the back of the hangar, please let us know! Our learn-to-fly course bookings are also up on previous years.

We started the season on 16 September with Nick Wyngaarden and Michael Jarman completing their type ratings on our Pawnee at Timaru. Nick is Malcolm and Roseann Walls' grandson and comes from a background of instructing at Mainland Air in Dunedin. He will be our prime tow pilot for the season. Michael is currently on the tow roster with the South Canterbury Gliding Club

flying their Piper Cub and will fill in on a part time basis.

Since starting, we have had some excellent soaring flights and have started our first learn-to-fly course for the season with Adrian Snow, who lives in Queenstown.

This season we will also be operating an open-cockpit Grumman Ag-Cat biplane once we complete an entry audit for an Air Operators Certificate in early November. Although the aircraft will mainly be used for scenic flight work, it can be used as a back-up tow plane if required. The new operation will be run from the Southern Soaring office but with OAL working on a new lease agreement to allow for a building extension we hope to have more space soon.

At the end of last season we had FLARMS installed in our aircraft. With the ASW28 also fitted with an LX8000 and transponder, we now have one of the best equipped single-seaters in the country. For those who have flown from Omarama before and meet our minimum flight requirements for the aircraft (50 hours total time and a Silver C), we would welcome further bookings. The LX8000 is certainly a stunning piece of kit.

We wish all other clubs a safe and enjoyable soaring season and look forward to seeing familiar faces back at Omarama soon.

Chris

TARANAKI

Not much to report on this month. We have had some flying but not a lot. One day in particular though, stands out. That was in early August when three gliders and their pilots, revelled in soaring up and alongside a cloud-street resting against the mountain.

There is one left of the QGP lecture series to do plus a radio comms/transponder evening to round things off. As well as these, we had an afternoon devoted to discussing finding and using lift. John Tullett intends using lift and is now the proud owner of our Ka7.

The AGM was well attended and the CFI advised that most of the aircraft hours were up. He, Tim Hardwick-Smith was awarded the Normona Senior Cup for the best solo Performance which was his 50km Silver badge flight to Whangamomona (and back). Will Hopkirk was awarded the Most Improved trophy for Junior pilots. There were no changes in the club officers/committee positions, though we welcome Glyn Jackson and Will Hopkirk onto the committee. 2010 marks our fiftieth year and something will surely be done to mark this event.

Our website is attracting some attention and will, undoubtedly, be of benefit to us.

Papa Mike



Taranaki: Top L: Imagination. A young lad at German Hill a few years ago far away and at one with the eagles. Source: TGC files. Top R: Twin Astir overhead the Stratford ski field carpark on August 8th 2009. Photo: Steve Barham. Bottom L: Will Hopkirk getting ready in the PW5. Richard waits with the rope. Photo: Steve Barham. Below: Discus near the mountain Photo: Tim Hardwick-Smith



Tauranga

TAUPO

We are all busy preparing for the National Comps in February 2010 at present extending our office area and making available more camp kitchen facilities in the workshop area. We are hoping to have all this done also for the Central Plateau Comps in November 2009. As yet we have not replaced the PW6 and are still looking at options so should any club have a two seat glider for sale we would like to know all details.

Thomas Anderson

TAURANGA GLIDING CLUB

The club AGM was held in August and thanks were given to the many club members that have done so much for the club. Special thanks went to Ewen Irvine and Gordon Scholes, ably assisted

by their wives Diz and Cath.

Ewen has been a member since 1964, served as the clubs Secretary for 43+ years consecutively and spent a total of 23 years as Treasurer.

Gordon has been a member since 1965 (44 years) and was CFI for a total of 20 years, an Instructor for 41 years (sending 540 students solo) and flying 33 glider types. He was a tow pilot for 40 years achieving over 24,000 tows. Barbara Hunter was thanked for the unenviable work done as Treasurer for the last two years. Long term member John Philips has come out of semi-retirement and rejoined the committee.

The club Awards Dinner was held in August as was the landing competition run by Brian Chesterman where great fun was had by all.

We welcome Shane Huchinson as a new tow pilot and trust that he will have many enjoyable hours flying with us.

Roy Edwards is running the night school, with the new 6 week session starting on the 20th October. Once again he will combine lectures, flight simulator training with a real live flight. Maurice Weaver is arranging the annual trip away on the long weekend of the 24th to 26th October.



John McCaw – aviation and agricultural photographer

McCaw MEDIA

Tel +64 3 322 5222

Mob 0272 804 082

www.mccawmedia.co.nz

COMMISSIONS AND STOCK LIBRARY SPECIALISTS

**GAVIN WILLS
MOUNTAIN SOARING
SCHOOL**

**Internationally acclaimed
Soaring Courses**

**The world's largest
fleet of Duo Discus's**

**Crystal clear air amongst
the Southern Alps**



GLIDEomarama.com
New Zealand

**ADVENTURE SOARING
FLIGHTS**

Glide Omarama Ltd
PO Box 120, Omarama 8950
03 438 9555



www.GlideOmarama.com



Soaring^{NZ}

subscription form

Name: _____

Address: _____

Postcode _____

Phone _____

Email _____

Annual Subscription Rates - six issues a year

New Zealand (All GNZ members automatically subscribed)	\$62
Australia/South Pacific	\$99
Rest of world	NZD\$122 EURO 68 USD\$99

Payment enclosed \$ _____

(All cheques made payable to McCaw Media Ltd)

Credit card facilities available

Post today to

McCaw Media Ltd, 430 Halswell Rd, Christchurch
Tel +64 3 322 5222 Email soaringNZ@mccawmedia.co.nz

gift subscriptions

Recipients Name: _____

Address: _____

Postcode _____

Email _____

Gifted by: _____

Contact phone: _____

Credit Card Number Card Expiry Date _____

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Name on Card _____

Soaring^{NZ}

FOR SALE • WANTED • SERVICES • EVENTS

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

GLIDERS

Ventus 2c 18mtr-ZK-GYD • Ilec Flight Computer, as new condition. Ready pre-Xmas. Interested purchasers should contact Ross at Sailplane Services for further details 027 4789123.

PiK20 'KG • Good performing 15m, flapped, water, O₂ etc, slightly yellow. I am looking for a self-launcher so I can fly whenever:) Contact: j.robinson@niwa.co.nz

Ventus 2cT # 95 • 18m & 15m tips. 320 hrs, engine 4 hrs. Excellent condition. Cambridge 302 linked to PDA; Microair radio & transponder; EDS oxygen; blue tinted canopy; tow out gear; Anschau clamshell trailer. Beautiful glider, ready to go. NZ \$205,000 Contact: Mark Robertson Ph 03 5779247 or email : mark2rob@gmail.com

Libelle 201B • Pre-loved GID for sale, all Annual paper work complete July 09, ready to fly. Complete with robust trailer, tow out gear, O₂, good radio, transponder mode a/c, Borgelt audio and winter varios. \$17k. Based in Blenheim, give me a call. Ross Menzies Ph 03 577 9002 or 0274 786 332

ASW27 Ser # 27103 1999 • 778 hrs, 318 Launches, Cobra twin axle trailer. ASI, ALT, Sage Vario, LX5000 V11, Artificial Horizon, Becker Radio, Microair Transponder, compass. Interior is leather trimmed in grey. Fuselage water ballast tank. Never broken. Located at Auckland GC. Over NZ\$210,000 spent, offers around NZ\$160,000. Marc Morley Ph 09 576 6203. Email: marc27@xtra.co.nz

ZK-GIU Libelle 201 b #579 • Good condition approx 1600 launches and 2300 hours. Basic panel, transponder, B40 vario, O₂, Chute. \$18K Contact Paul Ph 021 331 838

TesT-10-M • self launching motor glider for sale GVV, better than new condition. Polyurethane finish. 40:1 15mtr, 30 KW engine. Winglets, tinted canopy, digital avionics, radio, transponder mode C; Live your soaring independence dream. email: gerald@resco.co.nz NZ\$98,000

ASW 15 #15069 • Recent re-finish inside and out carried out at Sailplane Services. 1600 hours TT. This glider comes with 2 options. First option sports a new Cambridge 302 with 303 nav screen, new Microair transponder and Microair radio! Option 1 \$ 22,500. Second option comes with Cambridge M nav and no transponder but still with Microair radio \$16,000. Trailer tows nicely. Ph Geoff Gaddes. #0274972723 Email g_gaddes@xtra.co.nz

LS-6b ZK-GVS • comes with LNAV, Cambridge GPS, 1x O₂ system, Winter Vario, Becker radio, etc, Komet trailer with modified axle on parabolic leaf spring (higher ground clearance and softer ride) and tow out equipment, based at Drury - NZ\$80,000. Due to business opportunity, Vincent: vnv@worldskip.com ph 021 0357 182

Sagitta ZK-GD0 • The only one flying on the Southern Hemisphere! Repainted 2007. Panel with standard instruments, plus Borgelt vario. Comes with refurbished trailer (new axle, floor, rigging rails etc). Details at www.sagitta.smits.co.nz Make me an offer!

LS 8, ZK-GXS • complete with trailer. Fully equipped. Refinished in urethane paint. NZ\$150,000. Contact: Graham White, email: g-p-white@xtra.co.nz, Ph 06 877 6073.

ASH25M, ZK-GRJ • Schleicher self launching two seat motor glider, complete with German trailer. Fully equipped, re-finished by Sailplane Services in Autocryl, in very good condition. NZ\$330,000. Contact: Brian Kelly, email: Erinpac@xtra.co.nz, Ph 06 876 7437.

JANUS • Wellington Gliding Club seeks to sell Janus GLM 9s/n 54. The Janus is in good condition, with Ilec, Transponder - C, Trailer. Approx 3900 Hours, 3200 Launches. Great value for money, performance two seater. \$65,000 (GST) Inclusive, ono. Contact, George Rogers rogersg@xtra.co.nz or Mike Tucker mike@hvpc.co.nz

ASW 20 ZK-GDF 20s • (widely known as THE best value for money) Recent cockpit refurbishment New Home Built Trailer M-Nav, Oxygen, New Annuals TT 2118 hours, 1980 German Made 15 and 16.6m, Blue Tinted Canopy Price \$48,000.00 A great glider for syndicate. Email: Delio Fagundes – delio.fagundes@gmail.com

German ASW20A GTL 1/2 share • \$25K. Flaptastic! Yours 2fly while owner goes o/seas for work & JWGC. LNav+GPS, EDS, O₂, 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

LS6c • fully equipped, Cobra trailer \$130,000 Ph Ivan Evans 03 539 6232 email:ivan@ts.co.nz

COBRA 15 GLIDER (ZK-GJE) FOR SALE • 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. Price: \$16,000 ono. Contact Russell Jones, 09 527 3430 or email: PrismConsult@gmail.com

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

FOR SALE 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 021 689 592

HANGARS

OMARAMA for rent • 15m western side. \$12 per day, \$300 per month contact annlaylee@aol.com for longer term rates.

Omarama • 20m space in Sailplane Hangars Ltd Eastern most Hangar on the west side (Unit S), comprised of 20,000 shares in Sailplane Hangars Ltd and Licence to Occupy. \$40,000 plus GST; Contact: Garry Wakefield, Email garry@walaw.co.nz Ph 03 348 9246.

OTHER

Sailplane Services wish to announce a new product for the NZ soaring pilot. The Trig TT21 'S' mode transponders have now TSO gained C112c, C166a and C88b approvals. These very small units are ideal for sailplane usage. Sailplane Services Ltd have received dealer status.

Parachute, National 490 (28ft canopy) • Purchased new 2004, Very little use. Stored last two years, as new condition. Replacement cost around \$3000. Asking \$1600. Ph 021 703 839 ewstan@slingshot.co.nz

Parachute for sale • 26 ft Lopo model (for 100 plus kg pilots). Mnftg 1991, carried in a glider 31 flights and never used. Will be repacked and certified, as a condition of sale. \$750 Ph Neville 03 5728 463 evenings.

Aviation oxygen cylinder • steel with valve measures approx 560mm x 100mm including valve. Offers - contact ggreen@vodafone.net.nz

Cambridge 302 + 303 + Ipaq 4700 + Ipaq holder + Winpilot Pro software • With all connections & wiring. About 3 years old. Would cost \$6,500 to replace. \$4,000 Brett Hunter (hunter.b@ihug.co.nz)

Cambridge L-Nav+GPS Nav+Wiring+connections • Price \$3,800.00

Glider Trailer • In above average condition. Homebuilt 1996. New WOF/Rego. Good tyres and fittings, great to tow. \$1,800. Ph Thomas 09 845 2432

WANTED

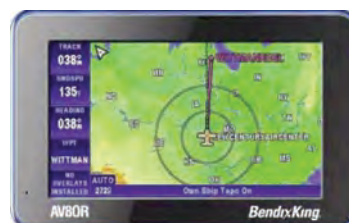
Parachute wanted • Thinback or similar a real plus. Contact Jacopo 021 269 5404 detti@ihug.co.nz

Digital Data Module for Borgelt B50 Vario • Would buy a damaged/broken complete B50 as I can't buy the module new. Contact peter.mckenzie@contactenergy.co.nz

I'm a young sailplane pilot from overseas (GER) and looking for a (back-packer) job or board & lodging on airfields in NZ. Please contact me: Leodrummer@web.de Thanks!

Aviation Radio Ltd presents

The latest in portable technology from Bendix/King, the AV80R handheld moving map GPS. (+ more)



Price to GNZ members

\$799

USD + GST + freight.

BendixKing
by Honeywell

Please visit Bendixking.com or contact Nick for more information. nick@aviationradio.co.nz or phone 04 387 3712

BETTER BY

design



NEW PRODUCT TRIG TT21 'S' MODE TRANSPONDER contact Sailplane Services Ltd

Sailplane Services Ltd



SCHEMP-P-HIRTH

email sailplaneservices@xtra.co.nz

phone 09 294 7324