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COCKPIT

REGULARS

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from the editor
april/may 2009

A STRANGE TIME OF YEAR

It is definitely the end of the summer. You can't mistake the chill in the air in the mornings now. The soaring season is winding up, daylight saving is over. In this issue we cover the last two competitions of the season and look at some of the summer's happenings in a little more detail. We have two stories that follow on from last issue's stories: Hamish McCaw, winner of the Club Class at the Nationals tells us of the competition from his point of view and Jenny Wilkinson has had time to sit down and share the details of how she flew her World Record flight.

It isn't a world record but it is an extraordinary flight. On 22nd February Terry Delore piloted Athena, his ASH, with CJ McCaw in the back seat, from Hororata (inland from Christchurch) to Napier and back. It doesn't take much geographical knowledge to realise that that involves a double crossing of Cook Strait. In spite of modern gliders with amazing glide angles, it is only the second time that it has been deliberately done. We have McCaw's report on the flight on page 10.

As an aside, the name McCaw seems to appear an awful lot in this magazine. I can't help that. People called McCaw keep doing noteworthy things.

Accidents seem to have been a focus of the last two months. The tragic Duo Discus crash at Omarama with the death of visiting Japanese pilot Ichiro Murai brought gliding into the news in the worst possible way. What I found extraordinary on the day of the accident was the way the information grapevine burst into effect. Text messages were flying around the country passing on news and rumours. We knew there was an accident and a fatality at Omarama, we didn't know who was involved. It was a tense wait. The New Zealand gliding community is so small and close that events like this affect us personally. We are small enough to feel like a family when something like this happens and as well as feeling for the people injured and killed we were also aware of the other participants of the drama; we thought of how this must be affecting our friends on the spot who would be personally involved in a traumatic event. We all wish Lemmy a speedy recovery and offer our deepest condolences to Ichiro Murai's family and friends.

Wellington from high above Cook Strait. See page 10.

The world is not all doom and gloom as we slide into winter. The AGM is coming up on the 13th of June in Wellington. It is a great opportunity to catch up with people you have met at events around the country. It is more importantly your chance to have your say about things that matter to you in your sport. Make sure your club gets remits in on time. Come along to the President's forum, which is open to everyone, for discussions on issues, rules, equipment, recruitment, or anything else you may like to bring up. The AGM used to be the 'must attend' event of the calendar a few years ago. Let's try to make it that way again. There are plenty of opportunities

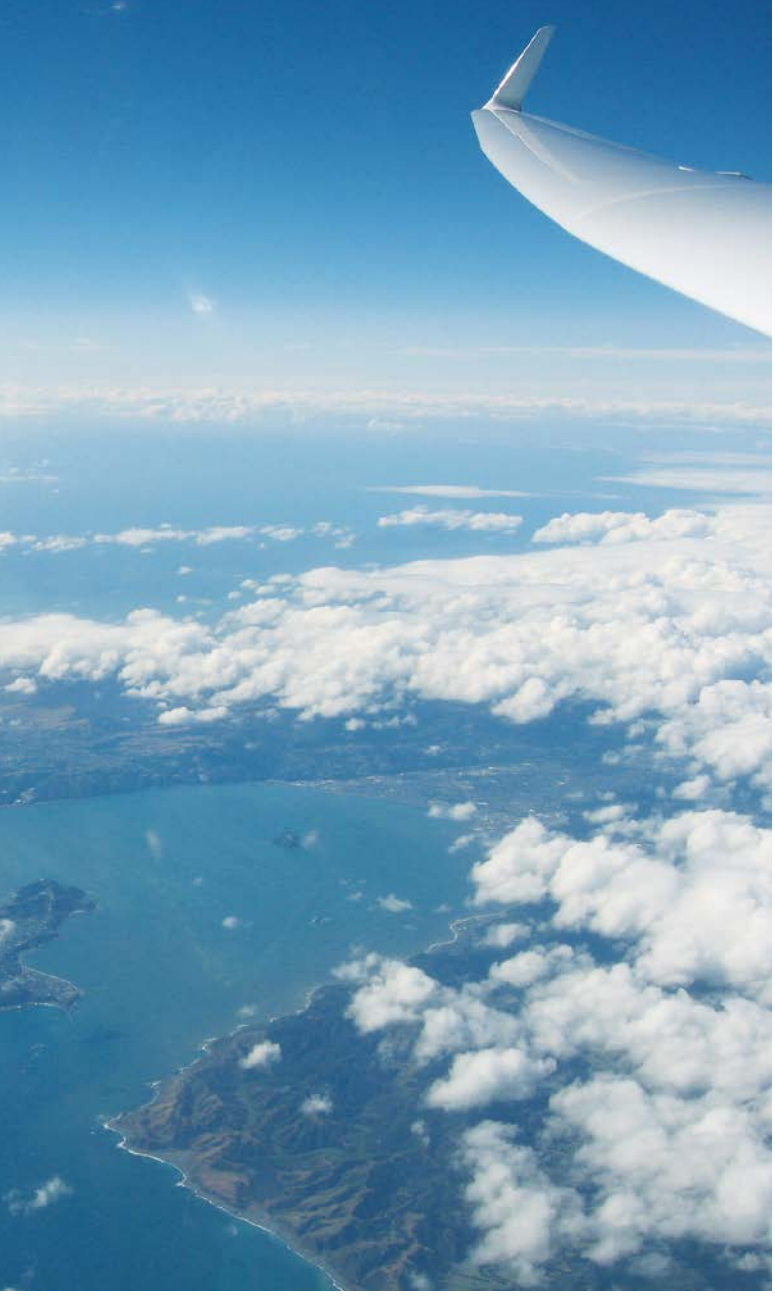
Fun on a hot day. Youth Glide Canterbury member Hugo Miller discovered that flying the Blanik without a canopy is really cool.

Photo Roger Read

next issue

We will once again be endevouring to share Dane Dickinson's experiences in Europe. To prove that not all exciting flights are long ones we share Tim Hardwick-Smith's 50k adventure and we have an interview with Ulrich Kremer, Managing Director of Schleicher Segelflugzeugbau - Germany about the economic downturn and the company's glider production.

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



for socialising as well as business. The more of us there, the more fun and the more relevant it is. I urge you all to make the most of cheap airfares and make the effort to attend this year.

Due to the timing of Easter this magazine will be appearing in your letterbox a little later in the month than usual. I hope the wait has been worthwhile. We plan to return to normal service next issue.

Jill McCaw

Soaring NZ

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Condor Gliding Simulator

I would like to make a plea for at least gliding instructors to take a close look at this gliding sim — which would seem to offer a very good aid to training young pilots in cross-country techniques and, to some extent, planning. I was astonished, when talking to an official of my own club a few days ago, to discover that he had never heard of Condor!

I believe that it is already being used as a training aid by some clubs in Europe, and one or two have gone further and rigged up a full glider cockpit set-up with the controls linked in to the program. (Failing that, an ordinary gaming "joystick" will work fine.)

One of its merits is that it does not require a super-duper ultra-powerful computer to run it. Although the simulation of the aerodynamics and handling of the aircraft is very well done, the graphics have been left fairly simple. They look quite realistic at a glance, but are not "highly rendered" — which is what takes all the computer "grunt". (A 1GHz PC with a reasonable amount of memory will be adequate to run it).

I haven't been flying real gliders for about twenty years, so I was getting totally out of practice, but with Condor, I am re-discovering the delights of cross-country soaring. And one of the joys is that, if you do make a bad mistake and crash, it doesn't hurt or cost anything! (And if you exceed VNE, the wings do come off — after a brief episode of jarring vibration!)

The program comes with one set of "scenery" when you buy it. This is set in Slovenia and in some ways it reminds me rather of some North Island soaring sites, although the Slovenian mountains are higher.

However, you can download other scenery sets. These are free but "donations are encouraged". Each scenery set tends to be big, so plenty of hard disk space is needed if you decide to get several. The biggest one (which I have) is Pacific NW 2.0, which is 1.4 GB of download, don't try this with a dial-up connection!

The area around Omarama has already been mapped and set up, so this is one of the sceneries you can download. I don't think anyone has tried a North Island site yet.

On-line competitions are being set up all the time. You can fly these at the same time as other people, or "in your own time". It would be great to have a local group here in NZ setting up contests, as the timing of these would probably suit people in our Time Zone better than those run from Europe, where it appears there are **lots** of real-life contest pilots who use this program to sharpen their skills "off-season". I am not offering to do this however, I don't have a PC with enough grunt for that, nor do I have enough skills for task-setting in this context.

There is an excellent online forum of users, where there are very knowledgeable people who will help answer any queries.

Tony Ryan, Gliding Hutt Valley

I found the latest issue of *Soaring NZ*, February March 2009, captivating reading and the supporting photographs beautifully produced. The standard of writing and photography in each article is of the highest quality and other countries, including Australia would do well to emulate your magazine's afore mentioned qualities.

Henry Leschen, Australia

Photo John McCaw

MAX STEVENS HONOURED

It was announced at the IGC Plenary meeting in March that long-serving member of New Zealand Gliding Max Stevens has been awarded the Pirat Gehriger Diploma. This Diploma was created by the FAI in memory of Pirat Gehriger, the first President of the International Gliding Commission (CIVV) and may be awarded annually for eminent services to international gliding. Stevens is honoured for his work in organising the successful international Grand Prix contest (held in New Zealand). His more than forty year involvement in the sport as participant and organiser were also noted in the citation.

CLUB HOLDING ON

In February Bryan Malcom, Acting Treasurer of Waipukurau Gliding Club advised that the club would not be affiliating members after March 31st and discontinued their mailing list. He said that talks were under way with the Hawkes Bay Club to explore joint flying operations as a single club. However in April Malcom again contacted SoaringNZ to say that the club has elected to continue affiliating members for the time being. We hope this will start a reversal in fortune for Waipukurau and they will grow membership and remain an active club.

3rd FAI World Sailplane Grand Prix final now secure

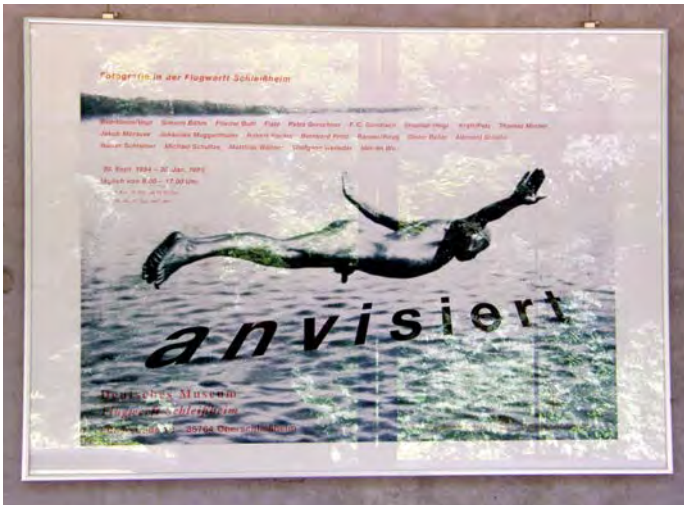
Due to financial and other difficulties a decision as to the site and time for the 3rd Grand Prix had been delayed. IGC President, Bob Henderson has recently announced that Chile will host the contest at the Club de Planeadores de Vitacura in January 2010.

Six qualifying events have now been held and with two more still to run the current pilots qualified for the final at this time are:

	QUALIFYING EVENT	COUNTRY
Sebastian Kawa	FAI World Sailplane GP Champion	POL
Stefano Ghiorzo	1st Place, Torino	ITA
Olivier Darroze	1st Place, St Auban	FRA
Christophe Ruch	2nd Place, St Auban	FRA
Chris Curtis	1st Place, Lasham	GBR
Petr Krejcirik	1st Place, Nitra	CZE
Olli Teronen	3rd Place, Nitra	FIN
Graham Parker	1st Place, Narromine	AUS
Riccardo Brigliadori	2nd Place, Narromine	ITA
Uli Schwenk	1st Place, Santiago	GER
Tilo Holighaus	2nd Place, Santiago	GER

DOUG HAMILTON OUR LAST HILTON RECIPIENT?

The magnificent 1500 km flight by Doug Hamilton has won him a place on the prestigious Barron Hilton Cup soaring camp. Hilton, in conjunction with Helmut Reichmann, started the international soaring competition in 1981. Pilots who had completed the longest triangle flight in one of the five regions of the world were hosted for a week of soaring and fun at Hilton's Flying T ranch in Nevada. However, sadly, SoaringNZ has been informed that the coming Hilton soaring camp will be the last. While we have been unable to confirm this it appears that Barron has decided to call it a day.



A prewar German Minimalist glider with gear down. Photo courtesy Vintage Kiwi.

Over Forty Years of involvement in New Zealand Gliding

John Roake has resigned from running the National Soaring register. This was only the latest in a long line of roles John has played in New Zealand gliding. Best known as the editor of *Gliding Kiwi* for more than forty years (the longest single editorship of a publication in this country), John has had many other roles including President of Gliding New Zealand and continues to have an active involvement in international competitions. John now edits and produces *Gliding International.*

US AWARDED 2012 WORLD SOARING CHAMPIONSHIPS

The US bid was successful and the IGC on Friday Mar 6 awarded the 2012 World Soaring Championship (Open, 18 metre and 15 metre classes) to the US. The contest will be held in Uvalde, Texas in July-Aug 2012.

WORLDWIDE SURVEY OF GLIDER PILOTS

The International Gliding Commission is conducting a worldwide survey of glider pilots. The survey aims to better understand the issues faced by glider pilots in different countries, assess the quality of experience enjoyed by members of the sport and map out the nature of the global soaring community. Have your say. Go to the GNZ website and follow the link.

Fossett Crash: America's National Transport Safety Board (NTSB) Factual Report.

The NTSB's factual report of the September 2007 fatal crash of a Bellanca 8KCAB-180 (Super Decathlon) piloted by Steve Fossett does not include a "cause", but does offer details. Fossett's disappearance sparked the largest aerial search in history. The board's weather modeling found downdrafts in the accident area in excess of 300 feet per minute. Investigators determined the crash site to be at a density altitude of about 12,700 feet with a deviation from standard temperature of about positive 23.2 degrees C. The aircraft's maximum rate of climb at a pressure altitude of 13,000 feet was 300 feet per minute at standard temperature. Its wreckage was found "severely fragmented" and burned. Fossett was the well known adventurer and soaring partner of fellow world record holder New Zealander Terry Delore.

TEL AND BOB GO TO NAPIER

By CJ McCaw

On the 22 February Canterbury Gliding Club pilot CJ McCaw accepted a challenge offered by Terry Delore, to be his co-pilot for an epic flight from Hororata to Napier and back, a flight that involved a double crossing of Cook Strait.

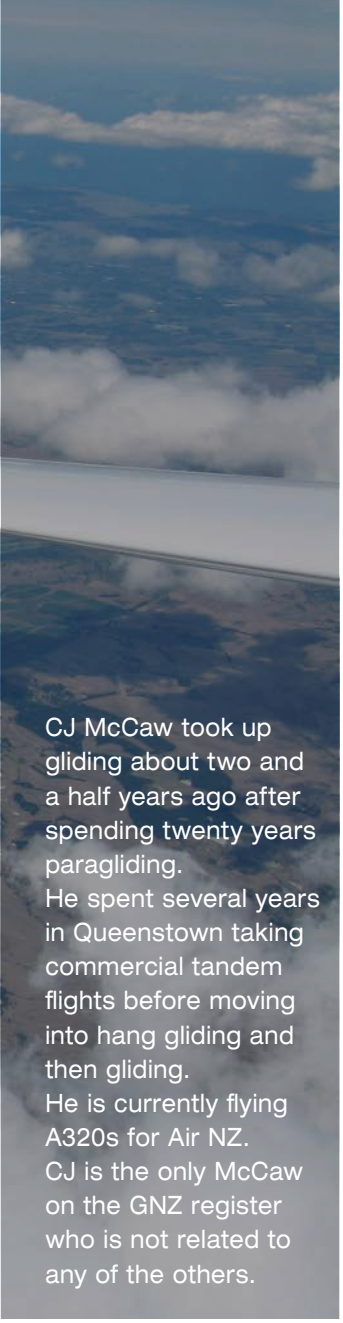
Hawkes Bay just prior to northern turn

It is early afternoon, 21 February and Terry is on the phone with a plan for tomorrow and, as usual, it's not a small one; Hororata – Napier – Hororata. He's been watching the weather and a deep low off Fiordland looks like producing good NW wave over both islands with the associated moisture hopefully staying to the South and West. Am I keen? Hmmm, let me think about that for half a second...

We arrive at Hororata early the following morning to an airfield partially hidden by fog and dark skies in the mountains to the west. By the time Athena is rigged however the fog has lifted and a light easterly is starting. The appearance of the skipper's newly fashionable brown and purple down jumpsuit suggests we're clearly not waiting for the conditions to improve before launching. Quiet visions of a last coffee disappear and at 0930 we're airborne with an all too smooth ride over Coalgate and Russells Flat to the Springfield Ridge, where the first hints of the lift appear and the engine is thankfully retracted.

Plan A, the chief explains, is to find a climb in the generally reliable area leewards of the Torlesse Range. Forty-five minutes later we have made exactly no height and with rain appearing on the canopy, it is pretty obvious even to me that Plan B can't be far away. This turns out to be a course eastwards over the flats towards Oxford and the coast. So begins an unexpected low level tour of the mid Canterbury plains via Loburn and the Ashley Forest, most of it at around 2,000 feet. I'm getting a lesson here watching Terry work what little lift there is, and how he quietly keeps us moving along. In an encouraging show of optimism I'm asked to check out the airspace which I duly point out starts at 2,500 feet — at least we won't need to bother ATC any time soon. Arrival on the coastal slopes of Mt Cass, east of Amberley, is at 950 feet and I'm quietly thinking, not for the first time today, how glad I am for both our sakes that Terry is in the front seat.

The westerly that could be seen approaching the coast offers just enough lift on the low ridges to keep us heading north towards Waipara, still below 2,500 feet. With future solo efforts in mind, I'm grateful for the intimate view of pretty much every landable paddock in Canterbury. Terry, however, is at this point making it obvious, in a not very subtle way, that his biggest issue is less one of a chronic lack of altitude, but more an overheating one. The brown and purple beast, donned with somewhat higher levels than our current one in mind, is now on slow cook. Several manoeuvres to remove it have



CJ McCaw took up gliding about two and a half years ago after spending twenty years paragliding.
He spent several years in Queenstown taking commercial tandem flights before moving into hang gliding and then gliding.
He is currently flying A320s for Air NZ.
CJ is the only McCaw on the GNZ register who is not related to any of the others.

Wairarapa Coast 11,500'

Over Lake Ferry, 26,500' looking south (note the well travelled red lunch box – ed)

been unsuccessful, so height gain is becoming important for more than one reason.

It is now 1,130 and as the air finally starts to feel more energetic, we climb in the first real thermal of the day to 5,500 feet, in the hills NE of Waipara. From here we cross the Hurunui river before turning west for the Lowry Peaks Range. It's down to 2,000 feet again as we drop onto the westerly facing ridges and make our way north climbing slowly. Passing abeam Waiau, good climbs are still elusive so it's west again towards the Amuri Range and a point Terry has, surprisingly sensibly for him, labelled in the GPS as Amuri Wave. It has so far taken us three hours to go 135 km, most of it in the weeds, but the day is about to change — big time.

As with so many of Terry's marked spots, 'Amuri Wave' is indeed the hot oil, and from this point we climb steadily into wave and a corresponding abatement in hostilities with the Brown and Purple jumpsuit. It is amazing how much perspective comes with altitude and very quickly the way north looks obvious with the wave well marked to the Kaikouras and beyond. The big ship is in cruise mode now and approaching Cape Campbell, excellent looking wave clouds come into view over the Wairarapa. It is now 1,330 but the chief obviously likes what he sees ahead and declares he "hasn't given up on the task yet". We very nicely ask for, and get (thank you Wellington Control), a clearance to cross the Strait east of a line between Cape Campbell and Turakirae Head in the direction of Palliser Bay.

Sixty-two km of rough, wind-swept, cold looking ocean, now – where the *#@! did I put the life jacket? 16,000 feet at Cape Campbell is as good as it's going to get so it's out over the big blue. Twenty minutes later, with water (dubbed Lake Ferry) underneath us at around 11,000 feet, we're climbing again and I think I've stopped holding my breath. Several lines of 'sausage' clouds appear running North in the lee of the main North Island ranges as far as we can see. Now 1,405, time is moving on as Terry estimates we'll make the northern turn, 240 km away abeam Napier, at 1,515.

The wave is now both strong and obvious so I'm doing most of the flying with the occasional gloved finger appearing to suggest a better line — generally I might add almost always upwind. The word faster is also being used a lot so the back seat driver is quietly feeling the pressure to lift his game a bit, all the while supplying the front seat with a cordon bleu assortment of fruit and sandwiches. My supply of processed foodbars is looking less appetizing by the minute.

Top L: Committed at 25,000' looking good R: The author, CJ McCaw

L: map showing journey Below: Napier, turning for home R: Towards the Marlborough Sounds

Wellington from 26,000'

At 1,513 we are at the northern turn, less than two minutes out from Terry's estimate, with great views of Napier and the Hawkes Bay to the east. Average ground speed from the south coast has been 210 kph. Turning south we expect to be slower but are surprised to have a tailwind and the ground speed goes to 240 kph. Over the Manawatu Gorge, Control inform us that we're passing Vaughan Ruddick heading north in Zulu 1. He disappears below as I'm thinking maybe a conversation regarding accommodation options in Paraparaumu would have been prudent. Once again Terry's way ahead of me, he's already made us tentative overnight reservations at the Ruddick estate.

Approaching Masterton the wind is getting stronger and backing towards the South. Prominent white caps now cover the Cook Strait giving it a distinctly user-unfriendly look. Several crossing options are discussed including the shortest one from Cape Terawhiti to Arapawa Island — a distance of only 22 km. It is, however, a big upwind push and the chief elects to head south, get as much height as possible, and return via our northerly route.

As has been the case all day Wellington Control are being very accommodating, and heading back towards Lake Ferry we gradually climb to around 27,000 feet. Having spent most of the day in thermals or in direct sun at about 15,000 feet, it is now becoming painfully obvious my lack of footwarmers is a problem — mostly for Terry actually, who is discovering that even with a full face mask on I'm not one to suffer in silence.

I am kindly passed a balaclava, told in words of one syllable or less to harden up, and informed his electric socks are up another notch and 'very comfortable', thanks. And by the way, can you pass me another sandwich? A small victory ensues for the food bars as the sandwich has gone the way of my digits and is now frozen solid.

The general loss of any feeling below my ankles is more than made up for by the now fantastic views of the Wellington area and Marlborough Sounds. I've seen this view many times from the front of a slightly larger steel tube, but sitting here fruitlessly trying to get the sunglasses to fit somewhere between the balaclava, mask, and mandatory ridiculous floppy hat, it's never looked better...

Progress has slowed considerably as we gain height into what is now a substantial headwind, and leaving the North Island at 27,000 feet, we appear stationary in relation to Wellington city on our right. Cape Campbell still looks a long way away. The nose goes lower as we push forward out of the primary wave and 20 minutes later we are half way across having a better than expected run, and at 24,000 feet looking good. It takes another 20 minutes to cross Cape Campbell and we are down to 17,000 feet, heading for wave cloud visible between the two Kaikoura Ranges. Control now want us below 13,000 feet, so down we go into a significantly more confused sky than the one we had come up in several hours previously. The wind has now backed more SW and there is extensive cloud cover towards Hororata. It's 1,720 and Terry reminds me "we're not home yet". Despite this, and the small matter of another 260 km, with the Strait behind us it's hard not to feel like we're in home territory.

Tracking south of the Kaikouras the ground below us is now mostly hidden. Our escape route towards the coast remains clear so we keep moving on track and along the faintly defined SW wave, barely discernable in the general mass of cloud. To be honest at this point, I'm only vaguely confident of where we are (I'm a guy and have therefore never been, or ever will be lost). Terry meanwhile obviously knows exactly where we are and is happily pointing out numerous apparent features through the small holes in the cloud below. True to form I am of course agreeing, as if the non-descript bits of green below actually mean something. Our track takes us back over the Amuri Plain, west of Culverden, then over Hawarden and the Lees valley. Terry has almost imperceptibly managed to keep us moving homewards at over 130 kph in difficult conditions, and before either the last sandwich or my toes have thawed we are on final glide to Hororata. We arrive overhead at 1910 to an empty airfield and the horrific realization that neither of us has the key to the clubhouse bar.

The total distance was 1,250 km in 9.5 hours. To my knowledge it is only the second pre-planned double crossing of the Cook Strait and the first in a twin. Terry had a plan and its preparation and successful execution are testament to his optimism, persistence and exceptional skill. I am more than grateful that he is so readily prepared to pass on his knowledge to the likes of myself and so many others in the gliding community. I also know that I'm fortunate and privileged to have been able to share this outstanding flight with him. There are few occasions when a warm Stella actually tastes good — this was one of them.

Mike Tucker flying his Discus 2CT in wave near Mt Cook during some pre-course lead and follow flying.

Photo Chris Rudge, Southern Soaring

MOUNTAIN SOARING COURSE

By Mike Tucker, intro by Chris Rudge

Over the last four years five pilots have been killed flying gliders in New Zealand's mountains. For every fatality, there have been many more non-fatal accidents where aircraft are substantially damaged and pilots are injured. The statistics are not good. Given we are out there to enjoy our sport and have fun, why are these accidents happening? There is no simple answer. Some of those pilots have been very experienced. However it is also true that many of the accidents have also occurred where pilots have lacked sufficient experience. Are pilots not being trained properly? What can we do about lowering the accident rate?

A detailed analysis of New Zealand mountain flying accidents has not been completed but in recent years there have been some interesting trends that raise further questions. Most of the fatal accidents have involved aircraft impacting mountains high above the valley floor. Most of the non-fatal accidents occur when gliders are landing out. In some cases, pilots have crashed due to being too low and too slow. Wind shear was probably a contributing factor. In other cases, pilots have flown below their safe cut-off altitudes to fly to a nearby airstrip or suitable paddock. As a result, they have had to land in unsuitable areas. In recent months, three gliders landed in the mouth of the Lindis – none on airstrips. Two were damaged. Fortunately there were no injuries.

Flying in the mountains can be fun and the scenery can be spectacular but the fun factor diminishes rapidly if you end up in places or situations that you do not have the skills or judgement to cope with. This doesn't mean we shouldn't be adventurous. Exploring new areas can be challenging and rewarding but it is important to build in adequate safety margins, consider the 'what ifs' and always have a Plan A, B and C so that, if the worst happens, you have already thought ahead and are prepared.

It is also important to understand the weather and how wind behaves around mountains. Factor in the influence of the sun and you will then know what areas are likely to provide lift. You will also understand where not to fly. These things could be learnt by trial and error but mistakes made while mountain flying can have serious consequences. In the same way that we learn to fly by following a well thought out syllabus, learning to fly in the mountains requires a similar approach. To get the right balance of theory and practical training, the best way to learn is to do a mountain soaring course. Course content will vary with each club or organisation. Some clubs, for example, teach components of mountain flying within a cross country course.

One interesting feature of New Zealand-based mountain soaring courses is that most of the pilots attending are from overseas. This is partly due to the exchange rate working in a foreign pilot's favour and the fact that they cannot have similar experiences in their home countries. A recent exception to the trend was Mike Tucker, an A Cat instructor with the Wellington Gliding Club, who recently flew with Southern Soaring . The following article that Mike Tucker wrote explains why he chose to do a mountain soaring course with Southern Soaring and what he got out of it.

Although we all make mistakes (we ARE human after all) and nobody is immune from having an accident, completing a course should go some way towards lowering the number of gliding accidents in mountainous areas, as well as increasing our enjoyment of the sport.

Chris Rudge

Photo: Chris Rudge, Southern Soaring

The bonus of doing a mountain soaring course from Omarama is the stunning scenery. Mt Sefton is at left and Mt Cook to the right. This photo was taken on Day Three of the course.

I DON'T NEED AN OMARAMA MOUNTAIN SOARING COURSE – *YEAH RIGHT!*

– Mike Tucker, Wellington Gliding Club

I guess I'm a competent enough cross country pilot and can find my way around most places – although at a speed somewhat slower than the several past and current national champions who also fly from Paraparaumu, the home of the Wellington Gliding Club. Last year I gave myself a pre-Christmas treat and organized a five week holiday in that gliding Mecca – Omarama. In the past, business and personal commitments have always seemed to get in the way of taking myself and my glider on that long trip down South. Now it was happening and I was as keen as mustard to get down there, rig, and fly for my first taste of South Island mountain flying.

Even though I am an A Cat Instructor with twenty-seven years of gliding experience, when I got into planning for the trip a "TUI" ad popped into my head. *"I don't need a Mountain Flying Course" – Yeah Right!* My reasoning for this conclusion was that over the years New Zealand's South Island mountains have unfortunately killed many glider pilots, injured many more, and probably terrified multitudes. Many of these pilots would have been much more experienced and competent cross country pilots than I. It's not a dangerous place per se, but it has special features that need to be managed, and special risks that need to be understood and mitigated if gliding there is to be safe and enjoyable. I certainly wanted the maximum chance of getting home for dinner each flying day.

There are two excellent professional operators based at Omarama – Southern Soaring and Glide Omarama. I decided to pick Southern Soaring mainly because as an experienced pilot I wanted a 'one-on-one' course that could be tailored to meet my specific needs whilst still covering all topics and therefore providing me with maximum benefit.

I turned up a week before the course started with the idea of just flying my own Discus 2CT locally to get a feel for the place without any daring deeds. At least that was the plan until Chris Rudge, Southern Soaring's CFI and mountain soaring instructor, suggested that I could have a bit of 'lead and follow' with the Duo Discus which he and Stephen Brosseau (from the USA who was that week's course pilot) would be flying. So off we went on my first day in Omarama – out to Magic Mountain, up in the rotor to contact the wave, over to Lake Ohau, across the Ben Ohau's and into Mount Cook at 16,500 feet and then home via various wave lines to Omarama. I will admit that I stuck so close to the tail of the Duo Discus that we probably looked like a biplane from the ground but it was an awesome and safe introduction to South Island mountain wave! I had several more lead and follow flights with Chris and Steve during that week and this gave me a really good grounding in the local geography that set me up well for the following week's course.

Every day of the course started with a morning 'at school' in the training room, followed in the afternoon by hands on flying in Southern Soaring's Duo Discus, RZ (which amounted to over 15

Top L: Heading along the Dingle Ridge on the last day of the course after an overnight snowfall. M: Approaching 20,000 feet near Lake Pukaki on Thursday 11 December 2008. R: Mike Tucker thermalling in the upper Ahuriri River Valley.

L: Running up to Mount Cook on 10 December 2008 in the lee of the Ben Ohau Range. Because the winds were light, the wave was sitting close to the ridge.

hours flying over the five day course). The only time that I wasn't flying the Duo was when the poor old instructor had to take over to save us from a landout (and Chris certainly earned his keep a few times!). The course overall, with such a nice blend of theory and practice, certainly provided ample time for revision, refreshment, and learning. Yes you can teach an old dog new tricks – and embarrassingly enough for me quite a few new tricks actually!! It's a sad fact that for most glider pilots, formal training stops once QGP status is achieved. As I learned on my Southern Soaring course, no matter how experienced you are it's good to have some professional instruction to learn some new skills, refresh some old ones, and get some new insights into our wonderful sport.

So what did I learn? As you would expect we went over the theory and practice of flying mountain waves, mountain ridges, and mountain thermals. I had some very detailed revision on the correct use of oxygen, and the symptoms and effects of hypoxia. I also was firmly reminded of the very real risks of mountainside wind shear (what it is, where it occurs, and how it can be avoided). It was sobering stuff, but it has caught many a pilot over the years. I learnt lots of other really useful stuff about how to fly efficiently and safely in the mountains. Yes I already knew a lot of the theory (and yes, I had forgotten a lot also) but it's the application of that theory to the 'seriously big and complex' mountainous terrain of the South Island that was so very worthwhile.

We also spent a lot of time on the subject of landouts. In the Mackenzie basin area you only land on airstrips unless you want to accept a high risk of damage to your glider and maybe yourself. Even some of the airstrips are difficult, with poor surfaces or tricky sloping terrain. The course provides a good base knowledge of where the airstrips are and which are the best ones for certain conditions. Incidentally, we didn't land out over the five days of the course so I was able to do a virtual landout on the Maitland strip (North end of Lake Ohau) on the Southern Soaring flight simulator – pretty cool stuff!

After completing the course I am convinced that I have gained knowledge that would have taken me years of local flying in the area to achieve, and without all the risk. In the weeks following the course I happily flew off and explored the wave, ridge and thermal conditions far and wide that had only a couple of weeks before filled me with awe and trepidation. I am now firmly of the view that no matter how experienced you are, if you haven't flown at Omarama before then I would highly recommend that you do a Mountain Soaring Course before doing so.

At the end of one particularly excellent flight of many hours and many, many kilometres, I remember talking to a first time visiting NZ based pilot (who hadn't done the course) and asking him how he enjoyed the day and where he had gone. You know – the normal end of day gliding discussion. His response was that he hadn't been able to get away from the local ridge (Mount St Cuthbert) because he "just couldn't work out what the hell was going on"! He obviously didn't need a Mountain Soaring Course either – Yeah Right!

Spectacular lenticulars photographed from Omarama after returning from one of Mike's Mount Cook flights.

THE ARCUS

– A COMPLETELY NEW 20M TWO-SEATER GLIDER FROM SCHEMPP-HIRTH

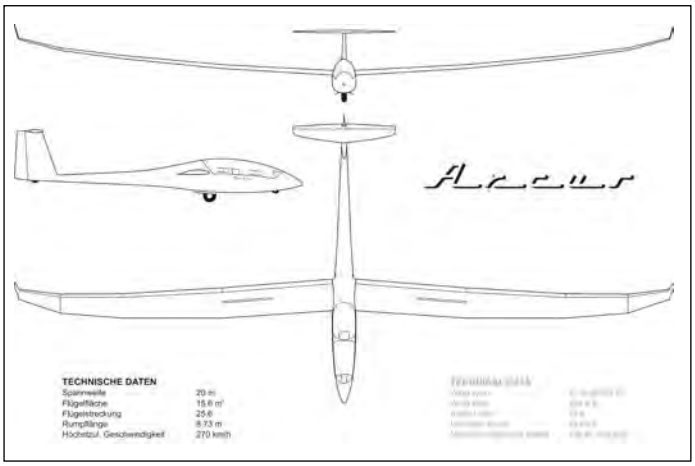
By Jill McCaw from information provided by Schempp-Hirth

Arcus makes its Maiden Flight 7 April 2009

Named for the arc shape of its unique wing, the prototype of the Arcus is expected to be flying by the end of the year. Schempp-Hirth is delighted to share a little of what went into designing and building the glider with SoaringNZ readers.

Background

The Duo-Discus is a hugely successful two-seater glider and the 20m two-seater class is becoming increasingly popular. For several years the team at Schempp-Hirth have been investigating a completely new twin seater for the 20m class. It needed to be practical, comfortable, have great handling and high-performance. They wanted to utilise the latest aerodynamic knowledge and create a true alternative to the open class. It had to be a glider that would remain true to their maxim that gliders are about the pure joy of gliding.



Much knowledge has been gained in recent years from development and experiences gained with modern single-seat gliders. Much of this transfers successfully to two-seater gliders.

Schempp-Hirth describe the new glider as being a "truly agile flap-airplane." It will be available in turbo, self-starter, and true glider options. Their goal was to develop a glider that would add significant new elements to the worldwide 20m double seater class and on the other hand, give all those who enjoy flying a two-seater a high performance, yet easy to handle, independent aircraft.

Fuselage

For comfort and safety the new 'L'-cockpit used in the Nimbus-4DLM and Duo Discus-xL was chosen. Schempp-Hirth say the feedback from customers regarding the ergonomics, safety and roominess is overwhelmingly positive. The sprung gear used on the Duo discus-xL with the light Beringer wheel will be used to add to the comfort of the ride.

Wings

The Arcus wings are new! Designed in a new way with a new shape, the flapped wing has a beautifully shaped, rather narrow and prominently arched wing surface — first angled forward, then arched back. This shape called for the appropriate name ARCUS (lat. = the Arc).

Developing the wing was a co-operative project. Dr Werner Würz produced a flapped wing profile as the starting point for the aerodynamic design of the Arcus wing. Schempp-Hirth say even though the initial performance calculations confirmed the huge potential of this overall concept, they wanted to improve the

Mould of new Arcus wing

flight characteristics even further. To do this, they worked in close co-operation with Dr. Werner Würz and made fundamental revisions to the profile which incorporated their various requirements.

At the same time they worked on optimizing the original wing planform in co-operation with Jan Himisch and Professor Karl-Heinz Horstman from DLR Braunschweig. The Arcus Winglets were designed by Professor Mark Maughmer.

The results of these calculations affected the profile design. Once they started optimising the profile, changes were required to the wing outline and the winglets. Thus, the design of the Arcus wing evolved in several steps. Besides flight performance, special attention was given to the flight characteristics of the design. The final result was a very striking and unique wing outline. To fulfil the specific aerodynamic requirements at all appropriate places of the wing, six different wing profiles were used.

The flutter characteristics of the aircraft were also studied as a research project by Andreas Lutz with the help of the DLR (German Aerospace Centre).

The wing design is not only geared towards glide ratio. With the use of well-proportioned wing surfaces and harmonised aerodynamics, it aims to achieve the best possible handling and climb results under high wingloading. The flaps play an important role in this. In the self launcher configuration, the flaps will provide the additional aerodynamic lift necessary for a smooth take-off performance. In addition, the integrated full span flaperons will provide impressive manoeuverability.

Power variants

The ARCUS will be available in various engine configurations. In addition to the pure glider configuration – most likely the standard version – there will also be a sustainer version using the reliable Oehler-Turbo system with the Solo 2350-engine and its new automatic ILEC control unit. There will also be a self-launching ARCUS. For this version the already certified NIMBUS-4DM Binder system with the Solo 2625-2 engine will be used. A superior take-off performance and climb rate is expected.

Electrical power unit

As a unique alternative, Schempp-Hirth also plan on offering an electrical version. This will be made possible through co-operation with Lange Aviation in Zweibrücken. This is also where the engine will be installed and serviced.

SPORTS CLASS NATIONALS

On 22 February the 2009 National Sports Class Competition kicked off at Matamata with seven competitors; six flying PW5s and Robin Britton flying a Ka6. It was a very different looking contest to the other nationals recently held at Omarama. Tim Bromhead reports.

Day 1

Winner Maurice Honey

On day one we woke to a not-very-promising sheet of cloud covering the Waikato. Finn the task setter optimistically gave a 51 to 49 percent chance of flying, in favour of flying. That one percent of optimism was worthwhile. Around 12:30 we were ready to launch with wisps of thermals starting around us, and good-looking stuff in the distance.

Unfortunately we had no tugs. A slight flaw in the competition plan one might say. Tauranga's tug was on its way still, and Piako's tug was being fixed in Hamilton. Fortunately 10 minutes later they both turned up at the same time, and away we went.

Ian Finlayson set a 158 km 2.5 hour AAT distance task with 10 km turnpoints, which turned out to be a good task. Only one landout – Paul Schofield in GSB at the second turnpoint.

All the way through the afternoon the high layer of cloud would block the sun, then partially break up, then reappear, just giving us enough convection to get some thermals working well. It wasn't too easy, and not too impossible, so everyone was happy.

Day winner: Maurice Honey, 1000 points, Tim Bromhead second with 935, and Robin Britton third with 781.

Day 2

Winner Robin Britton

"Surprise overdevelopment catches field in the fields." That's a quick way to summarise the day.

We launched to a lovely looking sky, and things were progressing well. Our top turnpoint was a 5 km circle around Kaihere, and the bottom turnpoint a 10 km circle around Arapuni.

The top turnpoint well and truly overdeveloped as we all arrived. Four of the seven landed in paddocks. Actually it was five thanks to Bill in the Lak who wasn't competing, but didn't want to miss out on the action. Dennis was also following the group in GXP, and thoughtfully decided to drop the task and return to do our scoring. Eventually just two competitors made it back to the airfield, the rest were retrieves.

A big congrats to Robin Britton for making it back to the airfield, winning the day, and being the only competitor to complete the course set. Maurice Honey also made it back, but accidentally missed the bottom turnpoint.

After all the gliders were put back together Jan put on a beautiful roast chicken dinner.

Day 3

Winner Maurice Honey

Well done Maurice, it was a tough day. We all started around 12:30 to an overdeveloped sky, with odd bits of sun hitting the ground. We started landing back in about the order we took off. Maurice and Paul S were at the back of the grid, launched last and managed to stay up for quite a long time. Paul came back, and Maurice decided to start out on the course.

Meanwhile the rest of us 'land-backs' adjourned to the clubrooms for a cup of tea or an ice-block. About 2pm we decided to give it another go. All this time Maurice had been flying around trying to stay up.

At that stage unless someone else starts the course and goes over 30 km around the course the day would be a no fly day.

Tim managed to get started, and two competitors meant the task officially had enough people. It was a good run to the first turnpoint of Morrinsville, with a big heavy overdeveloped cloud street starting over the town. This had fantastic lift under it, and conveniently the street went to the next turnpoint of Karapiro. A quick dash to the turnpoint and then things disintegrated, putting Tim into a very nice looking paddock just out of Cambridge.

Maurice nearly made it right around the course, but landed

– DAILY REPORTS

out near the base of the Kaimais. As such the day was devalued. Edouard also made a start, and travelled enough to earn some points too, coming third for the day.

Everyone other than Tim and Maurice landed back at the field.

Tim's retrieve proved interesting. First up Bill Mace and Les Reisterer managed to get lost on the way. They drove to the road closest to the coordinates given, but unfortunately a big gully was in the way, so they had to find a way around. This involved driving through Cambridge, and buying a map along the way. Bill's phone had run out of battery too, so there was no way to relay what road to go to.

Anyway the retrieve crew turned up, and all was well with the world. Until we realised there was no way our car and trailer would make it down and up a rough and rather steep gully road. Luckily the farmer was handy with his tractor, so we stuck the trailer on that, and away we went. From there on things went smoothly, and we were back in time for dinner at 7pm.

Day 4

Winner Maurice Honey Again! Written by Robin Britton

In advance of the weather bomb about to hit, Finn set us a task to the south: Matamata – Putaruru (10km) circle – airfield – Okoroire (5km) circle – home. Now for some that might seem simple – but add in an easterly that was cutting off the thermals and making them hard to 'manage', a ridge that wanted to dump you several km out, a blue hole over the airfield and a humid air mass that didn't want you to venture too high – then it led to several interesting challenges.

Notwithstanding these, Maurie came in first yet again followed only two points in arrears by Paul Schofield (how close can you get!) and a close third being Tim Bromhead – well done to you all. It was a challenging day with some of us having to take two tows and most taking more than one try at the start gate. Most memorable for me was losing 1000 ft between the southern side of Ralph Gore's residence and the spud patch – yes I know it's only across the road but really indicative of the easterly wave hitting and interrupting – and guess who didn't twig to it!!! But it sure made for a more cautious return from there onwards.

All in all – a great day and thanks to Finn for calling such a fine task!!

Day 5

Winner Maurice Honey

All in all a great day. The ridge was just working, thermals were OK, combine the two and you shoot up like a rocket. David Hirst submitted a weather forecast from Auckland and it came out pretty bang on.

The day in numbers: 3 Tasks for 3 classes, 5 Landouts, 22 Competitors, 1 Wheel up landing (Bill couldn't get his gear down, but it's all fixed now), Number of restarts: quite a few!

Today marked the start of the Matamata Soaring Centre competition, as well as the continuation of the Sports Class Nationals, making 22 competitors total, and lots of people flying up and down the ridge.

The tasks today were set to three hours AAT tasks, a number of people found it tough going, getting low.

Well done to Nelson Badger for starting, landing at Te Aroha, getting back to the airfield quick with Les, then restarting the task again. Quite a few others restarted the task also after getting too low, or stuffing it up somehow. Nelson ended up landing around 6:30 pm.

Congrats to Maurice Honey for winning Sports Class, Bryan O'Brien for winning Club Class and Tony Van Dyk for the Fast Class.

Day 6

Winner Maurice Honey

The morning started with a grim weather report. The tephigrams didn't look promising at all, wind minimal, and generally not very impressive. It didn't take long to work out David Hirst accidentally sent us last Monday's forecast, and today was in-fact going to be a cracker!

And indeed it was a real boomer. Although there were westerlies, they weren't very strong so the day was primarily a thermal day. Sports class were given a 170 km speed task, with club and fast classes given a 200-400 km AAT task, with 20 and 25 km circles respectively.

It was a long day, but everyone made it around without landing out. There were a number of saves from low down.

Day 7

Winner Robin Britton

Well another boomer of a day. It started off gloomy yet again, with a cold front and showers passing overhead around 11 am. By 1 pm things were looking much better; the thermals started kicking off and didn't stop till late afternoon, enabling tasks to be set.

Thermals ended up big and powerful, a few streets, big gaps between, the odd shower, and inevitably the odd landout: four in total, out of a now-up-to 27 competitors.

A big congrats to Robin Britton, the only Sports class competitor to make it around the task again! Edouard and Sandy landed back while Maurice and Tim landed in paddocks around the countryside. Maurice landed early giving the others a chance to catch up with some points, making the competition a little more interesting.

Tim's handy tip of the day: don't go looking for lift behind a rain cloud.

Day 8

Winner Robin Britton

Another wonderful day of gliding. Weather forecast was for strong thermal activity starting early, and indeed it did. It wasn't quite as easy as it looked however, and things changed quickly and on reasonably large scales. What was a leg of strong thermals one minute, could change to a big overdevelopment the next, or a sea breeze could come in and make a big hole.

There were four landouts today, including Bob Gray landing out somewhere down south, getting back around 9 pm this evening. The turnpoints for the fast class were Maramarua and Tihoi, making the task a decent 331 km.

Sports class had two of the five competitors get around the task from Morrinsville to Tokoroa. The winner of the day was Robin Britton again. Well done Robin, not only did she win, but she showed us all how to do it properly, with a GPS track that puts the rest of us to shame. Most of us wobbled around the course, searching for lift under the clouds as best we could, while Robin went in almost straight lines around the whole thing! Robin won the 'most meritorious flight' trophy for this flight.

Day 9

Winner Maurice Honey

High cloud isn't ideal. That's what many of the 8 pilots who landed out were thinking, as they sat around chewing grass.

It was a tough day, there were well-marked thermals but they just weren't as strong as some needed thanks to the thin layer of high cloud.

Maurice Honey won six of the nine days, but had one or two bad days allowing Tim to cling to the lead without winning a single day. Well done to Maurice for winning the day again.

Tomorrow looks like a 70% chance of not flying due to the weather closing in on us, so that might be the end of the competitions.

Day 10

Winners: Everybody who ate lunch

The last day. And the weather just wasn't going to play ball.

The decision was made to cancel today for both competitions due to the impending storm. Instead we ate lunch and handed out awards.

Thanks to all the helpers over the two weeks of competitions, we couldn't have done it without you all.

RESULTS			
1	Tim Bromhead	PW5	6620
2	Maurice Honey	PW5	6409
3	Robin Britton	Ka 6	5131

Jenny is congratulated on her flight by Jill McCaw and Yvonne Loader.

500KM OUT AND RETURN WORLD FEMININE 15M SPEED RECORD IS NOW RATIFIED

Last issue we reported on Jenny Wilkinson's new world record. Here is Jenny's own story about that flight.

On 7 January 2009, the New Zealand National Gliding Championships were in progress at Omarama and I finished getting ready while the competition pilots were arriving on the grid. I took an aerotow after the grid, just before 2.30 pm and released near the north face of Mount St Cuthbert. Thermals lifted into wave and I was quickly through 13,000 feet about 15 minutes after release.

The start of the task was north of Omarama, near Aoraki Mount Cook so I set off, tracking north and into the wave in the lee of the Ben Ohau range, cruise climbing where lift was strong. While the valleys were relatively clear of cloud, the same could not be said for the western mountains and the start point. It meant that I needed to climb above cloud to get to the start point. I climbed to just above 18,000 feet and rounded the start at 3.34 pm.

I tracked back along the same wave past Omarama and then across Omarama Saddle into the lee of the Dunstan range where a clearance was given to operate up to 17,500 feet. The run to the south felt slow and the L-Nav showed a 44 knot head wind with the ground passing slowly below despite the relatively high airspeed and good wave.

Having taken nearly two hours to get there, I was finally close to the southern turnpoint just west of Waikaia at around 5.30 pm. This turn was also in cloud and required skirting around it with two attempts to get it to register on the logger.

The run back to the north was characteristically much faster tracking via much the same route. (A Ventus full of water in wave and with a tailwind is just one of life's best pleasures.) The time back to the start point was only 1 hour 16 minutes. Approaching the finish it became apparent that there was even more cloud than at the start and a higher climb was necessary to reach the start point clear of cloud. I climbed in good lift just short of the turnpoint and finished at 6.45 pm at nearly 20,000 feet, which was above the start height and frustratingly inefficient.

Official Observer, Terry Delore was waiting to hear the result and when I called him on the radio to say the stop watch showed time on task to be 3 hours 10 minutes, it was Lex the competition scorer who quickly said, "That's 157 kph". After descending back to Omarama, I landed and was met on the runway by John, Terry and Wendy complete with a bottle of bubbles. The logger download confirmed an average speed on task of 157.9 kph which beat the previous record of 136 kph, set in Namibia in 1998.

This flight was the first attempt, unlike the 300 km triangle task which continues to be a challenge. The 300 km triangle task that I flew on New Year's Day was declined for a record due to my mistake at the start. As well as being in respective quadrants, the start and finish points need to be within 1000m vertically, and for records, 1000m horizontally of each other as well, I missed on the horizontal requirement.

Record tasks can be another way of learning more, they focus you into assessing weather for yourself and planning tasks to maximise speed. Unlike a competition where you have to make the best speed around a given task, record flying is about picking a route to give the best speed on a day. Many NZ national records are not yet claimed if you are inclined to have a go, but you need to understand the rules (better than I did).

FLYING THE NATIONALS

By Hamish McCaw

In January Wellington Gliding Club pilot Hamish McCaw was lucky enough to compete in the 2009 National Gliding Championships at Omarama, in his Std Cirrus GJJ. This was after some careful negotiation with his wife and family. As the family were holidaying in Wanaka, competing involved a daily 1½ hour commute each way during the first week of competition.

Recently returned to gliding after a break of seventeen years, McCaw is one of the Hakataramea McCaw clan. He initially learnt to fly in the "Haka" and had previously been a syndicate owner of a Cirrus with his brothers Donald and John. The Mackenzie country and his glider were quite familiar. Competition flying however was not. He tells the story of how he came to win the Club Class.

Before arriving in Omarama I had planned to enjoy two weeks of gliding, flying the competition tasks but not competing too seriously. I had initially intended entering the Standard Class; however, after a discussion with Gavin Wills I decided to compete in the Club Class. When I heard the task on the first day for the Standard Class, which included one turnpoint at Mount Arrowsmith (somewhere up near Mount Hutt), I was somewhat relieved I'd changed class. Fellow Wellingtonian Mark Wilson flew his Libelle in the Standard Class and did very well considering the superior performance gliders he was competing against. Day one he won a bottle of wine for completing 402 km at 95.6 km/h.

There were five of us in the Club Class (great bunch to fly with/against): Bob Martin from Gore, Geoff Gaddes and Hadleigh Bognuda from Auckland (we won't hold that against them) and Wilson Ellery from Canterbury. Wilson at 21 was highly competitive and was breathing down my neck throughout the contest. A couple of landouts by Wilson made the difference between us at the end.

I managed one flight at Omarama two weeks before the contest started, Ahuriri – Hawkdun Range – Hakataramea Valley – Cattle Creek – Omarama in thermals and easterly convergence following nephew Richard McCaw in his Discus (I think he was following me). The Cirrus didn't do too badly keeping up with the Discus.

People want to know about how I won the contest. To be honest I flew very conservatively/consistently (some might call this slow) which resulted in me completing nine out of the ten tasks, landing out on the last day 20 km short of the finish.

Below I have described two of the contest days, one not so good and the other a bit better.

On day 3 the Task was Oa – Omarama Saddle – Glentanner – Ribbonwood – Simons – Oa, 242 km in a NW wave conditions.

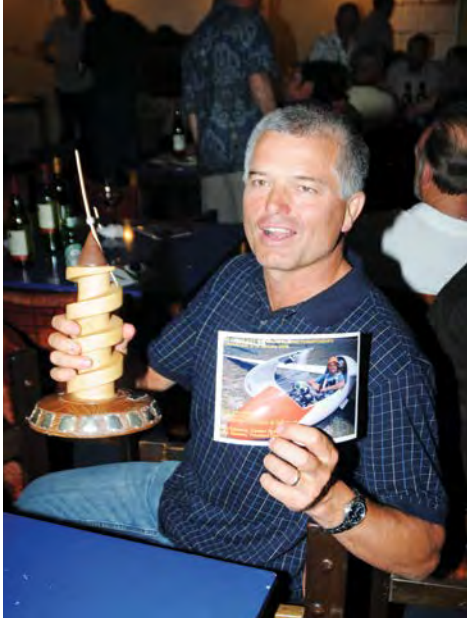
> "No I am still on the second leg and I'm about to give it away and go home. I might be a bit late."

After a good start I climbed straight into wave at the Omarama saddle to 9,000 feet (if only I had slowed a little and climbed to 11,000 feet plus). I then headed direct to Glentanner hoping to get into the wave in the lee of the Ben Ohaus. Of course I arrived a bit low (under 7,000 feet) and missed the wave and ended up running for the ridge on the Benmores where I spent the next 4 plus hours trying to get into wave. I had basically given up as it was after 7 pm, when my cellphone went: my wife in Wanaka asking if I was driving home yet.

'No I am still on the second leg and I'm about to give it away and go home. I might be a bit late.'

This prompted me back to life and I immediately climbed into

Photo John McCaw



wave north of the Benmores and completed the last 3 legs (119 km) in just over an hour, landing at 9.05 pm. Perseverance pays as I got 867 points (2 of us completed the task) for the day. As Roy Edwards (Contest Director) said in his blog "At 8.40 I am waiting for the last glider to arrive home (JJ). This man has tenacity in spades ... for 4 hours we have been getting regular "operations normal" radio calls all giving leg 2!!! Leg 2 is 87 kms long ... He thinks he will make the last turnpoint via Simons but might be a "bit late". End of civil twilight (i.e. end of the racing day) is at 2,159 hours."

Day 9 Oa (Buscot) – Thomsons – Cotters – Stewarts – Tekapo B – Oa, 267.9 km NW wave conditions.

After the start I made my way to the Omarama saddle and established myself in ridge lift/thermals and wave to 9,500 feet (airspace limit) then over the St Bathans and down towards Thomsons. This was my first mistake as I could have continued down the Dunstan wave with an air space height of 13,500 feet and descended under 9,500 feet near the turnpoint. After Thomsons and some slow climbs I made my way in thermals to Cotters (my low point of 4,500 feet) in the Dingle. From there I ridge soared (mixed with rotor from the wave) up the Dingle across to the Barrier range then established myself in wave and climbed to 13,000 feet directly above Stewarts. That comfortably (that's understating it slightly as I finished relatively high) gave me a final glide home for a speed of 86.9 km/h. This gave me over 1,000 point buffer with one day to go – I could relax and take it easy the next day.

At the completion of the contest I had:

- completed 45 hours for the competition
- brought up 500 hours on the last flight of the contest (total glider time)
- completed 9 out of 10 tasks (landing 20 km short of the finish line on the last day)
- completed tasks ranging from 160 km to 268 km
- won five bottles of wine (winner days prize) and one chocolate fish for taking so long to compete a task.

I had a great time. Would I compete in a National Competition again? Definitely, I have February 2010 (Taupo) circled in my calendar.

What did I learn during the contest:

- Use a flarm next time. As Gavin Wills said on the first day, "If you don't have one you are a bloody idiot". I initially dismissed Gavin's comments but a close call in wave at 12,500 feet convinced me he was right.
- Don't be so conservative.
- No need to finish so damn high, maybe I need a final glide computer.
- Start tasks early to make most of the day; most days the start gate didn't open til after 3.00 pm so you need to get going as soon as you can to make the most of the day.
- Stay on the tops in light conditions.
- Perseverance pays off (day 3).
- Know the rules well.
- If you want to fly faster, having your 16 year old nephew (who may potentially beat/embarrass you) flying the task is a real incentive.

A big thank you to my partner George Rogers for allowing me to take JJ to Omarama, WGC for the use of the EW logger, Wellington Gliding Club members and all who provided me some good advice during the contest.

Soaring NZ

View from Terry Delore's ASH25 at 22,000' nearing Cape Campbell on 22 February 2009.

Photo CJ McCaw

2009 CENTRAL DISTRICTS GLIDING CHAMPIONSHIPS

By Contest Director Graham White

The 2009 Central Districts Gliding Championships were held in the first week of February at Waipukurau. The weather was not the usual for that time of year and challenged Graham White's task setting skills. This is his view of the contest from the ground.

It must be unusual for the Contest Director to be the least experienced pilot associated with the contest and the challenges this posed were only managed by the generous help of the pilots themselves.

Modern technology is not without difficulties especially when operating away from home. The Central Hawke's Bay Aero Club hosted us well but we relied on Trev Terry for radios and the computers to assist Dennis Cook's scoring. Briefing was aided by the Hastings Rotary Club's data projector. It was great to have Bavel Peacock assisting with the grid.

The timing of the contest was not of our choosing and clashed with the annual Kawhatau camp held by Gliding Manawatu and usually attended by several Wellington members. My understanding is that Regional contests are to prepare pilots for National competition and on that basis this year was a failure as most of those present had already flown at national level for many years.

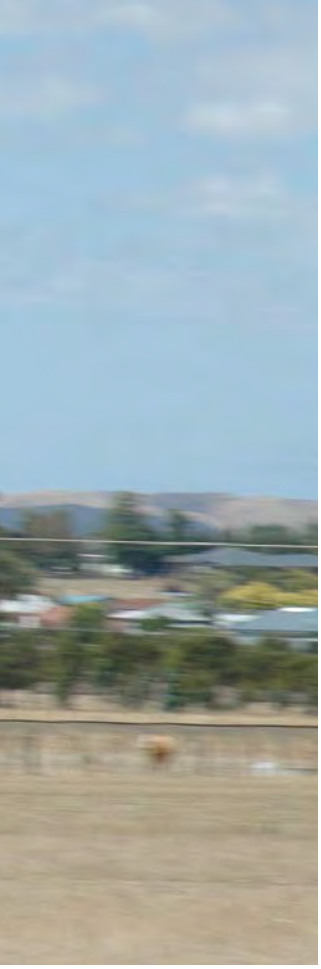
We had not budgeted for the extra cost of ferrying a tow plane from Wellington as the Manawatu Pawnee plane was required at Kawhatau. We must avoid clashes with well established regional events that attract pilots who are ready for contest flying.

The burnt paddocks around the Waipukurau airfield were reminder to all of how quickly things can go wrong. Inexperienced Contest Directors need to know how to deal with that kind of event and a training seminar at the time of the AGM would be welcome. Similarly it is an imposition on Dennis Cook to do the scoring from a distance and teaching his successors could be the subject for another session.

Despite these negative reflections I enjoyed being part of the competitive gliding scene in the only way I now feel able. The camaraderie amongst the participants and their willingness to help a tyro Contest Director made it well worth while.

Waipukurau is also an excellent site for a contest and will be better after the planned re-sowing this year. There is a determination that whatever the future of the Waipukurau Gliding Club every effort will be made to maintain a gliding presence there.

Finally I should like to thank one who wasn't there. Peter Lyons, mentor to so many pilots, was too ill to visit Waipukurau as he had wished. He will be missed by all who knew him.





DAILY REPORTS

By Ian Sheppard of Gliding Manawatu

I arrived at Waipukurau airfield early Saturday morning in very hot conditions, hoping similar conditions would be present for the rest of the week. With OS rigged I took a test flight to make sure my PDA and GPS worked as they should. Later in the day a few more contestants arrived, but the turnout was not as good as in 2007.

Sunday Day 1

Hot, very hot. Unfortunately the wind got up to an extent that it would have been dangerous to move the gliders. No task set.

Monday Day 2

The wind had gone and it was overcast. This was supposed to clear as the day warmed up. But the day didn't warm up! In fact it cooled down and the cloud remained. No task set.

Tuesday Day 3

Contest Day 1

An AAT task was set. Waipuk Start C – Gwavas – Te-Uri – Timahanga – Waipuk. 251.8 km

It was at the briefing that I learned that I would be flying the same tasks as the big boys; this included the current NZ champion, as I was the only one who had entered in the club class.

Anyway, the day looked good, very good. I was first on the grid therefore first away, and I had no trouble getting a good climb off tow to a height of 6,000 feet. Whilst waiting for the start gate to open, which was about 1½ hours after I launched, I got low and struggled. I started once the gate opened and as I headed out on track, conditions improved. After turning at Gwavas and heading for Te Uri I could see in the distance that conditions south of Waipuk and out to the turnpoint, had 'blued' out. I could also see a couple of clouds considerably lower than the height I was at. I managed to find a cool 5 kt thermal abeam Waipuk, which took me to cloud base at 7,000 feet. This enabled me to continue on to the turnpoint. It turned out to be a straight glide there and back with little or no lift found. On the way back north I followed good lift indications alongside the Waipuk airfield.

As it turned out, after the long glide and a bit of scratching, I managed to get away from 1,800 feet alongside the airfield. The rest of the trip north to the final turnpoint was easy, and I pushed well into the circle as I had time and height. The minimum task time was 2½ hours. I did the final glide from the turnpoint, cool!!

Wednesday Day 4

Contest Day 2

Start: Ashcott – Ruaroa – Ngaruroro – Kumet Rd – Waipuk. 242.3 km

Woke up to a high overcast day with a building westerly wind. There were indications of wave but it didn't look all that good. The task setter wasn't sure if he could set a do-able task, but in the end he did set a wave task.

I was last on the grid today with Ian Finlayson (a past NZ champion) in front of me. By the time I was airborne and after a high tow I noticed a marked absence of sink. This meant only one thing, that there was little or no wave around. I managed to remain airborne for about 45 minutes not being able to contact the wave

RESULTS

OPEN CLASS

#	Pts	CN	Pilot	Club	Glider	day 1		day2		day3		day4	
1	3052	TD	Van Dyk Tony	Hutt Valley	LS 8	8	565	1	487	1	1000	1	1000
2	2838	XS	White Graham	Hawkes Bay	LS 8	1	1000	2	482	3	892	2	464
3	2523	VH	Van Der Wal Roland	Taupo	LS 6	2	702	3	477	2	901	3	443
4	1876	MF	Foreman James	Hawkes Bay	LS 3a	3	697	4	116	5	628	4	435
5	1525	ZO	Finlayson Ian	Piako	ASW 27	4	696	6	0	6	481	6	348
6	1493	TT	Terry Trev	Taupo	Duo Discus T	6	614	6	0	4	879	8	0
7	1260	OS	Sheppard Ian	Manawatu	H 301	9	446	6	0	7	453	5	361
8	1013	LD	Wallace Jon	Wellington	ASW 20	5	694	6	0	10	319	8	0
9	899	DX	Nelson/Smits Grant/Rob	Auckland	Duo Discus	10	94	5	49	8	419	7	337
10	584	VM	Hunter Brett	Tauranga	Discus 2T/18m	7	584	6	0	11	0	8	0
11	394	LI	Forde Simon	Hutt Valley	LS 3	11	0	6	0	9	394	8	0

and ended up back at the field. Ian Finlayson didn't have any better luck, landing just ahead of me.

Those that were first to launch managed to get into the wave and a couple made it to the top turnpoint but then headed back to Waipuk, as the wave system had started to collapse. A couple of others landed out.

Thursday Day 5

It rained, or should I say drizzled, all day!!

Friday Day 6

Contest Day 3

Weather dawned fine and an AAT task was set. Waipuk Start C – Lake Road – Mangleton – Flemington – Kereru – Arlington - Waipuk. 239.3 km

Launching started, but after a short time the first couple of gliders ended up landing back, this included me. Back in the air again I found some good lift this time, so went through the start and headed off south to the first turnpoint. I flew well into the circle this time, as the lift was excellent, and then headed off to the next turn to the north. The trip to Mangleton was good with a detour to the west of Takapau to hook up with a cloud street that went all the way north.

After turning at the turnpoint the trip south was really good and I was able to keep my speed up and checking the numbers on my PDA my average was good. I was able to keep between 70-80 knots. Then turning at the southern turnpoint it was off back to the north again. However after passing Onga Onga I was getting low, even though I had slowed down and I was still following the same cloud street as I did on the last trip north. The problem was the cloud street wasn't working. Unfortunately after trying to get away a couple of times I ended up in a paddock just north of Tikokino.

As I was picketing the glider I heard a noise above me and saw that it was the Auckland's Duo-Discus heading for a paddock to the east of me. At least I wasn't alone.

Saturday Day 7

Contest Day 4

Another fine day, but it looked a bit too stable. A task was set after a couple of delays. Waipuk Start C – TeAute – Gwavas

– Takapau – Tikokino – Ormondville – Gwavas - Waipuk. 211.0 km. A Polygon with six points.

After launch it wasn't easy to remain airborne. Thermals were very narrow and hard to centre in, there also appeared to be an inversion between 3,500 feet and 4,000 feet. It was also very hot in the cockpit as there were no clouds in the sky to help cool things down. I did manage to stay in the air and when the start gate opened I decided to start and see what it was like out on task. I didn't think that the day would come to much.

Out on track just north of Waipawa I picked up a good thermal that took me to 5,500 ft. On to the first turn and in company with the leading pilots I headed towards Gwavas. During this leg I noticed that there was a glider thermalling well north of track, so I headed in his direction.

Before I got to him I found an excellent thermal for myself, this one took me to 6,200 feet, so it was on to Gwavas and then Takapau. I could hear from the radio chatter that the lift was poor on this leg, and this proved to be correct. The lift that was around was poor and broken and only slowed my rate of descent. I made it to Takapau and decided to head towards the airfield in the hope of picking up lift from the hills beside the airfield. Before getting there I needed to pick a paddock, as I got very low just east of Takapau; fortunately I didn't need to use it.

Getting on to the hills I managed to move on past Waipawa but again I got very low. I backtracked in an effort to use some of the thermals used on the way up. In the end I only just made it to the airfield and then had to land.

A majority of the other pilots landed out, with only Tony Van Dyke completing the task. So ended 2009 CDs.

The weather didn't cooperate this year with only four contest days as compared to six days in 2007.

I still enjoyed the flying and most of all, learned heaps.

GLIDING NEW ZEALAND NEWS

MAX STEVENS GNZ EXECUTIVE OFFICER

This column is intended to give readers an ongoing insight into the activities of the GNZ Executive and its Committees. Rather than a detailed report on matters currently under consideration, here are some recent items of significance.

2009 AGM This year's AGM weekend will be at the James Cook in Wellington on 13-14 June, so book now for those cheap fares. We'll have the usual Saturday programme with meetings of engineers and contest pilots, interesting presentations, a cocktail party with guest speaker and of course the presentation of GNZ awards. Accommodation at the James Cook will be available at the same price as last year. Formal notice and registration forms were emailed to clubs in mid April and are also available on the GNZ website.

Meanwhile, get your thinking caps on about nominating worthy recipients for the Angus Rosebowl and the Friendship Cup. Just to remind you, last year's worthies by popular acclaim were Trev Atkins (posthumously) and Sue Wild.

NATIONAL PUBLICITY COORDINATOR While on the subject of hard-working volunteers in our sport, I'm very sorry to have to say that after seven years of highly productive toil as our National Publicity Coordinator, Steve Tollestrup has decided he is getting too busy in his day job to carry on. To put things in perspective, Steve told me of a humorous little incident recently – "The penny dropped in the middle of the night at a Palestinian refugee camp in the occupied West Bank. Half asleep I awoke to my mobile going off and a cheery voice introducing himself as a member of Wellington Gliding Club with a promotional opportunity through the Kapiti local news. That was the moment I thought my world was just a bit too stretched!"

So we're now looking for a volunteer to fill Steve's big shoes after the AGM. Steve says he is very willing to help the new Coordinator with media contacts and answers to any questions as they take on the role. Nominations please, to an Executive member near you!

MEMBERSHIP REGISTER In similar vein, John Roake has advised that it is time for him to hand over guardianship of the membership register. John has been doing this job very tenaciously for as long as I can remember, so we all owe him a huge debt of gratitude for that. It is not just a matter of managing the never ending comings and goings of the membership register, John has also been the official repository of GNZ's pilot qualification and other records for the annual CAA audits.

From 1 April 2009, clubs should use the following address membership@gliding.co.nz If using snail mail instead, post to GNZ Central Register Manager, PO Box 3031, Christchurch 8013.

ACTIVITY & MEMBERSHIP STATS Club returns for the last half of the calendar year 2008 show that we collectively did 8,474 launches, 73% of which were aero tows. Although this sounds a lot, it is 10% down on the same period in 2007 and 20% down on 2006. For the whole calendar year, 2008 was down 15% on 2007.

The drop in launch activity may be partly explained by the weather, but it is also a reflection of the membership numbers. At the time of the October 2008 billing of affiliation fees, total club membership had dropped from 860 to 804 (-7%), with the breakdown being a loss of 67 members in North Island clubs (-12%) and a gain of 11 members in South Island clubs (+4%). 19 clubs grew, 14 lost members and 5 stayed the same.

0800 GLIDING Talking about downturns, unfortunately the use of our 0800 number has dropped so dramatically over the last two years that the fixed costs mean each call is now averaging about $5. We would like to think that this is because the punters are increasingly turning to the web for gliding contacts. Whatever, the Executive has decided to cancel the 0800 GLIDING number. Please note that the 0800 number will stop working in the next month or two – so if your club is using it in its publicity efforts, now is the time to change that.

REVISED GNZ ADVISORY CIRCULARS I am pleased to say that Executive Member, Mike Dekker, has been putting a huge effort into the overhaul of our Advisory Circulars. The first of these should be appearing on our website by the time you read this (AC 2-3 Pilot Examinations and AC 3-1 Glider Daily Inspection). Many more AC revisions will follow over the coming months. If you are holding hard copies of these ACs, please ensure that you check the GNZ website from time to time to ensure you have the latest version.

CHERISH YOUR PAWNEE DRIVERS The CAA has recently published a Notice of Proposed Rule Making (NPRM 08-02) that could negatively affect our ability to attract tow pilots in future if it becomes a rule in its current form. The new proposal effectively removes from appropriately qualified flight instructors their ability to act independently of a certificated organisation when doing aircraft type ratings. GNZ has made a submission to CAA on the lines that this is unnecessary in cases where the rating is merely for a simple single engine light aeroplane when the applicant for the rating has a minimum of say 100 hours as pilot-in-command. We reckon Category D instructors should be able to carry on doing these simple type ratings as they've always done.

We told CAA that we were concerned because 14 of our 25 clubs use tail-wheel aircraft for glider towing (predominantly the PA-25 Pawnee), and all of these clubs already experience difficulty from time to time in recruiting tow pilots. This is a result of the fact that tail-wheel aircraft are steadily disappearing from aeroplane training fleets, so that pilots and instructors with the relevant tail-wheel experience are falling in number. Under the CAA proposal, this situation could be expected to deteriorate dramatically, with tail-wheel rated instructors dropping out of the system despite high levels of experience in some cases. Part 141 certificated organisations able to provide type ratings on a tail-wheel aircraft, such as the PA-18 or PA-25, would probably be very few in number and overall costs for such ratings would rise significantly as a consequence. Let's hope CAA listens.

LIONEL AND PETER'S EXCELLENT ADVENTURE

by Peter Coveney

A Diamond Goal declared distance 300 km task from Whenuapai is not an easy task but Lionel Page, Dave Todd and myself are very keen to achieve it. We have made numerous attempts. Some rather dismally failed to cross the hills north of Orewa. There was the magnificent effort by Dave Todd in GHU last year when alone and unaided he got to Kaikohe and a lot of the way home. Lionel and I were determined to beat that.

At the end of January, after looking at some marvellous weather during the week from my office window I was rueing the fact that my glide computer and transponder were unserviceable. With fine weather predicted I still thought an attempt could be on for Auckland Anniversary weekend. The Friday looked remarkable with big fat Cu's going north so I phoned Lionel and we agreed to get an attempt set up for Saturday.

Saturday dawned with talk of an inversion and initially a clear blue sky. Andy MacGregor was the tow pilot for the day. He was ready. The gliders were each filled with 60 kgs of water ballast. They were ready. The weather was not. It was very blue over Whenuapai. We waited as big Cu's formed over Kumeu and eventually I got airborne in KP about 1 pm.

We hit solid lift at Riverhead so I bunged off at 2,000 feet and climbed steadily to 3,500 feet over Kumeu. Lionel was soon at the same height and location in ON, so without further ado we both rounded our first turnpoint of Paremoremo. Then it was back to Kumeu to top up before heading off past the airfield at North Shore and up towards Orewa. The lift wasn't as good as I had hoped and I might have decided to just have a local flight but I didn't fancy just landing out at North Shore airfield. Luckily for me Lionel was very persuasive and I summoned my courage and thought, let's get this thing underway. If I got to Kaipara Flats it would be an achievement of sorts.

I was restricted to staying below 3,500 feet (no transponder) until past Kaipara Flats. I estimated I could get to Kaipara airfield safely. It wasn't a problem, I was having to force myself to stay down below 3,500 feet when passing there anyway. From this height the sealed strip at Springhill near Wellsford was very visible and a safe glide away and at cloudbase at 3400 ft we passed over Wellsford township.

The cloud build-ups to the north and west of here looked impressive but the landout options definitely less so. It is very uneven hilly terrain with the odd settlement and dubious paddocks. Still the lift was still there to be used and use it we did. Sometimes the varios went off the clock and the averager hit nearly 5.0 knots up. Of course by now we were communicating on the glider chatter frequency of 133.55 and could hear the pilots from Drury as they reported their situations as they headed south. Russell Thorne, an Air NZ 777 pilot in his brand new ASG29, was attempting his 300 km towards Tokoroa out of Drury. We wished each other well and Lionel and I kept moving north. Eventually we could hear no more gliders as the distance toward Kaikohe gradually decreased – 90 km ... 80 km ... 70 km ...

I looked across to the right and saw Whangarei and thought of Dave Todd when he mentioned reaching here and deciding to keep going. Lionel and I had the luxury of each other's company and mutual support in finding lift and encouraging each other to keep going. It gives a great boost to one's confidence when following someone to see them rock over into a turn and pitch up. The relief is palpable knowing you will soon be going up and can stop looking so hard at the paddocks.

The various small towns whose names I had never heard of passed below as we flew from good lift through nothing and solid sink to the next good climb – moments of worry followed by moments of delight. But each time the distance to Kaikohe read less and less. Soon in the distance I could make out the town of Kaikohe and Lake Omapere behind it. Then the airfield was distinguishable and an easy glide from our present position. There was some high ground in front and here we got a massive climb to cloudbase so the rounding of the second turnpoint at Kaikohe airfield was quite easy at a comfortable 5,000 feet.

We headed back to the high ground where we had climbed so rapidly moments before. This time the lift had decreased somewhat and it took longer to reach cloudbase after chasing around various promising bits of cloud. We headed south again but were a lot slower than we had been when flying with Kaikohe on the nose. The lift seemed different, not so boisterous. We seemed to have to fight more for each 100 feet but we were making progress as we passed the settlement of Awarua way out to our right. Our height wasn't too bad at around 5,000 feet but the way south was beginning to look somewhat doubtful.

As we passed Purua the mutual decision was made to turn 90 degrees right and head west towards a line of cloud paralleling the Wairoa River. We caught a good climb halfway there which topped out at 5,300 feet and reached the area that we hoped would get us further south. I remarked to Lionel that every kilometre south meant less diesel needed to get us retrieved.

The cloud offered hardly any lift and we hit several bad patches of sink. It was now obvious that we weren't going to make it home. Over to the right we could make out the airfield at Dargaville on the left bank of the Wairoa River and to the south a smaller town which turned out to be Ruawai. The landout options looked better there and with a reasonable amount of height we could be more choosy picking a paddock. At 2,000 feet AGL I spotted a flat paddock that had a nice unobstructed approach and was right by the main road. I suggested that if I could keep over to one side Lionel might like to join me in the same paddock.

Although the paddock was nice and flat and not too bumpy it was only 150 metres in length so speed control was imperative especially when the light easterly that my GPS reported turned out to be light westerly. Nevertheless the landing was OK and I stopped in three-quarters of the available length. Next came Lionel who also found the 'tailwind-inspired' extra float interesting and finished off his landing roll with a nice ground loop to the left to stop well clear of the fences.

So there we were, both gliders down safe and sound and 233 km flown from our home base. After sorting out the gliders and making various cellphone calls we were about to head off on foot to try and find the owner of the paddock. We need not have bothered as they found us. A very friendly young couple bundled us into their car and drove us to their home for a nice lunch and most welcome chilled beer. We spent the hours awaiting the retrieve crew talking, eating and drinking. At one point a call to Lionel broke the bad news that his trailer had suffered a broken weld and would have to stay in Helensville awaiting repairs. Graham Lake and Christine carried on to Ruawai and arrived just on dusk.

After loading KP into the trailer we bade a fond farewell to our hosts and began the long drive back home, stopping off in Orewa for a MacDonalds feast at 11 pm. We all eventually hit the sack around 1 am after a thrilling and very satisfying day. Big thanks to Graham for doing my retrieve and Bruce and Marianne McKinley of Ruawai for being such kind and friendly hosts.

OBITUARY

PETER ERIC LYONS BY GRAHAM WHITE

Born Hastings 29/1/1934 – died 6/3/2009

Peter was born into a farming family, the third son of four boys, and schooled at Hereworth and Wanganui Collegiate. Peter excelled at rowing and was the stroke in the eight which won the Maardi Cup for Wanganui Collegiate. His talents showed at a young age: whilst still a teenager he built two boats for his family and friends to use water-skiing and fishing on Lake Taupo. Peter and his brothers helped build the Hawkes Bay ski lodge on Mt Ruapehu and he regularly skied at Whakapapa until only a couple of years ago.

After leaving school and working on the family farm, Peter entered the Airforce to do his compulsory military training. In the 1950's this meant some months at Taieri near Dunedin flying Tiger Moths. On returning to Hawkes Bay he continued to fly with the Hawkes Bay and East Coast Aero Club and to indulge his passion for exotic motor cars. Jaguars and Alfas occupied his garage until he discovered BMWs, a succession of which he has owned over the years.

Peter joined the Hawkes Bay Gliding Club in 1968 firstly to tow, but in finding out what these gliders were all about he became addicted to the sport of soaring. He did well in his first contest in a Ka 6 and then competed in a succession of gliders, from the Phoebus through ASW 15, Std Cirrus, Mini Nimbus, LS 4 (in which he won the Std Class four years in a row from 1982), DG 400 and ASH 25m.

In 1981 Peter represented New Zealand in the Tasman Trophy at Narromine in Australia, where (as was fashionable that year) the Aussies bowled him an underarm by providing him a dodgy old Hornet to fly against a brand new LS 4, off the stick, no handicaps! Peter was selected to fly at the 1983 World Champs at Hobbs, New Mexico USA and again at Rieti in 1985. At this latter contest Peter was mistaken as father to Terry Delore so these two have been 'Dad' and 'Son' to each other ever since.

In 1978 Peter married Judy Morton and moved into the house at Glenalvon, on hill country 15 km south of Hastings, where they farmed sheep and cattle. Daughter Juliet was born in 1980 to a proud dad who has supported her equestrian competition right up to the present. About this time Peter came to the conclusion that sheep farming was not his future and so invested in a rundown

vineyard. His hard work has transformed this into one of the leading vineyards in the country with many award-winning wines produced from his grapes. Commuting so far to the vineyard every day became a chore so Peter, Judy and Juliet moved to their current home in Ru Collin Road, which just happened to be only 1 km from the airfield – bliss! It never took much arm-twisting to drag Peter away for an afternoon's gliding if the sky looked good. Peter would launch two or three of us then climb into the DG400 and join us. With Peter in the DG leading the way we explored further into the high country than ever before and found ways into the Kaimanawas from Hawkes Bay. Peter was generous in passing on his knowledge and delighted in others' success.

Peter had an ability to get the best out of people and this led to an invitation to form a training squad for the 1995 world champs held at Omarama. This involved flying camps at Omarama from 1991 onwards with the likely team members and culminated with Ray Lynskey winning the open class. Peter managed the NZ team to France in 1997 and continued on as convener of the contest management committee for some years.

Over the last decade Peter has enjoyed flying the ASH 25m GRJ in both the North and South islands, passing on his knowledge and enthusiasm to many and varied passengers. He has always enthused mightily about the conditions in the South, especially the Molesworth area which encouraged him to join the Nelson Club at Lake Station on two or three occasions. Several of us, including daughter Juliet, have had the delight of travelling to Omarama and back with Peter in the ASH – and what an awe-inspiring flight it is, no matter the soaring conditions. Peter completed his first 1000 km flight returning home to Hawkes Bay on 21/1/2001 in 4hrs 40min. Taking off from Omarama he had to go north of Napier, then back south to Dannevirke and north to Hastings again to have enough distance. Peter had told Judy to expect him around 6 pm so when she returned home mid afternoon to prepare an evening meal, she was surprised to find Peter settled back in his armchair with a cup of tea! In the last few years Peter has enjoyed power flying again in the Europa, especially with son-in-law Phillip Gray, on varied trips around the country.

Peter has been a very dedicated and hard working member of the Hawkes Bay Gliding Club. He will be remembered with great affection and appreciation. No mere words can adequately express our gratitude for his efforts over the years, in all spheres of club activity. To Judy, Juliet and Phil: we share your sorrow.

Fly high my friend.

A GLIDING JUNK YARD?

By Ian Dunkley

A 1930's Weihe awaits the new dawn

Cars, steam engines, tractors, boats, bicycles and many other sorts of abandoned vehicles and old iron, can be found in junk yards, barns, fields, jungles, underwater, encased in ice, or even still in use in some far-flung parts of the world. They can also be found restored at fairs, shows and events, all over the world.

Toys, sewing machines, sweet tins, tools, old clothes, cigarette cards, stamps, moustache irons, whalebone corsets, surgical instruments, and possibly trusses, and all sorts of other items, abandoned fads and activities, including torture, can be found in shops, museums, or if you are quick, about to be flung into a compactor at your local tip. Whatever the item, they can be found by future generations who for some strange reason value things that are old. Today's junk is tomorrow's prize.

Gliders, wooden ones at least, are transient objects that anticipated the need to be biodegradable by over 100 years. Leave them lying around and they soon vanish into dubious compost quite quickly. They do it even faster and more spectacularly if a match and a bit of diesel is involved. This latter method, a sin of commission (always a better sin than omission), at least gives satisfaction to some. As did Viking funerals, and look how few Viking boats are around as a result. If that stretches credulity too far, how many of the possibly 10,000 Grunau Babies built are still around? A clue: one is in MOTAT, which leaves only 9,999 to explain away.

"What about the military gliders, they built a lot of them?" smart Alecs might ask. This is a silly question, for in another early anticipation of modern trends they were built as a one shot disposable device, like nappies, which is why there are none rotting in the trailers never built to retrieve them.

The good news, for the majority of you, is of course that modern gliders are hardy creatures, leave them lying around and they will still be there to be tripped over a hundred years from now. Chuck a match at them and the resulting column of black smoke will first attract the fire service, followed closely by the environmental authorities and a run on the health service. (I know this for I once chucked the match.) Thus, there will be no shortage of them in the future, in fact if current trends continue there may be more of them than pilots, and certainly more than the manufacturers would like to see. Alec, if he has not gone off in a huff and is still with us, may wonder where all this is going, and that's something that I'm wondering too.

The point is that there will not be any more wooden gliders, apart from a few replicas, or late production models as some prefer to call them. If we don't save those that remain there will be little to show for over 75 years of aviation development. If this does not concern you, then thanks for reading this far, just go off and contemplate whether gliding as you know it has another 100 years of future, and perhaps you will then come back and read on.

How do we save old gliders? First and foremost by flying them, and whether you like it or not, vintage flying is the only form of 'our' gliding that is increasing, not declining. Replicas are being built, old gliders are being restored, gliding museums are being established, and equally important, modellers are now flying large scale replicas of glider types that have been lost through neglect or misfortune.

What does all this mean to New Zealand, a late entry to the vintage gliding scene? Simply that we have to catch up. We don't have to catch up with all the rest of the world, just those who have been more successful. For believe it or not we are already ahead of many, which frankly does not say much for us or certainly them.

What you must realise is that it is you, who are not yet Vintage

T31 at Ashburton Aviation Museum awaits attention

US donated gliders in a trailer store

It can wait to be restored but wood and fabric gliders can't

RNZAF Museum's Ka4 awaits display room

Part of the US Nat Srg Museum's junk yard

Kiwi members, who will determine what we leave for future generations of glider pilots and others interested in aviation. If that remark makes you think I am going a bit over the top, think on, for there are more of you than us, and you own most of the gliders at risk. Thus it will be your fault if it all goes pear shaped.

New Zealand is unlikely to ever have a National Gliding Museum, although we already have started on alternatives like the VK Collection (currently four gliders), at Classic Flyers Museum, Tauranga. Ashburton displays two gliders, with a third in store whilst MOTAT has a single glider, the Grunau, and the RNZAF Museum has one in store for future display. A start maybe, but a long way behind Australia who have just been donated a fine workshop and storage facility and are actively working towards a gliding museum as part of a proposed National Flying Museum complex.

The USA has a number of collections, including the fine "NSM" at historic Harris Hill, Elmira, that not only displays gliders but also covers the personalities, meteorology, the geology of the gliding site, gliding technology, and I seem to remember an old chicken coop, part of a military glider. Just as important is the large store of gliders for future restoration, display and possible flying, for the museum is on an active airfield. At this point we reach the target to which I have been aiming all along: Storage.

We are increasingly being offered gliders for which a home is required, be it for flying, display or for restoration. "Great", you may think, but this is only second best to the owners actually flying or doing the restoration. This availability creates a number of problems, not least of which is where do we store them until we find out where they can be displayed or restored. This then leads to further problems, such as where do we get the money for restoration, and how should they be operated? "There are no problems, only opportunities" is a great idea but how to pull off that trick escapes me.

First it's you who have a problem not us. You have an airworthy wooden glider you don't use and can't sell. That problem is easy to solve, fly the damn thing. If it's not airworthy and you can't sell it, afford to repair, house, or (returning to the first point) really can't use it – what do you do? Your solution: offer it to VK who then have the problem as we can't afford to pay for it, store it, restore it etc. without (and here comes the sales pitch) your help. Let's not be too ambitious here, and let's take just one step, you donate it to us. Now we have a problem, how do we collect it, and then store it safely whilst we solve the remaining problems?

What we need to create is a 'Gliding Junk Yard', a bit of land, ideally on an airfield, where we can place one or two containers, or a suitable relocatable building. This would then give us time to solve the remaining problems whilst safeguarding the glider from any further deterioration. Be you a gliding club, a company or an individual, who can provide any of these, ideally free, unless you need to add to our problems, please let us know. If you have none of these you can of course still help by joining Vintage Kiwi and assisting us in other ways, for $30 p.a. is not much to pay for a stake in the 'Junk Yard', is it?

Similarly if you really want to make our life difficult and donate an unwanted glider then be our guest, for after all, "There are no problems, only opportunities".

"Yeah, right"

GETTING THE MOST OUT OF CROSS COUNTRY FLYING WITH A SIMPLE GPS

Knowing wind direction and strength while soaring is critical in order to find and work lift, avoid getting rotored onto hillsides and to land safely. The calculations in this article involve simple addition and multiplication only. If you understand the problem you are trying to solve, the units and so forth, you can easily get the answer! All soaring pilots should know these equations for their own safety. Never fiddle or look at your GPS when close to other gliders or hills, or if you have critical flying tasks to complete. This is a well known cause of accidents.

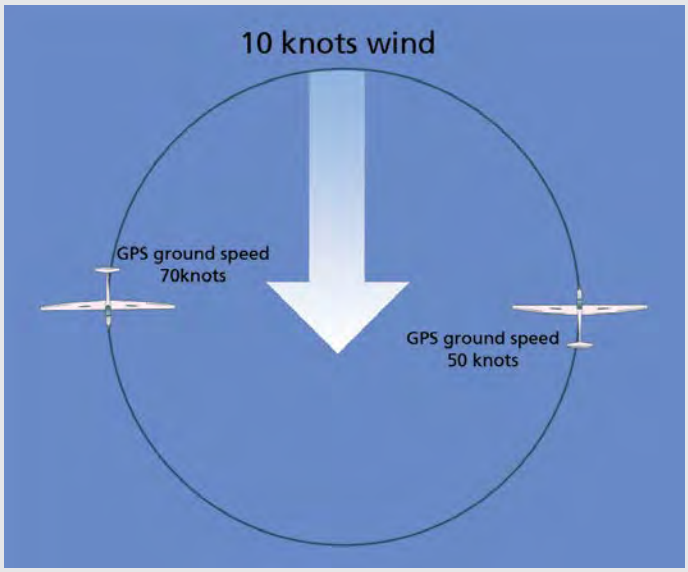
GPS Satellites provide your GPS unit with its position in terms of geographical coordinates (Northing and Easting), and your time at those coordinates. From continuous measurements of position (coordinates) and time, your GPS unit calculates groundspeed as follows:

Speed = Distance/Time e.g. 100 kts = 100 Nautical miles / 1 hour

I prefer setting speed in knots on my GPS, not kph, because measuring in knots assists me in making wind calculations while flying. There are only two wind calculations you need to know as explained below:

Wind calculation by Circling Method

Calculating true wind speed and direction while circling.

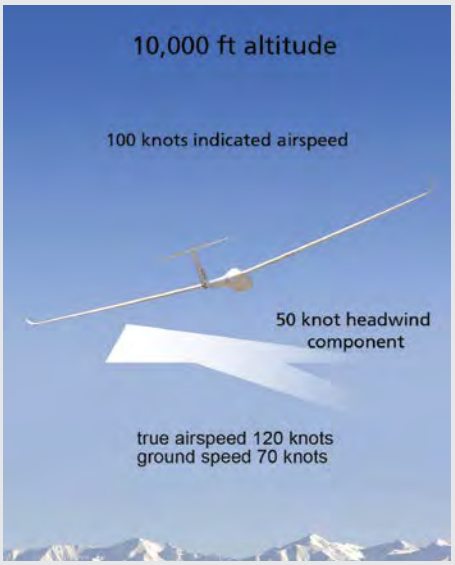


Firstly, do constant air-speed 360's to calculate wind. It doesn't matter what your constant indicated airspeed is, so long as it is constant. And no correction is required for Indicated Air Speed to True Airspeed because they cancel out due to taking readings on reciprocal headings, that is, your fastest and slowest leg.

Secondly, True wind speed = (heading on your 360 with highest groundspeed – heading with lowest groundspeed) / 2 e.g. (70 ktGS – 50 ktGS) / 2 = 10 kt True wind. True wind direction is your heading with highest groundspeed. Simple as that!

Wind calculation by Cruising Method

Calculating your headwind or tailwind component while cruising in a straight line. This method is useful to help calculate your best speed to fly.



Firstly, you need to convert your indicated airspeed to true airspeed by adding 2% per 1000 ft to Indicated Air Speed to get True Air Speed (this is approximate only). E.g. at 10,000 ft, 10x0.02 = 20% increase from IAS to TAS; to simplify this calculation we use 10 x 2 = 20% increase for 10,000 ft. For example, at 100 kts and 10,000 ft, in your head just say 100 kts indicated x1.2=120 knots true airspeed. For 5000 ft 100 kts indicated airspeed, in your head just say100 kts x 1.1 = 110 knots true airspeed.

This table gives more examples at different altitudes for 70 knots indicated airspeed.

Altitude (feet)	From indicated to True Airspeed	E.g. at 70 kts indicated
20,000	+40%	98 kt true airspeed
10,000	+20%	84 kt true airspeed
5000	+10%	77 kt true airspeed
2500	+5%	73 kt true airspeed

Secondly, take the ground speed from your GPS and add or subtract it from your true airspeed calculated in step one above for headwind or tailwind component. For example at 100 kt IAS at 10,000 ft, +20% = 120 kt TAS and if GPS reads say 70 kt you have 50 kt headwind component, which is quite different to the wind direction and strength we just calculated in the circling method above; however, if you're heading straight into the wind or directly with the wind, it is true wind strength not just head or tailwind component that you are measuring while straight line cruising.

Some say he has vestigial wings and shaves to remove feathers not stubble. We always thought he had a magnetic direction finding sense in his head, like a bird .... but apparently not. We know him as the Geek.

Best L/D (Lift to Drag ratio) calculation (approximation)

Now let's use our headwind component to calculate our best glide home!

> Best L/D airspeed = Indicated Airspeed reading from McCready ring set zero on your vario, plus or minus half headwind or tailwind. For example, in your club 40:1 glider with best L/D of say 55 kts Macready zero, then for a 20 knot headwind component, add half the headwind to 55 knots to get 65 knot best L/D. For a 10 knot tailwind, subtract 10 knots from 55 knots best L/D nil wind to give 45 knot best L/D.

There are no doubt more complicated formulae, but this is simple to do in your head and it works surprisingly well. Compare this to the push pull signal from your fancy in-glider GPS! You may find for your particular glider that its less than half headwind to add or you need to add in a small constant. For more exacting formula google 'speed to fly' or 'Macready ring'.

Now let's apply these wind calculations to two useful gliding situations.

LANDING

When landing, it is very useful to know the wind direction, isn't it! A good setup for landing involves arriving high enough above your circuit entry point to crank a couple of gentle 360's to measure the wind using the circling method above or preferably not look at your GPS and find ground wind indicators if they are available while at the same time sorting out the landing circuit, checking the surface, length, width, slope, obstructions and so forth. Good pilots should be able to circle at 1000 ft and naturally notice say an 8 kt drift.

Traditional wind measuring methods are easier than using the GPS, or can be used as confirmation. Some of the less known include:

- Deciduous leaves show silver on underside of leaf on upwind side of tree, green on undisturbed downwind side.
- Lakes in distance appear darker if windy because of less reflection of light. Water bodies are calm on upwind shoreline with wind line just off windward side, and constant wind line onto windward shoreline.
- Fly overhead and check windsock at Airfields. Airfield windsock straight out 90deg = 15 kt+, 45deg droop = 10 kt.

If in doubt I briefly glance at the GPS on downwind leg to see if the GPS reading is lower than airspeed which indicates a headwind on the downwind leg, and a downwind landing coming up! E.g. watch out for sea-breeze wind during the last 1000 ft AGL and be prepared (part of circuit planning) to do a 180 turn on downwind if the wind is enough to upset your landing, and if it's possible to reverse or otherwise change circuit due to slope and obstructions etc.

Wind speed 15 knots, wind angle 45°: Crosswind component = 45 × 1.5% = 67.5% of 15 = 10 knots. Energy = mass x velocity squared, so a 20kt wind has almost four times the energy of a ten knot wind. Consider this especially in cross winds. Gusty cross wind landings behind hills are worst of all.

They say if you can see the grade, land uphill. They say +3% grade (that is 3m rise over 100m) on a landing strip cancels out approximately 12 knots tailwind for landing roll, so if it's +3% grade and 12 knot wind up the strip you could land either direction. However, downhill grades with headwind are easier to handle on longer strips than shorter ones because you have longer to stop. On narrow strips landing downwind there is a danger of ground looping into a fence, even uphill. If you touch down at 40 kts airspeed uphill and add 12 kts tailwind component you are touching down at 52 kts (about 60 mph) so you better not bounce. It is much safer to land into wind with 28 knot groundspeed, about half the speed and a quarter of the energy of a downwind landing. If it's a rough surface, do you really want to land with tailwind?

NAVIGATION

GPS gives your ground track true or magnetic depending on how it's set up by the pilot user. Some glider pilots report wind or their heading true, others magnetic, but they seldom say which they are reporting! Magnetic reading is around 23 degrees less than true depending on where you live in NZ, the saying to remember this is: "East compass least". A compass gives a heading, I hardly ever look at it, old technology.

True North is straight up that map in your lap which is what you relate to. Magnetic headings are still used for Airport runway vectors (defining runway direction), and ground winds at airports are also reported magnetic in Metflight brief, but upper winds are reported true for fixed wing flight planning purposes in Metflight.

- When heading and track are the same on GPS to a waypoint or landing you have the correct crab angle selected. Heading's where the nose is pointing, Track is your path drawn on the ground, difference is drift or crab angle.
- Carry and know how to operate a GPS for bearing and distance to base and local airports for position reporting. Check if GPS units are in km or nautical miles – it makes a difference for your final glide calculation!
- Measure distances from longitude (not latitude) on your chart.
- If you use a GPS to navigate to a landing based on your glide and you don't know and or can't see the landing field, you're nuts!

See You shows strips up to 1 km out of position due to datum and map projection used therein. e.g. L462 Berwen at Omarama appears on the opposite side of road 1km to NW – yet the same geographical coordinate in 1:50,000 correctly shows the position! Beware of this when looking for strips with PDA! This problem could be fixed by applying a datum shift to *See You*'s .cit map. The errors vary around NZ – a datum shift for different areas required for coordinates.

SOARING with your GPS

Beyond the scope of this article. But I will say one thing, if you are unsure of wind direction it's worth checking for a headwind component before crossing ridge lines to alert yourself to the possibility of sink and turbulence. A 10 knot wind and thermals going off the opposite side of a ridge can put your vario off the clock in the leeside. Controlled flight into terrain is the number one killer of glider pilots in New Zealand.

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

WHAT DID I LEARN TODAY?

Imagine driving home after an enjoyable flight and a nice day at the gliding club. If you are young and restless you are probably thinking of the next party or a good night out with your friends. If you are family orientated you are probably looking forward to a relaxing evening with the rest of your family. That's all very well and quite normal, but if you really want to make progress in gliding you should find a few minutes to ask yourself: "What did I learn today?"

Hopefully I get no argument from you when I say that gliding is first and foremost a mental sport. It follows that we need to focus on our mind if we want to improve as pilots. During the day we have probably done a lot of things – some of them were done well and some we better forget – right?

WRONG! Making mistakes is a very effective way of learning, as long as we reflect on it and work out how to avoid a repeat. It is often said that humans learn from the mistakes of others but there is no question that we learn even better from our own mistakes. The same holds true for positive experiences.

When we have done something very well we tend to remember it for a long time and cherish the experience. That's fine as long as an evaluation takes place and something is learned from it. The real secret for successful people is that they not only pre-plan their action but also analyse it afterwards. This guarantees continued improvement and comes in very handy when a similar situation arises in future.

That's what experience is all about. Only by reflecting on positive as well as negative experiences can we expect future improvement. Or, put differently, learning from a mistake can turn a negative experience into a positive one.

Let's look at a few examples now. A new post-solo pilot might have done two consecutive circuits while his friends climbed away for lengthy soaring flights. Now, our new pilot has two options. He can put it down to misfortune (and forget about it) or he might realise that he relied on good luck rather than good management. Perhaps he did not identify likely thermal sources and he might have failed to search for lift slightly downwind of thermal triggers. His two circuits have served no purpose if the pilot erases them from his memory. However, they can change his gliding career forever if the right conclusions are drawn and the same mistakes are avoided in future.

But the learning process doesn't have to be confined to the actual flying part of our sport. On our way home we might feel a bit tired and even notice that we have a problem with concentration. It might also dawn on us that we have not been to the toilet recently and we suddenly realise that dehydration is the likely reason for our trouble.

Again, we can stop for a quick drink and forget the episode or we can remind ourself that dehydration is a serious problem in aviation and resolve never to allow such a situation to recur. If we decide to carry a full camelback-type water container and drink its entire contents during future hot days we have turned an initial mistake into something positive for the future.

The list goes on forever but I'm sure you get the idea. Rather than boring you with more examples I would like to encourage you now to become a little more proactive and investigate how you can speed up your learning process by giving yourself regular pointers and reminders.

Deep down we all know (or at least suspect) some areas of weaknesses in our flying. Smart pilots have already identified them and possibly even considered remedial action. However, as human beings we dislike doing things we are struggling with and instead focus on things we are already good at. That's human nature and quite normal but if we want to make progress we are well-advised to change such habits. The question is: "How?"

A well-proven method is to write yourself a note and stick it on a vacant spot in the cockpit as a permanent reminder to focus on improving a particular skill or eliminate a bad habit. The secret to ongoing improvement is to keep practicing an under-developed skill at the exclusion of all others. Only when you are entirely happy with the results should you move on and tackle something else. Remember, amateurs train until they get it right, professionals train until they can't get it wrong.

Part of the process is to take a few minutes after the flight to score yourself. Work out what went well and how your training can be improved upon in future. A logbook entry is an excellent reminder to continue a systematic approach to training and to ask yourself the following questions:

What went well today?

What didn't go well today?

How can I improve on today's performance?

Let me give you an example again. During my early flying career I tensed up easily. This manifested itself in excessive pressure on the rudder pedals. It was very annoying because it was not only tiring but it also made it much harder to feel the air. The solution was straightforward. I wrote "Relax rudder pressure" on my cockpit note and focused on eliminating this bad habit over time. Because it was deeply engrained it took almost a full year – but it worked!

PERSISTENCE is the key word here. Don't expect miracles, and tackle only one area of weakness at a time. We are all creatures of habit. Eliminating bad habits is one of the hardest things to do. It requires a departure from a deeply ingrained and familiar way of doing things. None of us likes that very much but it is essential if we are striving for improvement.

A QUESTION OF SAFETY

DOUG HAMILTON
NATIONAL OPERATIONS OFFICER, GNZ

Glasses can be used for a multitude of reasons! Pilots use them to keep out the sun's glare or to be able to read maps and maybe even the flight manual. (We hope.)

But it seems a few pilots may use them just to look cool, because if they were wearing them they weren't looking out very well. Or maybe they weren't wearing any and perhaps need them!

I have had a few reports this season about what can only be described as bad lookout. These reports come from club environments as well as from the competition scene. And it's a bit scary to have two reports from two different competitions involving the same two gliders. Coincidence or not?

I am not sure how (or maybe if) all instructors teach student pilots to do a good lookout, but some of it does not seem to be working very well or is not sinking in with some students.

It all starts with teaching the student pilot to be looking outside and not studying the instruments. 98% out 2% in. And when looking out, to scan sections of the sky and not just pan the head from side to side thinking it will work. There is a whole lot of stuff going through the student's brain during these early stages and it is this training that is reverted to throughout the pilot's flying career, particularly in times of stress ... like a competition. And some gliders are loaded to the top with techno stuff which, in many cases I have witnessed, only distracts the pilot from flying well.

There are some really good books that cover some of the eyesight intricacies as they apply in practical terms to a pilot. One such book is *Human Factors*, by Ross Ewing.

Another thing to consider is that just because you may have seen another glider, never assume that he or she has seen you! If on conflicting courses then adjust your flightpath somewhat to eliminate any conflict and in doing so the change in movement of your glider relative to the other may well make you easier to see.

The object that is hardest to see is the one that is on a collision course with you.

I have also added the 2008 round of accident reports that have been received. In some cases I have asked for more information to be supplied, as there is an obligation for the pilot to supply all relevant information. I also note that some reports do not appear on the CAA website briefs, which implies that CAA were not notified when required.

SUMMARY OF INCIDENTS 2007–2008

Date 28 May 2007 Location Matamata Glider type SZD Puchacz
Nature of Flight X/C training
Pilot hours 560 Last 90 days 12
Injuries Nil Damage Nil POB 2 Details available on CAA web site: No
Notes The instructor was carrying out a winch launch during a trial flight when the airspeed was seen to reach the upper limits. The instructor initiated the usual side to side yaw to indicate the increasing airspeed, when the pilot lost rudder control. Both rear cockpit rudder pedals fell fully forward. The pilot lowered the nose and released from the launch at approximately 1000 ft AGL. The glider had a pronounced yaw to the left and with no rudder control the pilot could not correct the yaw. The glider could not be turned to the right and entered a severe sideslip when the right wing was lowered. The pilot declared an emergency and initiated an abbreviated circuit to the left using gentle skidding turns. The landing was accomplished without damage and no injuries. Inspection found that the rear right side cable crimp, which holds the end of the cable onto the turnbuckle, had failed. Spring tension on the pedals appeared to be holding the rudder to the left. Investigation seems to point to incorrect cable swages having been used.

Date 1 January 2008 Location Omarama Glider type Discus 2T
Nature of Flight Private x/c
Pilot hours 2000+ Last 90 days 37
Injuries Nil Damage Minor POB 1 Details available on CAA web site: Yes
Notes On a cross country flight the pilot had to land out. The field chosen was rough and had scattered rocks over it. The glider suffered wing tip damage and a tyre blowout.

Date 6 January 2007 Location Omaka Glider type Twin Astir
Nature of FlightT raining
Pilot hours 360 Last 90 days 7.5
Injuries Nil Damage Minor POB 2 Details available on CAA web site: No
Notes Because of long grass and other plant material becoming lodged in the undercarriage the wheel could not be locked down, resulting in a wheel up landing. The Club has modified procedures to ensure the problem does not reoccur.

Date 13 January 2008 Location Omaka
Glider type Blanik Nature of Flight Dual training
Pilot hours 266 Last 90 days 15.5
Injuries Nil Damage Minor POB 1 Details available on CAA web site: No
Notes During the flight the glider encountered turbulence and the rear pilot's head struck the Perspex panel at the rear of the cockpit making a 100mm hole. Cause was attributed to seat cushions moving allowing the seatbelts to loosen.

Date 23 January 2008 Location Naseby Glider type Discus CS
Nature of Flight private cross-country
Pilot hours 900 Last 90 days 35
Injuries Nil Damage Substantial POB 1 Details available on CAA web site: Yes
Notes The pilot had to make an out landing. The airstrip chosen had a quartering tailwind gusting 10-15 kts. The glider stalled from about 15 ft and landed very heavily causing substantial damage to the right wing and fuselage.

Date 9 February 2008 Location Lake Station Glider type Grob 103
Nature of Flight Dual training Pilot hours 687 Last 90 days8
Injuries Nil Damage Moderate POB 2 Details available on CAA web site: No
Notes During landing roll of a dual training circuit the left wing tip of the Grob struck the rudder of a glider that had landed immediately before and had cleared off to the left of the vector.

Date 8 March 2008 Location Thames airfield Glider type Slingsby Dart
Nature of Flight Cross-country private
Pilot hours 127 Last 90 days 5.5
Injuries Nil Damage Substantial POB 1 Details available on CAA web site: No
Notes Upon returning to the airfield from a soaring flight, at low altitude, the pilot elected to complete a normal circuit rather than an abbreviated landing into a paddock near the airfield. The glider stalled and spun during the final turn crashing 10 m from the end of the runway.

Date 23 March 2008 Location Matamata airfield
Glider type Ka 6CR Nature of Flight Type conversion training
Pilot hours 52 Last 90 days 2.5
Injuries Nil Damage Minor
POB 1 Details available on CAA web site: No
Notes On the first takeoff in the glider the right wing of the glider dropped and the glider yawed right. The pilot recovered the wing drop but the glider yawed badly to the left. The pilot release from the tow and the glider ground looped at the end of the rollout.
Investigation suggests that cushions used for pilot comfort, as no parachute was available, may have allowed the pilot's seating position to move during the takeoff.

Date 24 March 2008 Location Omaka Glider type Blanik
Nature of Flight Training
Pilot hours 1700 Last 90 days 40
Injuries Nil Damage Nil POB 2 Details available on CAA web site: No
Notes During landing on the training flight the student flared a little high and recovered by moving the control stick forward too fast for the instructor to stop and the glider landed heavily.

Date 14 June 2008 Location Hororata Glider type Janus Ce
Nature of Flight Dual Private
Pilot hours 2482 Last 90 days 8.5
Injuries Nil Damage Nil POB 2 Details available on CAA web site: No
Notes On an otherwise normal approach and landing the undercarriage collapsed on touchdown. Inspection found a substantial amount of dried mud in the undercarriage bay, which may have stopped the undercarriage from locking properly in the down position.

Date 1 September 2008 Location Hororata Glider type LS4
Nature of Flight Local Soaring
Pilot hours 980 Last 90 days 11.5
Injuries Nil Damage Minor POB 1 Details available on CAA web site: No
Notes The undercarriage collapsed on landing. It was reported that people on the ground observed the undercarriage to be down prior to landing. It is thought the pilot may not have locked the undercarriage properly.

Date 27 October 2008 Location Lake Station Glider type DG 200
Nature of Flight Local Soaring
Pilot hours not supplied Last 90 days not supplied
Injuries Nil Damage not supplied POB 1 Details available on CAA web site: No
Notes After two aborted circuits, the already down wheel was lifted by mistake on the third circuit, resulting in a wheel up landing.

Date 27 October 2008 Location Lake Station Glider type DG 808
Nature of Flight Local
Pilot hours not supplied Last 90 days not supplied
Injuries Nil Damage not supplied POB 1 Details available on CAA web site: No
Notes Wheel up landing!! (The pilot has been asked for more detail on this incident. To date none has been forthcoming.)

Keith McIlroy

PRE-LANDING CHECKS & WORKING OUT SAFE NEAR GROUND SPEED

As the title suggests, we need to do our checks before we join downwind and commence into the circuit. They use to be called downwind checks but now we do them at the point when we have decided to break the flight off, usually 1200 ft to 1100 ft AGL, away and upwind of the Circuit Area. This will give us time to make decisions and, more importantly, gives us options.

Every flight has a Break-off Point, and it is at this point that we carry out our pre-landing checks S.U.F.B.

STRAPS	firm,
UNDERCARRIAGE	down and locked or fixed
FLAPS	set for landing
BRAKES	for operation (caution: do not extend brakes fully if out of reach of the field as a failure to close may create a problem – better to crack them open moderately only at this stage).

At our break off point we also give a radio call giving our height, position and intentions. Our next radio call will be on our downwind leg saying where we are downwind (either early, mid or late downwind) and whether we are flying a left or right hand circuit. Radio calls may vary from site to site but there is a standard pattern at ATC control aerodromes, which you will learn as a subject to gain your QGP. Your club may get you to do a course with a local aero club.

Airspeed

The other important aspect of our flight at this time is to consider our airspeed or *safe speed near the ground* (SSNG) and trim accordingly. *Never fall beneath this speed throughout the remainder of the flight.* Never break this rule at any time. We trim for this speed just as we trim for other parts of our flight.

On a day with a light winds we use the formula:

Vs + 10 kts + Half Wind Speed.

Vs standing for the stall speed of the glider we are flying at the time. Most gliders will stall under 40 kts. For example with a 10 knot wind blowing down the strip the SSNG for most training gliders would be

38 knots + 10 + 5 = 53 knots approach speed.

But on a gusty day or strong wind day we have to allow for a gust component to the formula:

Vs + 10 + Half Wind Strength + The Gust Component.

The reason for adding half the wind speed plus any additional gust is to allow for 'wind gradient' (decreasing wind strength due to friction closer to the ground) and in gusty conditions 'wind shear', with more dramatic and sudden changes in wind strength, creating a risk of loss of airspeed on final approach to below a safe speed if we have not already compensated by adding these extra knots to our approach speed.

For example if you had 20 knots gusting 30 knots, you would add Vs + 10 + ½ wind speed. That is 10 kts + plus 10 for the gusts (the difference between 20 kts and 30 kts), giving you an approach speed of 68kts. As we cross over the threshold and start into our round out we will need to ease this speed back so not to carry the potential energy into our touchdown with the risk of ballooning or structurally damaging the glider with a heavy landing.

Here are some safe habits to get into on entering the Circuit Joining Area and flying the Circuit.

1. Safe speed near the ground: Vs +10 + half wind strength. Trim and monitor this throughout the circuit.
2. Lookout.
3. Other traffic.
4. Radio calls at our break off point and on our downwind leg.
5. Identify wind strength and direction.
6. Identify our aiming point and be prepared to move the point if circumstances change.
7. Project and monitor our angle of 30° from ourselves to our projected centre line of our runway and be prepared to slightly alter course to maintain this angle.
8. Project forward to where our turn from downwind to base might be and where our turn from base to final approach might be.
9. 30° balanced turns.
10. Landing area obstructions.
11. Not take a thermal when we have started our downwind leg or be prepared to open our airbrakes on downwind if we need to wash off any additional gain in height.
12. On strong wind days you will need to add a gust component to your safe speed near the ground. You will also need to bring your base leg closer to the landing area, counteract drift on base leg and fly a steeper faster approach.

Safe flying and remember the safety of everyone in your club is your concern.

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.rbergersen@xtra.co.nz
Ph (027) 277 4238
Base Thames Airfield
Flying Weekends and Public Holidays

Hawkes Bay 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 Wisnewski 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 Phil Smith phil.r.smith@xtra.co.nz
Ph (027) 486-4761
Base Matamata Airfield, Ph (07) 888-5972
Flying Weekends, Wednesdays and Public Holidays

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

South Canterbury Gliding Club
Club Website www.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

Waipukurau Gliding Club
Club Contact R.D. Orr pat.rob@xtra.co.nz
Base Waipukurau Airfield Ph (06) 858-8226
Flying Weekends and Public Holidays

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, Puhi Puhi
Flying Weekends and Public Holidays

GLIDING NEW ZEALAND CLUB NEWS

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

AUCKLAND CLUB

Since mid January, the club has enjoyed a period of generally settled weather and it has been a buoyant season of flying for club pilots. Our aging winch has had a transmission overhaul and refitting led by winch-master Mark Ford, while the Pawnee tug has been on contest launch duty at Matamata during the February Soaring Centre competitions. The airfield is looking great, thanks to a pristine job on the mowing tractor by John Plunkett and others.

The leading club contest pilots again achieved podium finishes at the Soaring Centre, with Nigel McPhee, Lindsey Stephens and Patrick Driessen finishing the competition in that order despite Nigel not having won a day. Patrick having won most days missed out on the last day, with a difficult return to the field from the Tokoroa area. Maurice Honey, while flying consistently in the Sports Class for the greater part of the contest, had a bad last day with a landout and was tipped by Piako's Tim Bromhead.

The weather analysis which 'arrived' each day by email from David Hirst at his work desk in Auckland was kind for the greater part of the contest, although the last two days were casualties as a front moved south over the area.

As I write, the club is negotiating the purchase of an existing hangar which will house the club Pawnee and make the housing of club gliders in the larger club hangar a little less tight.

The first weekend of the Big Day Up promotion was unfortunately a washout 'up north' as the same weather system which cut short the Matamata competition produced a weekend deluge with strong easterly winds. The membership sub-committee of Greg Douglas, Rae Kerr and Doug Henry are hopeful that the second weekend promotion, together with local newspaper advertisements, will produce more prospective student pilots.

By the time you read this, the club will have had a March version of the Drury Comps, with Ross Gaddes, our club Captain, making the best of the last days of the northern soaring season in a home competition intended mainly for new club cross country pilots.

RTT

RNZAF AUCKLAND AVIATION SPORTS CLUB

Is it just me or has autumn just arrived in the winterless north? The temperature has dropped and the squally rainy weather has arrived. Soaring conditions have been patchy with rapid cycle times, clouds literally vanishing before our eyes. Still, we have had a good summer with good soaring conditions, enough to get the less adventurous stretching their wings and range. Good to see but we need to keep up the encouragement. Our venturesome two, Peter Coveney and Lionel Page had a go at Whenuapai – Kaikohe – Whenuapai. Almost, but both ended up in the same paddock near Ruawai.

Auckland: Nigel McPhee enjoys the view across to Tauranga above the Kaimai Waterfall.

Aviation Sports: Lionel Page and Peter Coveney's glider in the same field. Where is my retrieve crew?

Canterbury: Terry Delore and CJ McCaw, its cold up here!

Good effort and not easy up a narrow coast with the seabreeze waiting to come in and kill the day. An early start seems to be the key.

We have been hosting a number of ATC cadets. These young folk are a pleasure to take up, enthusiastic, ever ready to help and always polite. We are looking at ways of taking some of them further.

Our small contingent at the North Island Nationals enjoyed themselves although without major success. Simply being there was enough for many and others like Graham wished they had leave to get there. Steve Wallace flew all five days in a row, one flight per day for a total of 23 hrs 24 mins flying, he covered 1,518 km on task, his fastest speed was 106 kph over 318 km, his slowest speed was 74 kph over 293 km and his longest task was 372 km. He wondered if there was a better way to spend a week.

GL

CANTERBURY

Our summer camp at Omarama ended Waitangi weekend and several members took advantage of the northerly conditions prevailing on the Friday. Toby Read flew LS 6 GWC Omarama – Clyde – Glentanner – Omarama to complete his gold C with a diamond goal. Alex McCaw took off in the Hornet GOL, caught the wave and topped out at 22,000 ft for a diamond height. Not bad for a couple of 16 years olds who now have gold C's, diamond heights and goals. The same day 16 year old Hugo Miller soared the club Astir GPR on a five hour attempt but wisely decided to land after 3 hrs 30 mins because he was feeling tired, a sensible decision. He did however claim a silver height gain. Several other Youth Glide members made good soaring flights and all of them increased their flying hours and knowledge.

With all the Youth Glide successes it was pleasing to see a more mature member in the form of Jenny Wilkinson flying a 500 km out and return world record for women. Fantastic.

A westerly at Hororata on 22 February provided the conditions for Terry Delore to fly his Ash 25E GZF to Hastings and back, a distance of over 1,100 km. Accompanied by CJ McCaw they were airborne early and after a low struggle near Waipara not far north of Christchurch they finally got into the wave. The object of the flight was to fly to Hastings as a salute to old gliding friend Peter Lyons who was gravely ill. Terry said the North Island legs were a dream and he declared that he could have flown to Auckland had he wished. The return trip over Cook's Strait was done at 20,000 ft and both Terry and CJ were full of praise for the co-operation they received from the Wellington Air Traffic Controller. Their max altitude during the flight was just under 28,000 ft. Sadly Peter has since died and our club wishes to express their sorrow at his passing. He did much for gliding over the years and he will be missed by many in the movement.

Stewart

CENTRAL OTAGO FLYING CLUB

A wet end to summer has meant less soaring than usual this season, all very disappointing for those who itch for another ripper thermal day. I think we'll be waiting 'til spring now and will have to live on a diet of mainly wave for the meantime. But we have had a few highlights recently: In mid February we had a pleasant thermal/wave day which enabled some of us to fly down to Five Rivers (Southland's GC) and back in the Nevis wave. Pete McKenzie continued north to Mt Cook and back again which was an impressive flight. Mid March was our annual Glide-In at Alexandra, with visitors around the South Island attending. The weekend was fine and sunny although soaring altitude was capped by the strong inversion at 3500 ft. Still it was fun flying and the BBQ on Saturday night was very social. You're all welcome next year. Keep an eye on our website: www.cofc.co.nz

JR

GLIDING MANAWATU

The Kawhatau Camp is our annual highlight and this year had probably the best ever flying conditions. Nine days were all flyable, two mediocre and seven fabulous. On the top day, Friday 6th, we did 32 launches. Overall we had 264 hours of soaring between 14 gliders.

It was a scramble to get all the planes and gear up to Kawhatau (near Mangaweka) on the Saturday morning after a week at the Waipukurau ATC camp but our team rose to the challenge. Even on the Saturday with people arriving late several 2-3 hour flights were enjoyed. On the Sunday, 14 flights with 10 private and 4 club gliders enjoyed 2-4 hour flight times. On Monday there were only two out of 14 flights under 2 hours and three over 4 hrs. Tuesday brought strong westerlies, good ridge lift and we had the novelty of landing downhill, which worked well once Ross Perry duty instructor showed the way. And so it went on, with Friday and Saturday being huge days of thermals and long flights. A feature of this camp was that the gliders once launched stayed up, and we were able to launch 7 or 8 per hour and get everyone away in under two hours, just with one tow plane.

A highlight of the camp, sort of, was the acquisition of Lima Oscar, a Mini Nimbus from Taupo by Russell Richardson our hardworking CFI. Actually we thought he wasn't so hardworking when he shot off to Taupo for the day, but all was forgiven when he brought back his new toy, which he flew a few days later from our home base at Taonui. It is the only glider based there with winglets, so very distinctive.

ATC Camp has been covered elsewhere. However our club along with Taupo, Hawkes Bay and Waipukura provided twins, tow planes, instructors and tow pilots, which is a huge commitment. Often at committee meetings the need for third party liability insurance arises when we peruse the annual insurance forms. After Ypuk 2009 no one will dispute the need for it! I refer of course to the grass fire after the accident of KA. The accident also highlighted the need to ensure all club procedures and policies are in place and observed, to ensure that the all-important insurance is actually there. Accident aside, it was a great camp but after that week and then Kawhatau we were all a little worn out.

Since Kawhatau the weather has settled into a pattern of wet weekends and fantastic weekdays. We are currently flying an ATC group from Wanganui over two weekends and later in April will host the Air Scouts. Autumn is here but there is still plenty of good soaring to be done before winter arrives. Craig Hunter has continued to show the way to the ridge and several others have been inspired to follow. Roll on more westerlies!

Michael O'Donnell

MARLBOROUGH

The relatively mediocre season continues, with most pilots moaning that they have not yet had the sort of great flying that we normally expect from summer.

Our annual Waitangi Day weekend saw five visitors and a lot of activity

Regular Club News *continued on page 47*

WAIPUKURAU ATC CAMP. 25TH - 30TH JAN 09

A glider crashed and burned on day one, resulting in a large grass fire the size of the airfield, we had four out of five fantastic soaring days in the sun, we had a great group of cadets; for drama, excitement, guts and glory, the 2009 Waipukurau ATC camp had it all.

For the second year the camp was held in late January, in order to avoid the historic big winds of early December, and it paid off with superb soaring conditions. On day one, supported by instructors, gliders, tow planes and tow pilots from gliding clubs of Manawatu, Hawkes Bay, Waipukurau and Taupo, flying commenced about 11 am. Cadets were assigned to each glider and each club provided their own instructors. Our first day's flights averaged 32 mins and the day proceeded as days at the airfield do, with a very light wind change causing a change of ends, taking off and landing to the south. It was very hot, and the grass was very dry and brown…

About 1pm we heard a radio call over the loudspeakers from Kilo Alpha, the HB club's Ka13, "late downwind, ah, low". There was something in the tone of voice that got everyone's attention and we were horrified to see KA just behind the clubhouse, about 30-40 ft up, heading down the perimeter on the outside of the fence, and about to disappear behind the line of hangars. All the glider pilots on the ground were willing him to turn in, but the nose went down, the nose went up and then he dropped behind the hangars. A sickening crunch and crash, a cloud of dust, and silence. Twenty people ran and about ten didn't. Within minutes a runner returned to say the two occupants were fine, just walked away, and the relief was palpable. By then we had a plume of smoke, in fact about 30 seconds after the crash, which grew and grew.

Within five minutes there was a major fire underway, the crash having brought down the power feed to the airfield, and the grass, tinder dry from the Hawke's Bay drought, just went up. Very quickly a nearby transformer on a pole caught as well and we had black oily smoke added to the mess. At this stage the fire was outside the perimeter fence, while the crashed glider was just inside the fence, nestled up against some yards and a hangar. However a swirl of wind, and fire threatened the hangars and a few cars including mine, and within seconds it had raced across the grass into the airfield. Panic as planes were hauled out of hangars, cars moved, and poor old Kilo Alpha was engulfed by flames. Ambulance, Police, and eleven fire trucks were soon all over the place, and then someone realized the grass fire was only metres from the AVGAS tank. More panic!

There were some amusing little side incidents. Fielding's twin NP was airborne at the time with Phil Pearce instructing the last cadet Andy of our group. They were doing lazy turns down to circuit height after a very good flight, and preparing to land. As they turned, the wing obscured Phil's view of KA and Andy remarked in a very matter of fact voice, "That glider's crashed!" To Phil's horror he was right, and they had a grandstand view of the show, but a few anxious moments until landing to learn no one was hurt. A little later the cadet who had been in the crash was noticed just wandering around on his own, all the adults around him busy giving/taking statements from the police, but not looking after him. That was soon remedied, but statements and paper was the name of the game. There soon arrived more 4WDs with official logos on than you see in Feilding on a Friday night. One guy from the Rural Fire people was heard to say "Who's gonna pay for this?" and this while the fire was still burning!

The photos show the extent of the fire, houses and nearby businesses were threatened, roads were closed, and the incident made the evening news on One, but mainly the fire aspect was emphasized. Power to the airfield was knocked out, back to jerrycans. Gliding ended for the day, and the post mortems began…

The next day was not so good for flying, but as all the cadets had elected to stay after talking to their parents, we were keen to fly. It was a day for guts. The cadet who had been in the accident (nicknamed Crash by the others) was first up and I had the privilege of taking him up. He was understandably nervous and it was a lousy non-soarable flight in heavy sink, but we did a nice high approach to rebuild confidence and he was fine. It was pretty special flight with a truly courageous kid. We did another couple of flights, but it was more of the same, and the wind increased to an unacceptable strength. So after lunch Sid from the Taupo Club introduced the cadets to the joys of 'ground flying' and they all took turns keeping the wings up. So all in all, a good day considering the previous one.

The next three days were just outstanding. Our cadets had great soaring, with six and eight knot climbs right around the circles, fantastic for learning as flying in lift is so forgiving of mistakes. Average flight times were 35-42 minutes, except for Thursday, when they all had two shorter flights each. While none of the cadets soloed, many made excellent progress and we hope to see them at subsequent camps or at our clubs, perhaps as junior members.

Stuart Anderson, one of the Feilding tow pilots, is a helicopter pilot from Ohakea and he arranged to get 'picked up' after a day's flying. So he put on all his kit, walked out to the grass and while the Iroquois hovered overhead, he was winched up and away. Much better than driving home, and a real thrill for the cadets, something to inspire them.

So after a spectacularly bad start the camp ended on a very high note. It was very humbling to be part of such a large group of enthusiasts who gave up so much time and energy, to ensure that 15 cadets could pursue their dreams of flight. Unfortunately that part, the good stuff, did not make the six o'clock news!

Michael O'Donnell

Regular Club News *continued from page 45*

over three days, but also a lot of frustration. On the Friday we had twelve gliders scattered from the Nelson Lakes to the Two Thumbs Range near Lake Tekapo, but most could be heard complaining about the difficulty of getting high and staying high. All made it safely home. From then on the weekend went downhill. On Saturday five of us struggled to stay airborne before the day finally developed and permitted some reasonable flying. The wiser pilots chose to go boating or hay collecting. Sunday dawned with great promise and 10 gliders attempted the day and all failed miserably. Best distance for the day was about 5 km. Best climb was about 500 ft. Highest speed was 75 knots (on aerotow).

The poor season continued during the annual Nelson Lakes outing. About four of us spent a day or three flying from Lake Station, but poor weather precluded bringing back any tall stories to tell at the bar.

On the positive side, Carl Jackson's Nimbus returned from a lengthy repair job and is now picketed out during the week ready for some serious wave hunting. Andy Whyte has returned from Australia to try some more soaring. And we have had some very busy weekends (which might help pay for a cracked cylinder on the tow plane).

Mike Dekker managed to contact the Waihopai Valley wave, go up through a hole in the cloud, and ask for clearance to track southwest away from all the nearby controlled airspace. He then discovered that it was 8/8ths cloud in most directions and proceeded to stress out the controllers by asking for permission to go off in all sorts of unexpected directions so that he could maintain visual contact with the ground.

Carl Jackson found wave south of Nelson and was amused to hear the Airways controller refuse to let Jerry O'Neill into the same airspace because "there is already another glider in there". Carl diplomatically told them that he could see Jerry down below and was quite happy to share the airspace. Ironically, a few miles further north, a different controller on a different frequency was happy to let Mike Dekker into a different patch of airspace in the same wave amongst the Nelson arriving and departing traffic – even without a working transponder.

So, it has been interesting, even if unspectacular. Let's hope the dying days of the soaring season bring up a few pleasant surprises.

Mike D

NELSON LAKES

My lawn is lush and green, and overdue for a mow, confirming the lack of strong thermal conditions (brown dead lawn) that we Nelson pilots expect at this time of the year. Nevertheless it has been a busy time for our club recently. Our annual flying week began on the 21st February with a good turnout. It was great to see 30 planes parked

South Canterbury: These wonderful photos were taken from my LS3 LP on 13-01-09. I was flying from Wardells during the South Canty Clubs Christmas camp. JR and I fly with South Canty Club at Wardells regularly.
The pic of the valley is looking south from Mt Earnslaw. Rees River on the left, Dart on the right. The small lake is Diamond Lake with Wakatipu behind Mt Alfred. The other pic is looking north at Earnslaw (in cloud) and the Earnslaw glacier. Mt Aspiring is just to the right of the second peak. Pete McKenzie.

at the strip. Not so many in the air though. For the first time in four years the weather was a bit fickle, so instead of pilots hermiting away in their cockpits over the mountains for hours on end, much time was spent on the ground socialising.

The following week saw six keen ab Initios attend our learn-to-fly course. The course was ably and energetically run by Jerry O'Neill and Frank Saxton with other club members providing support. These courses are getting more professional every year and very worthwhile, according to student feedback. As a direct result the Nelson club has four keen new members and Canterbury two, so they are an effective recruitment strategy also.

The fortnight of solid activity was finished off with our open weekend which was moderately successful, launching fifty public members into the yonder, all to return with a large grin.

Thanks to all this intensive flying we now have several skilled and confident operators for our new winch which requires very sensitive throttle control. With 300 horsepower attached to the

Nelson Lakes: Vintage rally participants at Nelson Lakes

Southern Soaring: Roel de Kruyff in Southern Soaring's Duo Discus in the Waitaki wave. Taupo: Flying Proms, Tim Norman

belly of your ship you sometimes feel more astronaut than glider pilot!

It's great to see club members cooperating to overcome problems and achieve results while continuously improving procedures and equipment. Long may the enthusiasm last!

Perhaps my lawn will die in March.

PIAKO GLIDING CLUB

Our week sojourn away from our home base to Raglan airfield on the west coast proved very successful, especially in terms of promoting gliding and offering 'glider flight experiences' to the public. The general public's expectations are extremely high and the 'flight experience' is really the easy part. However, managing the queues of people on the ground proved to be relatively tricky i.e. right passenger in right glider at the right time etc. with the duty pilot acting more as shepherd! We are always learning lessons on how to handle these excursions and basically there is an awful lot of planning, executing and recovering from such a jaunt, but the rewards are worth all the hassle.

Congratulations to all those who took part in the National Sports Class competition. A particular well done to Tim Bromhead who having entered only his second competition took first place! Matamata Soaring Centre organised a parallel competition for the second week of the National Champs, which was well attended and helped bolster glider numbers and added extra atmosphere (metaphorically speaking). As an additional benefit the weather complied with the two week event, even NZ Airways endeavoured to allow some freedom that only a short time ago was taken for granted.

Not forgetting the grass roots level of club activities, Neil Raymond and Josh Money both flew their first solos and new entrants for the 'A' syllabus course have been welcomed. Invites will be sent out to other clubs to join us over the Easter break for some aeronautical frivolities. There are a few corporate days to be catered for as well, which again are always welcomed by the club treasurer!

Dom

SOUTHERN SOARING

The first few months of 2009 have seen some spectacular soaring conditions. During March, we had climb rates of 22 knots over the Aviemore Dam in the best south-west wave conditions we have seen. On another flight, Les Lamb got to see first hand how powerful the New Zealand wave can be when he climbed to 17,500 feet in just 23 minutes from takeoff. In mid-February, Adam Dalziel did a 1000 km flight in some excellent north-west wave – a great effort.

During this period we had our first double mountain soaring course when Pat Hickey (USA) and Chris Wick (UK) joined us at the end of February. Other clients completing mountain soaring courses included Joacim Linde (Sweden), John Marsh (UK) and Graham Wells (UK). Although Graham has experience as a helicopter pilot and owns a Tiger Moth, he came to us after doing only a small number of glider flights in the UK. In his first flight out of Omarama, he more than doubled his total gliding hours.

Pilots taking part in learn-to-fly courses have included Tim Elworthy (UK), Karen Butler (USA), Herman Franco (USA) and Roel de Kruyff (Luxembourg). Tim is an ex-RAF Phantom pilot and former Director of Royal Travel.

It was a pleasure to have Ralph Bowsfield back. Ralph flew our ASW28 for much of January and the first week of February.

One of the highlights each week has been our Thursday night dinner when Darren Smith expertly sits a large seasoned chicken (killed and plucked) atop a half-consumed can of beer before putting it in the barbecue for an hour. This is often complemented by a superb piece of corned beef cooked by Don Mallinson or trout caught by Les Lamb or Gavin Wrigley. The food is almost as good as the flying.

Chris

TARANAKI

It's been a good few weeks for us. We had a great weekend at Te Wera, an exciting place that is on the list for future trips. The hills look a bit sharp all around but the thermals were rather good at times and some long flights happened on both days. Thanks to Will and Sam Hopkirk for their kindness in making the airstrip and the farm shearers' quarters available.

Having checked out Whangamomona as a turnpoint, it wasn't long before Tim Hardwick-Smith declared it as a remote finish for a silver distance from the Egmont National Park bush-line, flew the course and then flew back home to Stratford. This, if accepted, will be the first silver badge distance flown in Taranaki. There are some more 'firsts' to come as soon as people get around to doing them. Steve Barham is poised to add to them as soon as he finds more thermals to join together. Congratulations to Will Hopkirk for converting to the PW5 in fine style and thus providing competition to Steve for use of the aircraft. The other day Will found a thermal that wasn't there and had to land the PW5 in a paddock near Midhirst, handling the situation with characteristic aplomb. The fact that the Discus and the Twin found plenty of thermals that were there did cause him to wince a little. The flying referred to in this paragraph was during the week and the lads are both happy with making the effort

Taranaki: L The Blanik about to launch. M The Te Wera strip from the Blanik. R Approaching Whangamomona Photo: Richard Arden Tim about to take the late Rex Kilsby for a trial flight. (It was a good one too). Photo: Peter Miller.



Vintage Kiwi: L Opening of Bruce Brockhoff annex at Baccus Marsh. C The Weihe before it stretched in the rain. R Wellington: Kapiti Island

and with the results.

The Sunday of Taranaki Anniversary weekend saw ten cadets from the No 8 New Plymouth squadron ATC having glider flights. It all went well and there would have been twelve flown had the tow plane harness lap strap not broken. We welcome the renewed association.

Welcome to David Drummond and Graeme Prankerd who are going through the hoops as tow pilots.

All in all, the club is going well and we look forward to good things to come.

PJM.

TAUPO

Good soaring weather has kept the tow plane busy over the past month. Congratulations to Vic Shaw on his QGP and Murray Connell for passing his QGP ground exams. All that is needed now is for a few more hours and we can enjoy another shout as Murray too gains his QGP. It's feast or famine as it has been some time since we congratulated new QGPs.

Well done also to Bill Kendall who has re-joined the ranks of tow pilots after a number of years out of the tow plane cockpit.

The main event in February was the Flying Proms held on and near the Centennial airfield organised by an enthusiastic group of club members. While not a club event in the truest sense its success is very much due to the generous assistance by club members in helping run the event.

The Flying Proms concept is to have a low and slow flying display set to appropriate music during the afternoon followed by a 'proms' type musical evening with upbeat 'classical' and contemporary music rounded off with a fireworks display. The Royal New Zealand Air Force band (ably assisted by the Taupo Big Band) provided plenty of musical entertainment both during the air show segment and later for the Proms evening performance.

Many agreed that one of the highlights of the flying display were the two Taupo Gliding Club gliders and their demonstration of high speed runs and tight and graceful aerobatics, all in near perfect time to the music. Well done the two Toms. For me the RNZAF Red Checkers display near dusk with position and landing lights on was very special.

The club earns a most welcome contribution for providing the workers and airfield venue. Hopefully there will be another event in 2011. The publicity of the show and the drawcard of the many visiting aircraft is all most welcome in showing potential members the depth of our activities.

There is still plenty of soaring to be had before the weather starts to turn so come on out to Centennial Park when you are visiting Taupo, you can be assured of a warm welcome.

TN

VINTAGE KIWI

It was, I believe, politicians or devious members of their staff who came up with 'spin' as a means of getting off the hook with news or a problem that they would rather not have experienced. Although to a glider pilot the idea of having a 'spin', particularly to get off the hook, seems highly undesirable, I will nevertheless adopt the technique on this occasion.

"Our rally at Nelson Lakes GC, combined with the club's flying week, the annual visit of the Canterbury GC, Omarama GC, and sundry members of other clubs all of whom have VK members as 'sleepers', was highly successful despite the weather, the sun appearing specially on a short occasion, as did the mountains, for the first airfield visit of a Weihe for many years to be recorded. A wide range of gliders were also in attendance from vintage, classics that predominated, and the later offerings from manufacturers currently eyeing the future with great interest."

To return to reality, I believe the only flight of any note, by which I mean deliberately getting out of sensible gliding distance of a circuit (this to cover one or two pilots who pushed their luck locally), was that of Chris Garton in his ASH 25, who disappeared and actually returned to some expressed surprise. At the other extreme, Robert Smits managed a great circuit in beautiful surroundings in his Ka6e brought from Auckland specially for the occasion.

The Weihe, for me at least, created the only problem that could have led to a real 'spin', or other unpleasant events. It showed its displeasure at being left out overnight in the cold and heavy rain, with clingfilm wrapped over its private parts, by appearing in the morning looking like a body submersed too long in water. The fabric that had tested "OK" in the workshop had expanded overnight, only to regain tension when the sun came out for the photo. As this characteristic has more than a few aerodynamic disadvantages, the Weihe was 'sectioned' and escorted under cover back to the workshop for an investigation, recovering, and a damn good talking to.

No 'spin' is involved when I say that the Nelson Club were, as usual, excellent hosts, and it must have been very disappointing for them when towards the end of the week gliders started on 'outs' never to return, at least in the current week. We look forward to them arranging better weather next year.

See over for report on Raglan.

ID

Wellington: An ordinary flight from Paraparaumu. Wellington's West Coast from the air. Photos Hamish McCaw




VINTAGE KIWI RALLY AT RAGLAN

A very important component of Vintage Kiwi's activities is organising rallies where members can get together and enjoy their vintage sailplanes, to fly together, discuss and relax – all in an environment removed from usual camps or competitions. It is also another good occasion to meet up with people from other clubs. With no doubt these objectives were achieved when we organised a 3-day event at Raglan airfield in the Waikato district at the West Coast. The airfield is beautifully situated just beside a family-friendly camping site, a three minute walk from the village, beaches within an arm's length and a ridge-lifting and thermal-popping hill just a few km's away. Excellent!

We got the airfield booked for ourselves and Friday 14th November VK members started arriving. For the occasion we had three tow planes available, the Wilga from Norfolk Road Aviation Sports club, John Pheasant's Tiger Moth ZK-BFF, and newcomer Andrew "Skippy" Hope with his Citabria from Ardmore. Gliders present were Robert's Sagitta, VK Syndicate's Ka-8 "Elle", no less than two Blaniks from Norfolk Road, and another two ASW-15's from the same club, Greg's Dart-17R, John's Ka-6, Neville's Piccolo and a few others. Bernie Massey flew in with his Sting.

Refuelling arrangements for the tow planes were made with Te Kowhai airfield, or just going to the local pump for the Tiger Moth.

On Friday night World Record holder Murray Wardell held a very interesting lecture about flying at the West Coast in our provisional headquarters, and was able to hold everyone's attention into the late hours. Saturday night everyone enjoyed a great BBQ party on the camping site.

With lunches served on the field and being lucky with the weather the flying was excellent. Quite a few hours were clocked up by everyone. A large delegation came and visited on Sunday; combined with several people flying in and out the social side was very enjoyable too. A lot of the success was thanks to Norfolk Road Aviation Sports Club, providing a tow plane and four gliders. With a few club two-seaters present flying could be offered to all our visitors (and there were a few!) and the club did good business flying trial flighters coming through from the camping site!

VK will definitely organise another long weekend of flying at Raglan in November 2009.

RS

GNZ AWARDS & CERTIFICATES
FEBRUARY 2009 – MARCH 2009

GNZ AWARDS OFFICER
Edouard Devenoges
Ed's contact address is gnzawards@xtra.co.nz
40 Eversham Road, Mt Maunganui 3116.

QGP				
3050	Hadleigh Bognuda	Auckland	15/01/09	
3051	Steven Ford	Southern Soaring	29/01/09	
3052	Stephen Dvorchak	Glide Omarama	30/01/09	
3053	David Rhys-Jones	Glide Omarama	30/01/09	
3054	Alexander McCaw	Canterbury	28/02/09	
3055	Victor Shaw	Taupo	25/02/09	
SILVER DISTANCE				
	Alexander McCaw	Canterbury	19/01/09	LS4
	Vivienne Bryner	Central Otago	31/12/08	Astir CS77
	Steven Green	Omarama GC	07/02/09	LS6
	Tim Hardwick-Smith	Taranaki	26/02/09	Discus B
SILVER DURATION				
	Richard McCaw	Canterbury	15/01/09	Discus 2c
	Matthew Aldridge	Canterbury	01/01/09	Astir
	Vivienne Bryner	Central Otago	19/01/09	Astir CS77
	Donald Howard	Canterbury	09/11/08	T-65-A Vega
SILVER HEIGHT				
	Matthew Aldridge	Canterbury	01/01/09	Astir
	Vivienne Bryner	Central Otago	19/01/09	Astir CS77
	Jonathan Burnett	Nelson Lakes	02/02/09	Grob G102
	Colin Bryan	Auckland	21/01/09	Ventus a
SILVER BADGE				
1131	Richard McCaw	Canterbury	15/01/09	
1132	Alexander McCaw	Canterbury	10/02/09	
1133	Vivienne Bryner	Central Otago	12/02/09	
1134	Steven Green	Omarama GC	19/02/09	
1135	Colin Bryan	Auckland	09/03/09	
GOLD DURATION				
	Donald Howard	Canterbury	09/11/08	T-65-A Vega
	Richard McCaw	Canterbury	15/01/09	Discus 2c
	Matthew Aldridge	Canterbury	01/01/09	Astir
	Vivienne Bryner	Central Otago	19/01/09	Astir CS77
GOLD HEIGHT				
	John McCaw	Canterbury	01/01/09	Grob G102
	Alexander McCaw	Canterbury	19/01/09	LS4
	Robert Mollard	Omarama GC	08/01/09	LS6c
	Colin Bryan	Auckland	21/03/09	Ventus a
	Vivienne Bryner	Central Otago	31/01/09	Astir CS77
GOLD DISTANCE				
	Donald Howard	Canterbury	09/11/08	T-65-A Vega
	Alexander McCaw	Canterbury	19/01/09	LS4
	Vivienne Bryner	Central Otago	19/01/09	Astir CS77
	Tobias Read	Canterbury	06/02/09	LS6
GOLD BADGE				
303	Donald Howard	Canterbury	13/01/09	
304	Richard McCaw	Canterbury	15/01/09	
305	John McCaw	Canterbury	10/02/09	
306	Alexander McCaw	Canterbury	10/02/09	
307	Tobias Read	Canterbury	28/02/09	
308	Colin Bryan	Auckland	09/03/09	
309	Vivienne Bryner	Central Otago	11/03/09	
DIAMOND HEIGHT				
	Robert Mollard	Omarama	08/01/09	LS6c
DIAMOND GOAL				
318	Donald Howard	Canterbury	13/01/09	T-65A Vega
319	Alexander McCaw	Canterbury	19/01/09	LS4
320	Vivienne Bryner	Central Otago	19/01/09	Astir CS77
321	Tobias Read	Canterbury	06/02/09	LS6
DIAMOND DISTANCE				
135	Paul Barrett	Canterbury	07/01/09	Grob Speed Astir 2B
136	Mark Aldridge	Canterbury	01/01/09	DG400
THREE DIAMONDS				
114	Paul Barrett	Canterbury	19/01/09	
115	Mark Aldridge	Canterbury	08/02/09	
1000KM DIPLOMA				
38	David Tillman	Omarama	01/01/09	ASH26e
39	Adam Dalziel	Southern Soaring	28/02/09	LS4
NZ RECORD				
500km O&R Speed	Jenny Wilkinson	Ventus 2b	07/01/09	157.97km
WORLD RECORD				
500km O&R Speed	Jenny Wilkinson	Ventus 2b	07/01/09	157.97km

AIR NZ CROSS COUNTRY CHAMPIONSHIPS				
	Alexander McCaw	LS4	301.5	565.5
	Tobias Read	LS6	313.1	557.9
	George Deans	DG 808	320.4	417.6
OPEN CLASS				
	Douglas Hamilton	ASH25	1504.3	2374.7
	David Tillman	ASH26e	1004.1	1551.6
	Mark Aldridge	DG400	501.3	893.3
	Alexander McCaw	LS4	301.5	565.5
	Tobias Read	LS6	313.1	557.9
	George Deans	DG 808	320.4	417.6

GNZ members are eligible for one free non-commercial classified advertisement per issue. Deadline for receipt of advertising for our June issue is 22 May 2008

SoaringNZ and the GNZ Website Classifieds are linked. 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

SAGITTA ZK-GDO • 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, e-mail: g-p-white@xtra.co.nz, phone 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, e-mail: Erinpac@xtra.co.nz, phone 06 876-7437.

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 Trailor. Currently based in Omarama. contact: wingswinewomen@gmail.com

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

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

LS6C • Fully equipped, Cobra trailer $130,000 Phone Ivan Evans 03 539 6232 email:ivan@ts.co.nz

TAUPO CLUB MINI-NIMBUS • 15 Meter flapped sailplane. Cambridge LNAV & GPS, Terra Transponder, Winglets, Tinted Canopy, Discus Adjustable Seat, 42:1 glide ratio. None of which is appreciated by my wife who will divorce if not sold. This glider is in excellent condition & ready to go. I can't fly 2 gliders so best offer gets a bargain. Rob 021 324 232

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

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

COBRA 15 GLIDER (ZK-GJE) 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: $17,000 ono. Contact Russell Jones, 09 527 3430 or email: PrismConsult@gmail.com

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

JANUS GLM (S/N54) - WELLINGTON GLIDING CLUB

Janus 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.tucker@xtra.co.nz)

STD CIRRUS (ZK-GHD) • Only 1300hrs - PRICE $23,000.00 or NEAR OFFER Good condition, parachute good trailer, Phone Ian Barber Phone 04 904 9443 evenings or email ian.barber@paradise.net.nz

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

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

ASW20F GRP • $44,000 Undamaged glider, manuf. 1980, 2000 hours, empty weight 261kg, standard avionics plus transponder and 302&303 Cambridge incl. handheld mounting system, parachute, oxygen, watering system, Komet trailer, ground gear, wing cover (linen), glider is ready for competition. Rego NOT included. Currently based in Tauranga. For more details contact 021 689 592

HANGARS

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

OMARAMA HANGAR • 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, E: garry@walaw.co.nz phone 03 348 9246

OTHER

VOLKSLOGGER in good working order, please contact Mark on 0274 508 505

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

WANTED

URGENTLY • One only size A aviation oxyygen cylinder, used or new, with or without valve. Contact: Paul Barrett by e-mail: paullinda@xtra.co.nz or phone 03 318 1331 evenings.

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

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