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Soaring NZ

YOUTH SOARING DEVELOPMENT CAMP

NORTH ISLAND REGIONALS

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issue 26 february/march 2012

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REGULARS

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from the editor

february/march 2012

A Special Flight with my Son

Mt Aspiring from the air is the most awesome piece of rugged countryside I have ever seen. There is an astonishing ice plateau, a huge stretch of white snow, the scale of which is nearly impossible to comprehend, until you see the tiny shadow of your glider against it as you fly only a few hundred feet above it. Suddenly, the sheer size of everything jumps into focus. Massive waterfalls tumble hundreds of metres into a hidden valley which moments before you'd dismissed as a bit of a gully. The terminal wall of the ice isn't mere metres high; it's at least a hundred. And the small cloud you can see curling down off the edge... when you cross that ridge you are going to plummet.

Thankfully I wasn't flying this adventure on my own.

I'm not quite sure what I'd done to deserve it but out of the blue one morning at Omarama, my son Alex announced that since no-one else was flying the Janus, he'd like to take me on a cross country. For all that we've spent a lot of time together at gliding sites since he's learnt to fly, we haven't flown together much. I did have the honour of being his first passenger (very pleasing) but most of the time we've been too busy doing our own thing to even think of flying together. With a fantastic weather forecast, a glider to ourselves and the whole sky to play in, we decided on the 'south a bit,' type task setting of a certain record setting friend of ours. Very soon after getting airborne, this gelled into a Mt Aspiring - return.

The day was spectacular. It was the week before Xmas, a week that John Robinson, in his story about flying from Alexandra on page 40 thinks was the best gliding in years. Cloud bases were well above 10,000 feet, possibly about 14,000. We had no oxygen gear, not expecting to need it and reluctantly left good climbs well before they topped out.

We headed off across the Ahuriri and the Dingle to Lake Hawea and from there it was unfamiliar territory for me. Alex is training to get his instructor's rating and from what I can tell from flying with him, he's going to be very good. He would be explaining where he was aiming for and why and all of a sudden break off and say, "You can tell me to shut up if you want to Mum." Why would I want to do that? I was flying with one of the top cross country pilots in New Zealand. The insights were fascinating. And this was my son.

I was basking in that most extraordinary feeling of happiness that parents get when they see their kids achieving something wonderful. I love that my boys have taken to gliding and love it as much as John and I ever did. Having been brought up on airfields, there was always the chance that they'd hate it and want nothing to do with it. The fact that Alex has made gliding his sport and is proving to be so good is just a wonderful bonus. Yes, I should have been on top of the world.

Sadly I was also suffering that peculiar sensation of joy and distress that I suspect can only be felt by glider pilots. In spite of loving the flight, the scenery, the company, the whole everything, I was starting to feel really ill.

It was hot, it was a thermal flight and because it hadn't seemed to matter at the time we were getting ready, I wasn't sitting on any cushions and could barely see out of the back of the Janus. This all added to my discomfort. I had flown a little in the beginning of the flight, but once we were over the tiger country of the McKerrows, getting high and staying there was crucial, so I was happy to let Alex take over. Which all meant that by the time we were actually approaching Aspiring itself, ready for that one time only skim across the plateau, all I was really concentrating on was making sure I had my plastic bag at the ready.

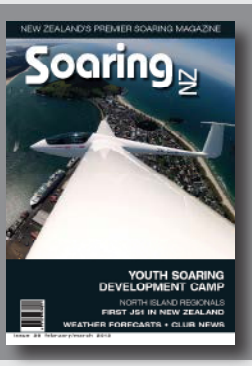
That plummeting bit off the edge of the plateau turned out to be the trigger. The steep climb back in our last marked thermal to get us back onto the tops was... unpleasant. But... bag carefully dispatched through the window, by the time we were heading home I was fine.

And I wouldn't have missed this flight for the world. I was flying in some of the country's most spectacular scenery with one of our top young pilots. All glider flights can be joyful and fun but this one was especially so, because the pilot in command was my son. I'm sorry Alex if I've embarrassed you by printing this. Please don't let it stop you taking me for a flight like that again, because I can honestly say that this flight was one of those special times that I will remember for ever.

Happy flying everyone.

Stay Safe.

Jill McCaw



Summer soaring over Mt Maunganui.

Photo Derek Wagstaff using a GoPro camera.

next issue

The Multi-class Nationals from Matamata and the Club Class nationals from Omarama.

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

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The story on the T31s, ZK-GAD and ZK-GAI has stirred memories and brought forward further information on these gliders. Thanks John Bushell and Tony Ryan for taking the time to write. – Ed

I own one

I read with interest the article by Peter Layne "Whatever happened to those mysterious Slingsbys". I now own one of the T31s mentioned ZK-GAD (Rosie) and have done for a number of years. The aircraft was restored by Charlie Liddell and Phil Chinnery – Brown in the late '90s. It has flown 45 minutes since then. I did the duplicate inspections for Charlie for those two flights!

I am slowly getting the aircraft back into flying condition and hope to get it painted this summer. GAD is currently located in The Sport and Vintage hangar in Masterton and I live in Greytown.

John Bushell

Early Flights

I was surprised and pleased to see a photo of ZK-GAI in your December issue as I did all my own early flights in this glider as a pupil at the old Upper Valley Gliding Club (now known as Gliding Hutt Valley). The name 'Buttercup' always seemed odd considering the blue paint job. We tended to call it 'Butterbox', which was hardly more appropriate – except that it flew only slightly better than a butterbox would.

According to my log book, my first flight in GAI was on 20/11/1960 (ten minutes) and my last flight in it was 22/9/1962 for 36 minutes, which included a little thermalling. After that, my club bought a K4 Rhonlerche, GCK and I completed my training up to and beyond solo in that glider.

We kept GAI for some time before selling it on to another club, although I have forgotten which one. Your photo must have been taken after we had GAI, as it shows the hinged canopy, which we ourselves fitted to this glider – when we bought it, it had the original two small "aero" screens, one for each cockpit. I used to have a photo of my late wife – in helmet and goggles – sitting in the open front cockpit when she was about to go up for our club's first-ever passenger flight, which was in fact GAI's second or third flight for our club. That was before my own first flight in GAI.

I recall that aileron control was terrible when on aerotow, although it was not too bad once off tow. GAI was fitted with spring-loaded spoilers on the wing upper surface which were reasonably effective.

Tony Ryan

Excellent Mag

I just wanted to let you know how much I enjoy getting and reading SoaringNZ magazine. I am a relatively low-time glider pilot, but am constantly inspired, informed and amused by your excellent mag. I'm sure it is a thankless task at times, especially on top of everything that Christchurch is going through at the moment, but please keep up the good work - it is much appreciated around the traps.

Hugh de Lautour, Taupo

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

CONTINENTAL RECORDS

The new Continental records have been in force since October 2011 and can be found in both the general and the gliding section of the Sporting Code (SC3). Continental records can be flown on six continents: Africa, Asia, Australia & Oceania, Europe, North America and South America. Considerable work has gone into setting up lists of minimum performances for every continent, for all record types and classes (altogether more than 800). These lists are published on the IGC website in the document section. The lists are still preliminary while some crosschecking of the record lists of national aero clubs occurs.

Hanno Obermayer, one of the people behind the project says, "Record flying is an extraordinarily important part of our sport's activities. The introduction of Continental Records is a challenge to revitalise record flying on all continents and is in line with IGC policy for the development of new opportunities."

As we went to press, the FAI had received the following claims. The following five claims were all flown from Bitterwasser in Namibia and include a European, three African and two feminine records. SoaringNZ will leave it up to our readers to decide just how relevant these new categories may be.

EUROPEAN RECORD CLAIM:

Sub-class: DO (Open Class Gliders) Category: General
Type of record: Speed over an out-and-return course of 500 km
Course/location: Bitterwasser (Namibia) Performance: 167.18 km/h
Pilot: Laszlo Hegedüs (Hungary) Glider: Nimbus 4 T
Date: 02.12.2011 Current record: no record set yet

AFRICAN RECORD CLAIM:

Sub-class: D15 (15m Class Gliders) Category: General
Type of record: Free distance using up to 3 turn points
Course/location: Bitterwasser (Namibia) Performance: 1152 km
Pilot: Johan Luyckx (Belgium)
Glider: LAK 17 15m
Date: 20.12.2011 Current record: no record set yet

AFRICAN RECORD CLAIM:

Sub-class: DO (Open Class Gliders) Category: General
Type of record: Speed over a triangular course of 750 km
Course/location: Bitterwasser (Namibia) Performance: 158.72 km/h
Pilot: Laszlo Hegedus (Hungary) Glider: Nimbus 4 T
Date: 24.12.2011
Current record: no record set yet

AFRICAN RECORD CLAIM:

Sub-class: D15 (15m Class Gliders) Category: Feminine
Type of record: Speed over a triangular course of 750 km
Course/location: Bitterwasser (Namibia) Performance: 126.48 km/h
Pilot: Susanne Schödel (Germany)
Glider: Ventus 2 CXM
Date: 30.12.2011 Current record: no record set yet
Sub-class: DO (Open Class Gliders) Category: Feminine
Type of record: Speed over a triangular course of 750 km
Course/location: Bitterwasser (Namibia) Performance: 126.48 km/h
Pilot: Susanne Schödel (Germany)
Glider: Ventus 2 CXM
Date: 30.12.2011 Current record: no record set yet

DESIGN AN AEROPLANE
(PAINT JOB)

Pipistrel has announced a unique chance to design the livery for the Panthera, their latest aircraft. Anybody can participate and it could be worth your while. The prize is 1000 EUR and the artist's signature on the aeroplane itself.
For more information see Pipistrel's Facebook page.

NELSON LAKES GLIDING CLUB has a new web site glidingnelson.co.nz

Once on the page, have a look around and follow the link to a gorgeous three minute video of flying in the Nelson Lakes area. The Lake Rotoiti weathercam is also quite addictive. Wish you were there?

KAIMAI WAVE

Roger Peters sent us the photo of himself at 11,000 feet over the Kaimais, just to prove that wave does happen in the North Island.

GNZ CLASS TWO MAINTENANCE (ENGINEERS) COURSE

Springfield Airfield, Canterbury, 23-27 April inclusive.
Please email Roger Harris rharris@xtra.co.nz
for information and to express interest.

WHAT DO THE DUCHESS OF CAMBRIDGE'S WEDDING DRESS AND THE PIPISTREL TAURUS G4 HAVE IN COMMON?

Pipistrel's Taurus G4, the world's first fully electric 4-seat aircraft has been chosen by the Design Museum of London for the Designs of the Year 2012 exhibition, which is held between 8 February and 15 July. Taurus G4 is among the nominees in the Transport category. 'The Oscars of the design world' showcases the most innovative and progressive designs from around the world, spanning seven categories: Architecture, Digital, Fashion, Furniture, Graphics, Transport and Product.

The long list covers an eclectic mix of designs, including the Olympic Torch 2012 for London, designed by Barber Osgerby; the Duchess of Cambridge's Wedding Dress, designed by Sarah Burton for Alexander McQueen; a wind-propelled Landmine Detonator which cost $40 to produce and the Olympic 2012 Velodrome.

ANOTHER FATAL ACCIDENT AT OMARAMA

Sadly, many of you will already be aware that there has been another fatal glider accident at Omarama. The accident occurred during the Club Class National Contest, although the pilot was not participating in the contest. The pilot was Joe McKellow of the Canterbury Gliding Club.

A few words from Clayton Lightfoot from Queenstown Air Traffic Control

REMINDER ABOUT USING CONTROLLED AIRSPACE

I would like to remind all glider pilots that if you want a clearance into controlled airspace you must have your transponder on at all times. Have your transponder already turned on before you call up wanting a clearance please.

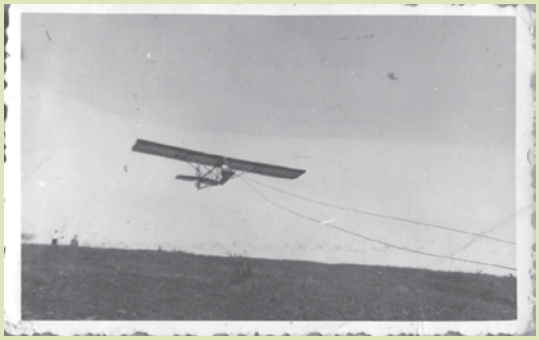
WARBIRDS OVER WANAKA

"As you know Warbirds is on again this year and therefore the activation of G957 is a real nightmare for us here in the tower as we try to get the IFR aircraft in and out. We would hugely appreciate it if glider pilots could refrain from using G957 during this weekend. I thank you all in advance for your cooperation during this very busy and complex time for the staff in Queenstown tower."

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

Bungee Launch of Primary Glider

Peter Miller sent us this photo of a primary glider, which he received from a very interesting source. Peter met the photo owner Stanley Socha's neighbour, by chance at the RAF Hendon Museum on 'Battle of Britian' Sunday, last September. Mention was made of gliders and one thing lead to another. Stanley, hale and hearty at 92 is now living in Canada, where he moved after the war with his English bride. He is Polish and had escaped from that country, first to France and then to England, at the beginning of the war. Once there, he flew Spitfires and then Mustangs, for the 303 Polish Squadron. The photograph is apparently of early flight training, pre 1939.



YOUTH SOARING DEVELOPMENT CAM

DECEMBER, OMARAMA

By Rebecca Loncraine, writer-in-residence at GlideOmarama

For ten days before Christmas, Omarama hosted the Youth Glide New Zealand's Youth Soaring Development Camp for the second year running. The camp is run by Youth Glide Canterbury and the organisational powerhouse Roger Read. Thirty young adults between the ages of 14 and 25 from across New Zealand spent a highly successful week developing their skills.

The young glider pilots were split into three groups according to level of experience: Basic, Intermediate and Advanced. With their dedicated volunteer instructors, headed by Roger Read, all of them had a fantastically busy week of flying. By the end of the week, seven beginners went solo. The intermediate and advanced groups had some great cross-country flights of 350 kilometres or more, over the snow-tipped mountains. Gavin Wills, the owner and director of Glide Omarama said, "It's really exciting to see youngsters flying such long distances, in difficult conditions, so competently."

Alex White was in the advanced group and he spent the week

Top: Instructor Mark Aldridge gives Jonathon Spence some pointers. L: Ben Lane is congratulated by his father after going solo. R: Tiggy Cameron suffers the ritual dousing after her solo.

doing cross-country mountain flying. He also benefitted from the daily theory talks on topics such as mountain wave flying, racing tactics and understanding the weather. For Alex, who works in IT, gliding is a welcome escape from his life on the ground. But in many ways, gliding is not a form of escapism, rather it provides an opportunity to go deeper into important subjects.

The camp develops potential for future careers in aviation, as the week involves learning about aviation theory, meteorology and air law. The kids can now convert the material they learn at camp into school credits, as part of the vocational training syllabus.

Participants also learn about physics and engineering more broadly, sparking their interest in learning, which they can hopefully take back with them into the classroom. Gliding requires intense focus: learning to fly gliders helps build the ability to concentrate, something many teenagers struggle with at school.

The purpose of the youth scheme, in other words, isn't simply to introduce young people to the wonderful sport of unpowered soaring flight; its real focus is what learning to glide can do for young people. The intensive week aims to promote and develop what Gavin Wills calls "interesting life skills." Many of the volunteer instructors noted that during the week the young people's confidence grew immensely - not the cocky adolescence that looks superficially like self-confidence but real self-belief. Flying gliders means discipline and responsibility, because the consequences of mistakes are serious.

Trevor Mollard, one of 20 volunteer instructors, said that because gliding is a cross-generational sport, the camp was a real opportunity for young adults to interact with their elders in more mature ways, beyond the usual dynamics with teachers and parents. There was a great sense of camaraderie on the camp, helped by communal meals cooked by Kim Read. The family Christmas dinner must have been a piece of cake for Kim, after cooking for 50 plus people every night.

Matthew Mesman went solo at last year's camp at the age of 14 and returned this year to develop his flying skills. He said that gliding was helping him learn to cope with pressure and stress but the word he repeated over and over again when asked about his experiences was simply "awesome."

Tiggy Cameron, 19, was one of only three girls on the camp (including Timaru's Toni Thompson) and she went solo at the end of the week. Tiggy's father paced back and forth with his arms crossed as she landed safely; her mother simply couldn't watch. She said learning to fly has really built her self-confidence. "You don't

Below: Young people on top of the world. Toby Read and Bradd Phipps. Top R: The Spense family congratulate Jonathon after his solo. Middle: James McIver and Harley Patterson with Mark Aldridge. Bottom: Roger Read with Tiggy Cameron and Clayton Boyd.

understand how far you can go" she said, smiling in recognition of her achievement. Tiggy spent the early part of the summer tailing lambs to help pay for the camp. Her work has really paid off.

Richie McCaw is patron of Youth Glide New Zealand and he hosted two charity breakfasts to help raise funds for this year's camp, to ensure that it is affordable. Record breaking glider pilot, Yvonne Loader headed up the fundraising campaign. Key fund providers were Pub Charity, the Mainland Trust, and the Otago Community Trust. The Civil Aviation Authority NZ and Air New Zealand also provided funds and both see the camp as an investment in future careers in aviation. The organisers of the Youth Soaring Development scheme will spend the coming year fund raising, to subsidise next year's camp. They are fervent in their belief that learning to fly gliders offers real benefits to young people. They will return to Omarama next year between 7th and 17th December. Anyone interested in the camp should contact Roger Read. reads@paradise.net.nz

REBECCA LONCRAINE

Rebecca is a British freelance writer and the first writer-in-residence at Glide Omarama. She discovered gliding in the UK in Spring 2011, during a painful period of writers block. She fell in love with gliding and it got her writing again. She's spending the southern summer in Omarama, developing her gliding and writing about flying.

SPONSORS OF THE YOUTH DEVELOPMENT CAMP

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Otago Community Trust ($2000)
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Nigel Davey
Bill Walker
Eonn Coutts

Toby Read and Brad Phipps are filming the photographers on top of Lady Bird Hill.

BRAD PHIPPS

I've wanted to be a pilot and have had a huge passion for flying ever since I can remember, so when the chance came to be a part of the Youth Glide camp, I jumped at the opportunity. A ten day camp, flying with people who also share my interest in flying, sounded very exciting and it was. My goal for the camp was to see if I could advance to a solo flight. After my first few flights I felt really comfortable; I knew there was a lot more to learn though. Flight after flight, I grew more confident, slowly building the skills needed to reach my goal. When the time came to do my solo, I was a very excited person. All was going well.

The early morning came when my instructor announced that I was competent enough to go solo!!! I didn't feel at all nervous but that was about to change. The moment I shut the canopy, my cockpit filled with condensation. On top of that, tiny flies that are well known on Omarama mornings, decided they wanted to join me in the cockpit for the flight. Not a problem for someone with some experience but for me the nerves swiftly arrived, although the excitement of going solo soon put the nerves back in their place. Before I knew it I was airborne - I was on top of the world. Since I was a child I had dreamed of flying and now I was doing it.

On my downwind leg, looking out of the glider window, I could see the group awaiting my safe arrival. My landing felt great, I sprang out of the cockpit filled with joy and a sense of accomplishment. I was met by Roger Read with a hand shake and a great compliment. This was really motivating, as he is someone I look up to in the aviation world, as I hope to one day follow his career path as a fighter pilot. Once out of the glider something was different, the group had mysteriously disappeared. Moments later I found out where they had been: I was drenched head to toe with water in the traditional 'solo dunking'.

I will always remember the day and place I went solo. I am glad that it was at Omarama, in a glider and surrounded by a great bunch of people. One of my favorite parts of the camp was joining Toby Read in the Duo Discus for a two and a half hour cross country flight. From jagged ridges, to mini lakes in the middle of nowhere, we danced around; a truly eye opening trip. The flight really got my adrenaline going.

Although the camp was based on flying, there was just as much importance in the behind the scenes jobs to make the camp work. The huge amount of 'restaurant quality' food was a highlight for all of us growing teenagers and the people were great. It was a very sociable camp and the combination of water balloons and slingshots mixed together, really made a truly extraordinary and very spectacular camp. I hope to be a part of its brilliant atmosphere in the future. I speak for everyone who attended the camp when I say I had the time of my life. I would like to finish with a huge "thank you" to everyone who participated, sponsored and was involved in making the camp an unforgettable time for everyone who took part.

HARLEY PATERSON

Although it is generally agreed that Omarama, the location for the 2011 Youth Soaring Development Camp, is a good location for long distance record setting and cross country flights, I have come to the conclusion that it is, in fact, a terrible place for circuit flights and similar flying. In this article, I wish to share with you why I have come to this conclusion.

My first piece of evidence is the third solo flight (supposedly a 'circuit') of Mark Belcher, a fellow student at the camp. For this flight he took the Club Astir MQ (please don't ask how he got a single seat glider on his third solo flight, as I do not know). He launched uneventfully and released from tow at a normal circuit altitude (about 1000ft AGL). About 50 minutes later, after much concern, we learnt via the radio that he was "north of the field". Following the advice of his father Derry, everyone immediately looked south and (of course) did not see him. Ten minutes later he landed and it was pointed out to him that his circuit was of very poor quality, as it should not have lasted an hour.

This meant that when my instructor Mark Aldridge and I went for our 'no instrument circuit', things went even worse. We were about to get into our glider, G103 MY, when we were informed of the day's weather. The pieces of paper covering my ASI and altimeter were promptly removed, although I was not given a different brief for the flight. We proceeded to take off without any issues and released over Mt. Horrible. We climbed in thermals up to 7000ft ASL and promptly decided to pursue a Janus across the McKenzie basin, to the north of Lindis Pass, along the Ahuriri River. After getting a climb above said river, we slowly left the Janus behind and pressed towards the Dingle valley, where we got significant amounts of ridge lift from some hills whose name I don't know. Using the thermals along the west side of the Hunter Valley, we proceeded north towards Mt. Cook (roughly). At one stage, a glider, EE, pulled up into a thermal that we were in and travelled along the same route as us for a while. However, we shortly left him behind so he could contemplate our wake turbulence, which there is a lot of in a Grob 103. I have since identified EE as a Discus CS, which makes me wonder if our glider was actually a G103, or a stolen and repainted ASH 25. When we were about 40 KM NNE of Twizel, we started back to Omarama. Although we skilfully picked up the sinking half of some convergence, we made our way back to Omarama quite comfortably, with plenty of height to spare. Total Circuit distance: about 175-200 Km. Total time airborne: 2 hours, 21 minutes.

Once we had landed after the described (poor) no instrument circuit, I did what any self respecting glider pilot would do: went and had dinner.

Craig Waleki, one of many adults who gave their time to making the camp a success.

Toby Read congratulates his brother Clayton Boyd after Clayton's first solo.

Blowcarts provided entertainment on the ground.

Tiggy Cameron and her proud parents.

TONI THOMPSON

Photo Roger Read

Toni

The Youth Soaring Development Camp, held in Omarama between the 9th -19th of December, was truly a great experience. Being one of three girls at this camp provided an extra challenge, especially when it came to getting in the front of the line for food.

I came in to this 10 day camp knowing next to nothing about gliding and had only done two flights. When I walked out after the last day I had gained 24 new friends, had done 30 flights and I can now tell you all the basic things there are to know about gliding. Even on the rainy and cold days I managed to get some flights in. I learned about the weather, stalling and even did a few loops for a bit of fun. The highlight of the camp for me, was meeting all the fantastic people who are so enthusiastic about gliding. Watching them get dunked by buckets of cold water after achieving their goal of going solo was very entertaining. I am yet to go solo but after completing this camp and learning so much from all the great instructors, I know that I am only a couple of flights away from doing it. All the instructors taught me something new and helped me to come as far as I did.

It is going to be a long year waiting for the next camp to come around but because of this camp I am sure that I will carry on with gliding in the future.

There are two gliders in this photo of a glory bow.

NORTHERN REGIONALS 2011

By John Griffin, Contest Director

Photos Pam

Saturday the 26th of November was practice day, with only a few here at Matamata to fly a ridge task, in a strong north westerly. This day turned out to be the last of nearly three weeks of strong westerly winds. For this contest, there were a substantial number of late entries, which makes organising the required number of tow planes difficult. In total there were 19 entries, with several more people flying on the occasional day basis.

DAY ONE

The Westerlies had gone, leaving a weak thermal day under a strong inversion. Although they could stay up, most of the fleet landed back, rather than go anywhere. In the Club Class, Alan Cumberlege persisted and finally completed 114 km of the task.

DAY TWO

After morning drizzle and a dash of rain, a well forecast flight window provided an AAT task Ma – Awaiti – KFC sheds – Waotu School – Ma, for the Club Class. Winner was Alan Cumberlege with 917 points. For the Standard and Open Classes, an AAT task of Ma – Kerepehi – KFC sheds – Arohena – Ma. Most found the Kerepehi turn point difficult and landed out. Steve Wallace, the task setter, was the only finisher but it was not a scoring day for this class.

Rob and Tom. Team Auckland

Ruth Pryde

Delio Fagundes

Adam Cumberlege

Gore

Doug Henry

Grahame Player

Bryan O'Brien

John Bayliss

Trevor Terry

DAY THREE

Again, a forecast window between probable extensive over development. A north easterly made the northern turn points of Hotel du Vin and State Highway 27 difficult and there were many land outs. First in Club Class was Bob Grey - 554 points. First in Open Class was Delio Fagundes with 700 pts. He almost had a final glide to the field but wisely landed 6 km short, rather than only possibly making the field. First for Std Class was Steve Wallace, with 847 points.

DAY FOUR

With light north easterlies around Matamata, there was a good inland forecast for stronger thermals to good heights and the day to go until 1800 hours. Club Class task was a racing task of Ma – Pureora – Mokai – Morrinsville – Ma (237 km). First was Bryan O'Brien for 1000 points. The Std Class & Open Class task was Ma – Pureora – PioPio – Atiamuri – Ma, for a 306 km racing task. The leg between PioPio and Atiamuri proved difficult, as the day had stabilized, with several landouts. Steve Wallace did complete the task but only by asking for higher airspace at Mangakino, which was a technical infringement of the day's contest rules. So the day went to Sandy Griffin/Adrian Cable in GTT, after six hours in the Air and landing back at Matamata at 1815 and having had to use the motor 12 km short of the end of the task, for a score of 1000 points. During the difficult part of the flight, after Pio Pio, Adrian had told Sandy that the only way to avoid going on a long retrieve, as they heard landouts, was to stay airborne and get home. There were several long retrieves from Pureora, Bennydale with crews back at 10-11pm. However they returned to be well fed by Jan Mace, who had kept food for them.

DAY FIVE

With the weather good to the south but a strong easterly at the field of 18-20 kts, the field launched off 04 – a runway seldom used at Matamata. An AAT Task was set. For the Club Class – Ma – Bennydale – Atiamuri, with 20 km circles and a control point at Walton and a finish on 04. For the Open & Std Class, the task was Ma – Bennydale – Orakei Korako, with 20 km circles – Walton – Ma. The day turned out even better than forecast, with strong high thermals. This

Bob Gray

was the only day everyone completed the task. There were smiles all round after the long previous day. Club Class, Bryan O'Brien - 1000 points. Std Class, Steve Wallace - 1000 points and Open Class was Brett Hunter - 833 points.

The next two days proved un-flyable, so with five scoring days, Alan Cumberlege won the Scholes Trophy for the Club Class. After three scoring days, Steve Wallace won the Bob Connor Std Class Trophy and the Ross Reid Open Class Trophy was won by Delio Fugundes, after three scoring days. The Matamata Soaring Centre Trophy for the most improved pilot was won by Doug Henry in the Club Class. The Kia Ora Glide Champion Volunteer Trophy went to Joan Wine - the busy land-out co-ordinator. The Ardmore Trophy for the most meritorious flight went to Graham Player in the Club Class, GNR.

During the contest, Les (Leslie James) Riesterer, who has done the grid marshalling for many contests at Matamata, failed to turn up one morning. A club member was sent to investigate and it was found he had had a stroke overnight. He sadly passed away two days later in hospital. His funeral was held at the Matamata Club House on Tuesday the 6th of December. A hard working, well respected gliding pilot, sadly missed.

RESULTS

Club Class

1	Adam Cumberlege	Auckland	3302
2	Bob Gray	Piako	3200
3	Bryan O'Brien	Piako	2942

Standard Class

1	Steve Wallace	ASC Auckland	2708
2	Tim Bromhead	Piako	2196
3	John Bayliss	Auckland	2025

Open class

1	Delio Fagundes	Wellington	1665
2	Brett Hunter	Tauranga	1247
3	Bill Mace	Piako	785

REVELATIONS ON THE **JS1**

By Brett Hunter

There is a completely new glider in the country. Tauranga Gliding Club member Brett Hunter is the New Zealand representative of the South African designed and built JS sailplanes. He is also the proud owner of the first JS1 glider in the country.

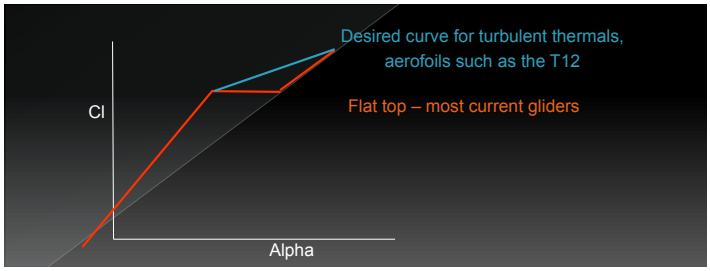
In early October last year, my wife Barbara and I were on our way to the Jonker Sailplane factory in South Africa. I remember sympathizing with rugby teams who make this trip regularly. Our trip however, was for a completely different sport. We were there to test fly and take handover of my new JS1-B Revelation. We then had to transport it to Durban for shipping.

Our timing could not have been better, as we arrived at the factory in time to see Uys Jonker carry out the first test flight. With the Rugby World Cup in full swing and knowing I would be there, Uys was decked out in an All Black shirt and cap for the occasion. With the test flight formalities done, a temporary South African registration was applied to the fuselage and it was my turn. The day had developed into a stunner, with streeting cloud bases of 13000 feet and 8 kt climbs everywhere. My one hour flight seemed a local one but proved to be an O/R of about 140km. Looking back at it later, that hour in that setting in that sailplane was a near religious experience.

We arrived back in New Zealand to find the Rena parked on a reef 12 miles seaward of our home, making me glad of the marine all-risks insurance I had just paid for. However, my container arrived safely into Auckland on December 1st. Sailplane Services and CAA completed their formalities and ZK-GVR was released to me a week or so later.

Aerodynamic Overview of the JS1-Revelation

Johan Bosman 'Bossie', together with Attie Jonker, designed the Aerodynamic profiles using the latest Computational Fluid Dynamics (CFD) software, some of it developed in-house.



Airfoil Design

At low speeds, wing drag amounts to about 90% of a gliders total drag (induced drag being about 65% of this). At high speeds, the wing accounts for about 60% of the total drag (of which the greater part is profile drag), therefore aerofoil design is the key to the overall performance of a sailplane, so this was the focus of the initial design process.

Attie, who lectures at nearby North West University and a final year student conducted wind tunnel tests on one of Attie's aerofoil designs. After hundreds of different iterations using wind tunnel data and new technology and research on techniques that might help climbing performance, they ended up with the JJB44 aerofoil. The co-ordinates were sent to Prof. Loek Boermans at TU Delft in Germany for a second opinion. His view was that the aerofoil held promise and he gave some significant recommendations for

Nearly a perfect crescent shaped wing.

improvement. After several hundred more iterations, working with the aerofoil and considering Boermans' recommendations, they ended up with the 'T12' aerofoil used in the JS1 revelation today. The design has an exceptionally low profile drag but also an enlarged laminar drag bucket, for low drag at high lift coefficients as well. To optimise climbing in turbulent thermals, the T12 does not have the typical flat top to the lift coefficient / angle of attack curve at high lift coefficients. (See graph on previous page.)

Other features of the aerofoil are its extreme thinness – a maximum thickness/chord ratio of 12.7% which I believe is the thinnest produced. Laminar to turbulent transition occurs at about 65% to 70% on the top surface, depending on flap setting at angle of attack and on the lower surface is laminar back to 93% chord, where it is tripped by a row of blowholes in the flaps/ailerons. Six different aerofoils are used in the wing for maximising the performance of the glider. All are derived from the main T12 aerofoil, optimised at each spanwise location for the specific chord length and Reynolds number.

Wing Planform

The optimum wing planform has an elliptical lift distribution for minimum induced drag at low speeds and a small wing area for reduced profile drag at high speed. The wings of the JS1 Revelation have an almost perfect lift distribution. This is achieved with six tapered polyhedral sections along the wing span. The polyhedra also contribute to the handling qualities. Note the shadow from the wing on the grass in the photo of VR on tow, the wing is a nearly perfect crescent.

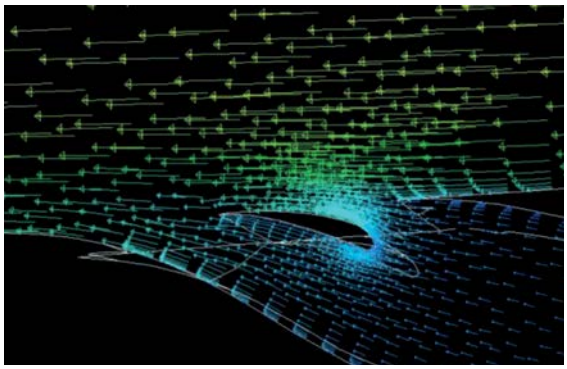
While sailplanes must have excellent high speed cruise performance, often competitions are won on weaker days, so the JS1 Revelation does not have the minimum possible wing area. With a wing area of 11.2m^2, the JS1 wing provides outstanding climb performance and with the very thin aerofoil, has exceptional high speed performance.

Wing-Fuselage Junction

There was little information available on design in this area at the time the JS1 was developed. Therefore, a collaborative approach was taken with Prof. Krysztof Kubrynski, who designed the wings of the Diana-2. The objective was to minimise lift loss due to the fuselage and to maximise laminar flow area without separation problems at operational angles of attack.

This was achieved by applying a positive twist to the root section around the flap hinge point, which compensates for the loss of lift by increasing the local angle of attack. For maximising laminar flow in the root area, the blending into laminar flow


Louvred Air Extractor


CFD holds promise for complex flow fields.

airfoils is made over a short distance and wing fillets ensure minimal turbulent flow on the wings.

Winglet Design

Winglets can reduce induced drag by reducing the tip vortex. They can also increase aileron efficiency, giving better handling characteristics. Due to the polyhedral wing configuration of the JS1 Revelation, the last wing panel is already at an angle of 24 degrees, which decreases the angle between the winglet and wing. This reduces detrimental flow effects here with associated separation. At low speeds, the winglets give about 5% performance increase, compared to a wing without winglets. The cross-over speed, where the presence of winglets becomes detrimental to overall performance, is over 120 knots.

Louvred Air Extractor

Sailplane cockpit ventilation is affected by flow resistance within the fuselage, with the consequence that air entering the cockpit cannot exit efficiently at the rear of the tail boom. This results in cockpit pressurisation, causing air to escape between the canopy frame and cockpit edge. This leakage trips the laminar boundary layer here to turbulent flow, with the resulting increase in profile drag. Johan Bosman used Computational Fluid Dynamics (CFD) techniques to design a louvred extractor with centre aerofoil. This directs the extracted airflow tangential to the fuselage surface, which is crucial to minimising drag and avoiding separation bubbles. The extractor is sited between the wings in an area of negative pressure, which allows the extractor to suck air out, rather than rely on positive cockpit pressure to blow air out.

Recent calculations indicate a leaking canopy can cost 2.5 LD points in a high performance sailplane. Observations during side-by-side flights between JS1 Revelation sailplanes fitted with and without the extractor show a perceptible performance improvement. Cockpit noise levels are generally lower and of course ventilation is improved.

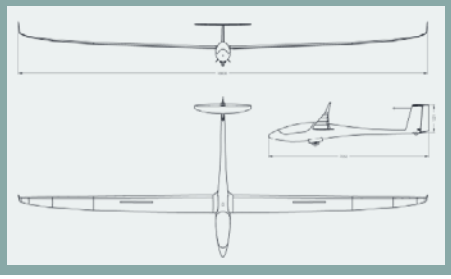
My Impressions

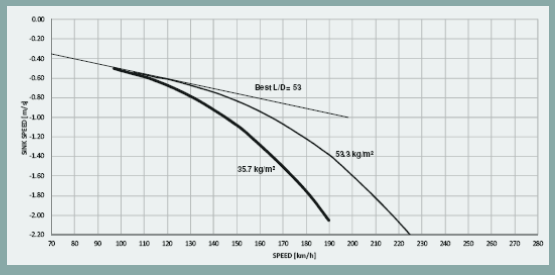
With business and family commitments over the holiday period, I have had limited opportunities to fly VR. My first flights in it have confirmed it is amazingly quiet and smooth to fly, with lovely handling. I haven't been able to do any comparative performance flying in cruise mode but it is proving to be simply amazing in the climb, easily out-thermalling most other sailplanes. Unballasted, it will happily circle at 45 degrees and 45 knots and the wings really communicate where the thermal cores are.

The Nationals start this coming weekend, with an unusually strong field in the 18m/Open class, so I am looking forward to letting VR off her leash.

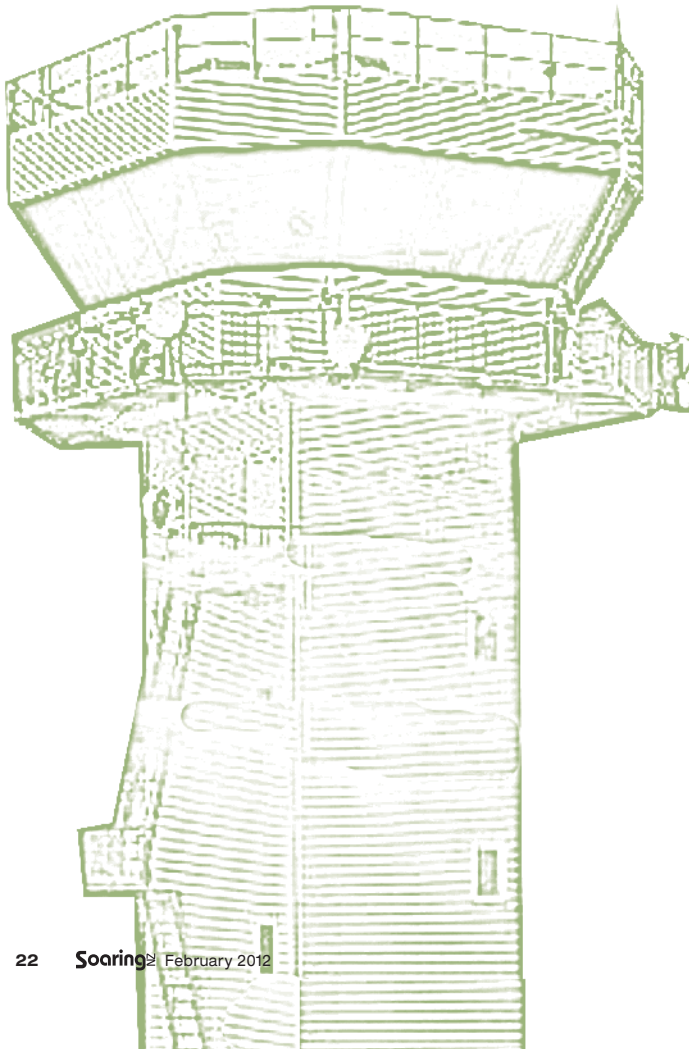
SPECIFICATIONS

Wing Span	18.00m	59.05ft
Wing Area	11.2m^2	120.56ft^2
Aspect Ratio	28.8	
Fuselage Length	7.165m	23.51ft
Fuselage Height	1.32m	4.33ft
Empty Weight	310kg	684lbs
Maximum Weight	600kg	1323lbs
Wing Loading (min, 70kg pilot)	33.9kg/m^2	6.94lb/ft^2
Wing Loading (max)	53.5kg/m^2	10.92lb/ft^2
Best Glide Ratio	1:53	
Minimum Sink Rate at 400kg	0.5m/s	100ft/min





QUEENSTOWN CONTROLLER VISITS



My name is Clayton Lightfoot and I am the new Chief Controller in Queenstown tower.
I only took up this role in November last year and one of my first jobs was to..... well, see below for the blow-by-blow account.

I have been an Air Traffic Controller for over twelve years, obtaining my first rating in Dunedin tower, before moving back home to Invercargill. Before becoming a controller, I got my PPL, CPL and became a Flying Instructor at Southern Wings. From NV tower, I moved to Christchurch and became an instructor at the Airways Training Centre. I then moved into Area Radar or 129.3, where I spent many a day talking to gliders and opening/closing the glider flying areas. Four years ago, I moved onto Wellington Approach Radar, controlling all the arrivals and departures to and from WN, WB and PP.

My new job in QN tower is very different from what I have done before but I am enjoying the challenges that pop up every day. I look forward to working with the gliding community in the future and with the addition of some new technologies in the tower, we should hopefully be able to provide a better service for you to fly around this amazing country of ours.

On my first day in Queenstown, Bruce looked at me and said, “Hey - have I got a job for you. Kevin Bethwaite wants someone

On my first day in Queenstown, Bruce looked at me and said, "Hey – have I got a job for you. Kevin Bethwaite wants someone from QN tower to go to the Regional Gliding champs in Omarama."

from QN tower to go to the Regional Gliding champs in Omarama." Of course I jumped at the offer, got in touch with Kevin and a day was decided on. It happened to be the final day of the comps, followed by the traditional dinner and drinks. So, on Saturday the 19th November I set off at 7am from Arrowtown to Omarama.

It was a sunny day, which as I was soon to find out, meant that it should be a good day for soaring as it produces good thermals. After the preflight weather brief, the competitors got their tasks to fly. I made myself known to a number of the participants from all over the country and world. The tow time was set for 1300 and I was kindly offered a flight in a two seater ASH 25 'Oscar Alpha'. Our tow time was at the end of the competitive glider launch, about 1400. As we waited for the launch and all the gliders got ready and lined up at the end of the aerodrome, I discovered that one of the pre-flight things they do is to fill up with water. Yes, they load some gliders with up to 200 litres of water!! I did ask, as I too thought "what the @#!!, aren't you suppose to try and be as light as possible, so you're not a flying brick??" But apparently you use that weight to assist with high speed descents because the comps are based on an average speed for the set course. So you grind all that weight up high and then power down on the final legs of the tasks to the finish line, to up your average speeds. It does look quite spectacular to see a glider at the last turn point, usually the launch aerodrome, hurtling downwind at 130 plus kts dumping water then pulling up in a buzz and break to land.

Anyway, back to the adventure. As the time ticked by, a very annoying event began to unfold: high cloud cover was rolling in from an approaching front. There was a lot of skyward gazing and chin scratching and mutterings of things going soft. The tow time was delayed by half an hour, as reports from a couple of the non-comp gliders that had got away first came in. It was hard work gaining height. We watched the sky and talked more, which thankfully I'm quite good at. Finally, the initial pre-frontal cloud bank gave way to some clearer skies and the thermals began to work. The competition fleet was launched. This year was one of the best years for the Regionals, with 39 gliders competing for the week long event and they were blessed with six out of seven flying days, which again was exceptional. Jamie Halstead, my driver and I strapped on our parachutes (I was told it's more a legal requirement and padding for the seat, than something that was expected to be used) and we got away at about 1500.

For someone who has a lot of fixed wing time, it was an eerie sensation being tied to a tow plane with a piece of rope you can buy from Mitre 10 and getting bumped along a runway. We got airborne and towed to the base of the nearby hills and then, without warning, Jamie pulled the release cord. The aircraft peeled away and the noise reduced to the rush of air from the vents that were trying to cool our small flying glasshouse. I was expecting the glider to tip nose forward and descend towards the ground but no, those big flexible wings were flapping about in the thermals. We flew for the first minute or so and to my amazement, we didn't actually lose any height. I quizzed Jamie about the glide performance and he went on to tell me that his was about 1 in 60. This means that for every one km in height (approx 3300ft) the glider in still-ish air will glide for 60km and that's nowhere near what some of the newer gliders can achieve. I was feeling a lot safer knowing this bit of information, as we were only 5-6 km from the airfield.

Jamie then began the old glider height gaining technique, the sit over a paddock that's producing a thermal, crank it into a medium turn and go around and around and around and then we went around some more. I now have a new respect for the glider pilots' steely gut. After 30 odd minutes of doing this manoeuvre, jumping from paddock to ridge and back, trying to find the best lift, we had gained a thousand or so feet but my gut was quickly coming to the point of no return. I advised Jamie that a few straight lines would be a good idea or there would need to be a bit of post flight cleaning required. We soared the ridge back and forward for a while, which was great. Looking out the top of the window and seeing the others still in their cork screw turns made me glad that I wasn't going on the full 2-3 hour tasked course. We glided around for a while, looking at the sights and then slowly descended to land. James assures me that if you come and do a trial flight, the old cork screw is not what they do for first timers, I guess I was just lucky.

After getting down, we milled about the clubhouse watching the competitors roar in. I got out and helped the guys 'tetra pak' their gliders into those trailers. Then off to the pub, for a well earned ale and some tales of the land just flown. Dinner, dessert, a few words and the shaking of the champion's hands as they collected their prizes, put a great end to a very full and enjoyable day. The club members showed great camaraderie and made me feel very welcome. It was great to get out there and talk to the people that we provide a service for and to educate, as well as get educated, about the needs and requirements of each other. I feel that we Airways staff should try and do it more.

I originally wrote this piece for our staff newsletter and finished it with this comment: So if you have ever wanted to have a go at gliding, I thoroughly recommend it. You will be welcomed with open arms by passionate and enthusiastic people who love their sport and have really, really good time.

Thank you to all the people who gave me a great day at the South Island Regionals.

FIRST IMPRESSIONS OF THE QUINTUS

By Schempp Hirth's Tilo Holighaus

We were very excited and happy when the weather broke just before Christmas, on December 23rd and we were able to successfully test fly our new QUINTUS-M. This enabled us to achieve our challenging goal of getting our new 23m aircraft into the air in 2011, thereby giving ourselves a wonderful Christmas present.

Since then, in spite of changeable weather, we were able to complete further test flights. On January 6th, our Epiphany holiday, the flight experience was especially worth mentioning: between rain and snow showers with a gusty westerly wind, I took off from the Hahnweide for an exciting flight. With the help of the wingtip wheels and the steerable tail wheel beautifully built into the rudder, I rolled independently up to the end of runway 31 and was once again overjoyed about the manoeuvrability and pleasant ground handling, which had made the assembly so simple a few minutes ago.

The take off on the soft grass runway progressed without any problems. Without pitching, the QUINTUS-M accelerated very well, powered by the injection engine SOLO 2625-2i and in less than 150m I was already in the air. The climb was so steep that while still on the crosswind leg I found myself nearly at cloud base, a good 400m above the ground and I then switched off the engine. I consciously say 'switch off' because one has only to flip down one

yellow switch and the electronics on the new 57mm ILEC-control unit stops the propeller in place and retracts fully automatically.

I arrived at the Teck well below the top of the ridge. The ridge wind conditions were not easy and I was immediately challenged in the new sailplane. But to my excitement, after the first figure 8 on the ridge, all my worries disappeared. Despite the 23m wingspan, the roll rate is amazing. The concept of combining an oversized, light-handling rudder and the full wing flaperons that only defect upwards on the outer wingtip, seems to provide wonderful agility and proves a comfortable combination of rudder force and coordination in the controls. One really never has the feeling of sitting in a 'big' sailplane. Even in these difficult turbulent conditions the new QUINTUS-M gave one an immediate feeling of safety.

Having become 'brave', I didn't spend much time hanging around at the Teck. I immediately flew upwind to the next ridge. The orographics of the Swabian Alp ridges make tight turns and figure 8's necessary to gain height. Out of curiosity, I made a full circle and was again amazed by the tight turning radius, as well as how slowly and yet smoothly one can utilize even the smallest updrafts to gain altitude.

In the meantime, the cloud bases rose somewhat and so I attempted my first longer glide. I realised that with the highly modern airfoil, the glide speed would be significantly higher than previous larger gliders (even with the relatively low wing-loading without water ballast), although I practically had to force myself to fly 20 to 30 km/h faster than 'normal'. The subjective impression I received was tremendous. I arrived at the next ridge higher, as expected and as I pulled up, the speed to height exchange simply didn't want to stop. I then started imagining how it will be when I am finally able to chase down a cloud street in the QUINTUS-M full of water.....

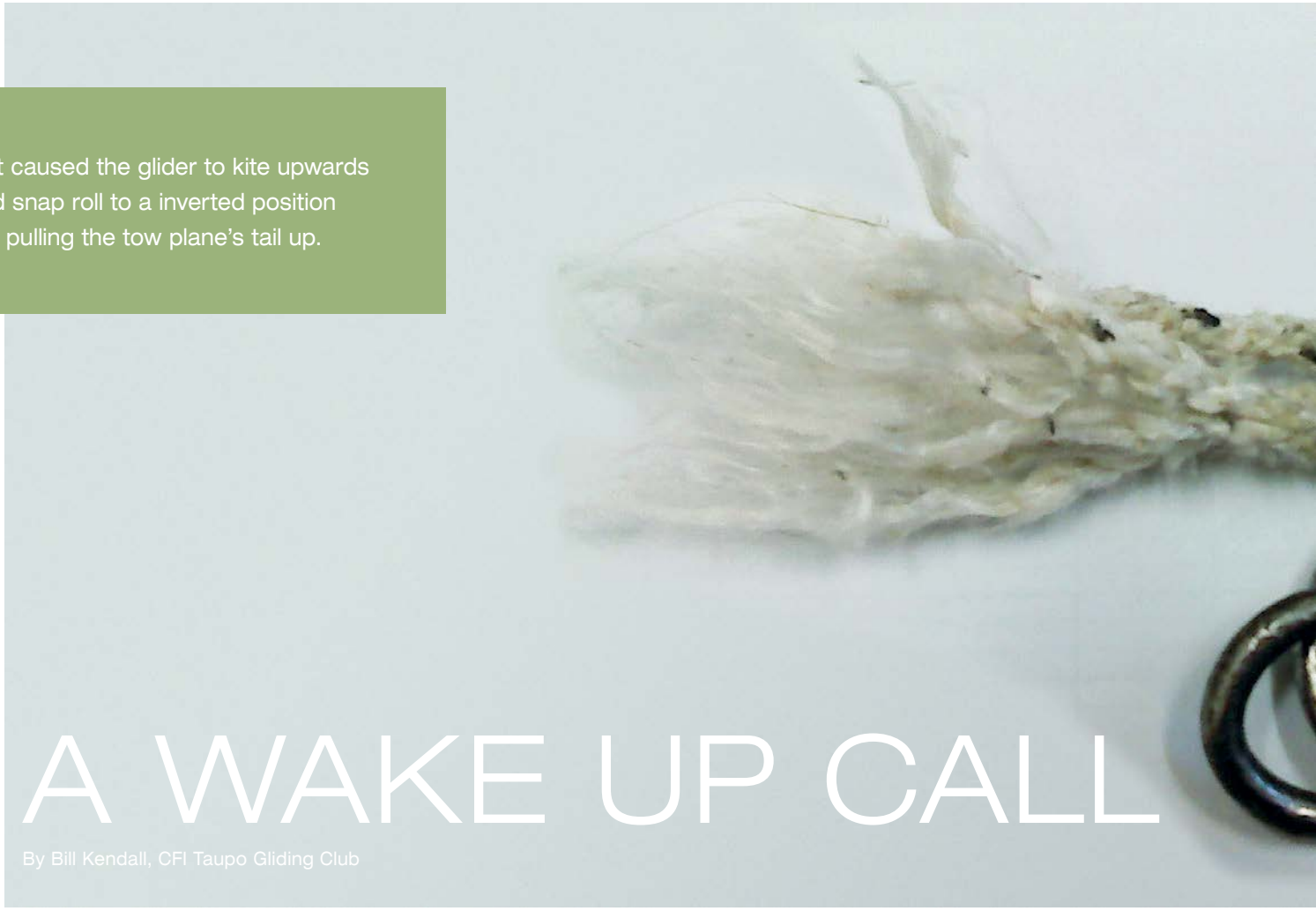
Increasing snow showers forced me to give in and land much too soon, after only an hour in the air and over 80 exciting kilometres of ridge hopping. The landing itself was uneventful despite the turbulent wind. I rolled along on the comfortable shock absorbent undercarriage, quite pleased after this first longer QUINTUS-M flight and already looking forward to the next take off!

Soaring NZ

Whenuapai Airfield needs a mow.

Photo Rachel Burns

...it caused the glider to kite upwards and snap roll to a inverted position ... pulling the tow plane's tail up.



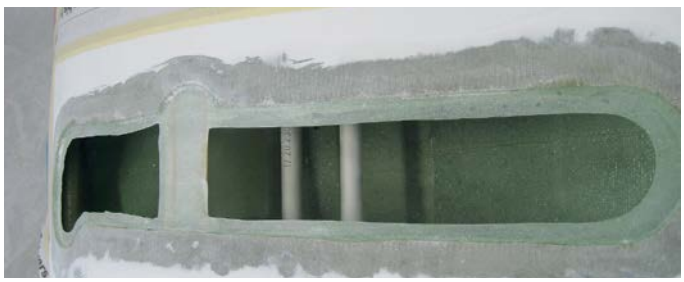
A WAKE UP CALL

By Bill Kendall, CFI Taupo Gliding Club

A routine QGP out landing exercise last year nearly cost the lives of two experienced pilots. On the morning of the 21st February 2011, a Taupo Instructor took his student to a farm location near Centennial Park Airfield, to check the landing site for his QGP land out. With the PW5 glider DI'd and Piper PA 25-235 Pawnee tow plane checked, the glider and tug prepared for takeoff and launched at 1200hrs. The launch and climb out were normal, with some thermal turbulence experienced around Lake Rotokawa. Their predetermined release height was 4,000' (QNH) or approx 2,450' AGL. The glider pilot was new to gliding (22 hours) and just finishing his QGP syllabus requirements but was a very experienced power pilot, with many hours flying his syndicate owned Pitts Special and was a qualified aerobatic pilot (680 hours).

The Tow Pilot was also a very experienced power pilot, with 2,100 hours and 8,850 tows; he is also an 'A' cat gliding instructor with 1,500 hours glider time.

Close to release height, the glider pilot readied himself for his task but elected not to release because of turbulence, concentrating on keeping behind the tow plane. At just over 4,000' he released and radioed the tow pilot, "glider released" and began a clearing turn to the right. On hearing this, the tow pilot looked in his mirrors, didn't see the glider and began his turn to the left. The glider, in fact, was still attached with slack rope. As soon as the rope snapped tight, it caused the glider to kite upwards and snap roll to a inverted position, thus pulling the tow plane's tail up. The tow plane headed vertically towards the ground and he too was being dragged inverted. The glider pilot then pulled open his air brakes. This put so much tension on the rope that it broke. When the rope broke, the two aircraft were able to correct their flight attitudes and resume normal flight.



Repairs to the glider by Ross Gaddes.

The broken rope and distorted tow rings, indicative of the forces involved.

The tow pilot radioed the glider to see if he was okay, then landed back at Centennial Park. The glider pilot elected to proceed with his arranged land out. The glider pilot pulled his release twice to clear the rope, then radioed his instructor waiting on the ground with the trailer, to check that the rope was not still attached and landed safely. The tow pilot was shaken by the event and on checking the tow plane he found the rope still in the release mechanism.

On landing, the glider pilot and instructor noticed a ripple in the right wing, indicating delamination beyond the brake box. The crease went from the front of the brake box towards the trailing edge, indicating that the outer wing had gone through VNE. Photos compliments of Sailplane Services at Dury.

The cost of repair to ZK-GBD was $7,648, due to considerable damage to the wing. On further inspection no other damage was found and the glider is now back in the air. The Pawnee also underwent a full inspection and was declared airworthy.

As with all near misses, there are a multitude of contributory factors that lead to an accident. On reading the two reports from the pilots concerned, I have determined the following:

- 1 The glider was high behind the tow plane so elected to release (did he lose sight of it?).
- 2 The glider pilot did not check that the rope had indeed released because he could not see it.
- 3 Without verifying the rope release he turned right, possibly with a slack rope.
- 4 The tow release on the glider had to be pulled out a long way before disengaging the rope, so a short pull on the yellow knob gave the glider pilot the illusion that the rope had released.
- 5 Both pilots relied on the radio call “glider released” without positively verifying rope separation.
- 6 The tow pilot did not visually check that the glider had released, because it was high and could not see the rope.
- 7 The tow pilot’s left hand turn, in conjunction with the gliders right turn, caused a speed separation, which took up the slack rope and put the rope under great tension, thus catapulting the glider into a kiting manoeuvre, due to the PW5 hook being slightly under the glider.
- 8 The glider pilot did not recognize the emergency that was taking place and thought he was in the wildest thermal he had ever experienced.
- 9 It was unclear at which stage the air brakes were deployed, increasing drag enough to break the tow rope.

This brings home the realisation that we all get complacent about our flying. A lot of what we do is repetition and we go into automatic mode. Flying is 100% concentration and our drills are not lip service. They need to be followed to the letter.

A Close Call?

Sure was. We are lucky the rope broke when it did because both pilots had approximately 20 seconds to live. The rope break and the fact that both pilots had experience in aerobatic manoeuvres were contributing factors that saved them. Are our pilots made aware of the inherent dangers of a glider with belly hooks going high in the tow? This is well illustrated in the CAA presentation over the page.

The release from tow is taught as:

Check we are where we want to be i.e. not out of gliding range of our field unless intending to be so.

Look, to check the area we are about to turn into is clear. Tow pilots will normally tow us to an area of lift, so there are likely to be other gliders around.

Ideally, we release from the normal tow position on a tensioned rope. However, this is not critical; the rope can be slack and we can release when turning. In unusual situations like losing sight of the tow plane, we will release from whatever position we are in at the time.

Visually locate the yellow release knob / lever and with your left hand, pull the release knob / lever smoothly and fully to open the hook and free the tow ring.

Observe the rope go, then relax your pull on the tow release knob / lever, then let it go.

Make a gentle climbing turn, to ensure separation from the rope. This also allows any excess speed to be converted to height and lets the tow pilot see that you are no longer on tow. The MOAP says: The direction of turn of the glider on release from an aerotow is right unless terrain or other hazards preclude it.

Settle down at the speed you want and re-trim the glider as you orientate with where you are.

During my experience with gliding, I have seen this type of accident occur at the Eastern Bay of Plenty Gliding Club, with the loss of an Auster Tow Plane and a severely injured tow pilot. Once the tow plane hit the ground, the glider was able to release and land safely.

The Taupo tow pilot was Tom Anderson. Here are some words on the experience from his point of view.

With 9000 tows to my credit, I never thought an incident that can be fatal would be one that could happen to me.

I towed GBD to 4000ft QNH towards Broadlands. At 4000ft the pilot called "glider released," which I did not feel, so I levelled out, checked in the mirror and could not see the glider or tow rope (which I now know was high and out of my vision) so started a left hand turn. I felt a sharp tug, then I realised that the glider was still attached. I started to level out again and was suddenly pulled up vertical, with no control of the aircraft. I was going past the vertical to inverted - I pulled back the power and was reaching for the glider release, when suddenly the aircraft lurched and regained level flight. 'Wow what a relief.'

I flew back to Centennial Park, only to find that the tow rope had actually broken with 4 metres still attached to the tow plane.

The glider pilot describes what it felt like from his end.

Tow was normal, with no turbulence until just before 4000 ft. I can remember putting my hand on the release knob but due to the turbulence did not pull it and concentrated on keeping behind the tow plane. At just over 4000ft, I pulled the release knob and called "glider released," on the radio at the same time. I was surprised how fast the tow plane disappeared from my view but set off towards my landing area.

I thought I was in the strongest thermal I have every flown in but found my controls not responding and the airspeed did not make sense, compared to the air noise I was hearing. I pulled on full air brake and at the same time, the glider turned violently on to its back. I found controls responding and pulled out to level flight, still thinking I was in some amazing thermal. I did not see the tow plane at all during all of this.

Tom continues: the glider pilot said he was never taught to do a double release. This is a lesson to all of us, to double release and check the rope has gone, before turning right. Your comments on this would be appreciated. I firmly believe that had the glider pilot not been a very experienced aerobatic power pilot of 650 hours, and I an experienced tow pilot of 2000 hours, the situation could have been a lot worse. I was thankful that we were at 4000ft, as the tow plane lost 600ft in a matter of a few seconds.

At Taupo, we are now teaching students to first locate the yellow knob, good look out to the right for clearance, pull the release - observe the tow rope leaving the glider and tow plane turning left -if not sure, pull release again .

I know that from now on, I will always make sure that the glider has released before turning left.

If the glider goes high, cut it loose. I am told that I would not have been able to release with the glider in the position it was at the time. It was the second to last position on the 'Cut It Loose' Diagram.

MAKING SENSE OF THE **WEATHER**

By David Hirst

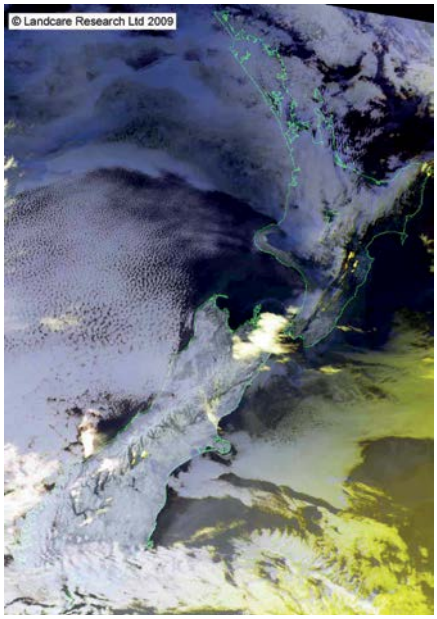
An idiot's guide to knowing which expert to believe and when

To paraphrase Harward's Law:

Under the most rigorously controlled conditions of pressure, temperature, humidity and other variables, the weather will do as it damn well pleases.

– ANONYMOUS (also attributed to Murphy)

Let us start this article with a statement of the bleeding obvious. When it comes to the weather, there's a lot of information out there. Some of it will be accurate for the whole day; some of it will change in accuracy throughout the day; some of it is only accurate in places we're not interested in; some of it is just plain wrong. As a basically trustworthy and impressionable glider pilot, you are faced with the difficult decision of what to believe and herein lies the basis of this article. It was presented at the recent North Island Cross-Country Course, just after one of Jan's lunches, so managed to put many to sleep.



Landcare Satellite image

Australian Bureau of Meteorology im

What I hope to discuss before you nod off, are the various sources of information that can be used to put together a forecast. How do these sources obtain their information? What are the strengths and weaknesses of each source? I am assuming that you already know how to interpret basic weather maps and what you see out the window. I am assuming also that you know how to make the best of what you see, because once you're in the air, you can't download any more forecast information. Actually, that's not really true nowadays – you can spend a lot of the flight fixated on the small beeping, farting, flashing, shiny box that seems to give meaning to the lives of so many. Or you could just look out the window and fly.

When glider pilots receive forecast information, their receptiveness to that information falls on a sliding scale, characterised by two extremes. At one end of the scale is the "I believe everything I'm told" pilot. This type of pilot is often heard to emit such utterances as:

- "I'm not paid enough to second-guess the experts."
- "Just tell me where to go and when."
- "If it all turns to custard, I can blame the forecaster."
- At the other end of the scale is the "Meteorologists? Pah!" pilot, who is wont to dispense such audible pearls as:
- "Bunch of fancy pictures, all generated by some computer somewhere."
- "Just look out the $%^# window and stop pestering me."
- "I've been flying for 200 years; my arse is a better forecaster than them."

This article is intended to place you somewhere closer to the sceptical end of the scale – take in as much as you can but be wary. Remember that a series of 'facts' and 'conclusions' are OK as a starting point, so long as you ask yourself "What are they based on? What are the assumptions? What are the limitations?"

Let us talk now about information sources that you can easily access through the small flashing, farting box.

The NZ Meteorological Service (www.metservice.co.nz) **gives you:**

- Synoptic charts (present and forecast)
- Rain radar, updated hourly
- Rain and wind forecast maps, 3 hourly intervals, up to 3 days ahead
- Rain and isobar forecast maps, 6 hourly intervals, up to 7 days ahead
- Satellite pictures, visible and IR, twice daily

Note that these (as is true of all) forecast models must be compared with reality – check to see whether the forecast at 10am actually agrees with what you're seeing. Anyway, you're all paying for the Met Service so you might as well use it as much as possible.

MetVUW (www.metvuw.com)

A site run by James McGregor at the Victoria University School of Geography, Environment and Earth Sciences.

MetVUW gives you:

- Rain and wind forecast maps, 6 hourly, up to 7 days ahead
- Upper air wind charts at 50mbar intervals up to 7 days ahead
- Satellite pictures (vis and Infra Red) twice daily, better resolution than Metservice

It uses a different model to that used by the Met Service and tends to work better for fronts or complex situations, though it can appear more pessimistic for expected rainfall. What I mean by this, is that it shows low rainfall (1mm over a 3hr window) as vibrant pink and this could mean either persistent light drizzle everywhere, or bright sun allowing you to view the neighbouring town getting a short, sharp dumping of rain.

MetVUW is the place to go for wind/rain forecasts, upper wind charts and large satellite pictures.

Weather Watch (www.weatherwatch.co.nz)

This is a site run by Philip Duncan and gives good overview forecasts (day and night) with reasonable rain likelihood and humidity. It is starting to cover main centres other than Auckland.

Metflight (metflight.metra.co.nz)

Is run by Airways and used to be free, as CAA funded it for its inception period; now users must pay a subscription of $95+GST per year. If you have such a subscription, log in using your GNZ

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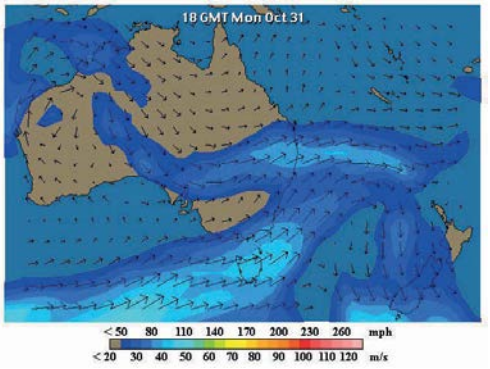
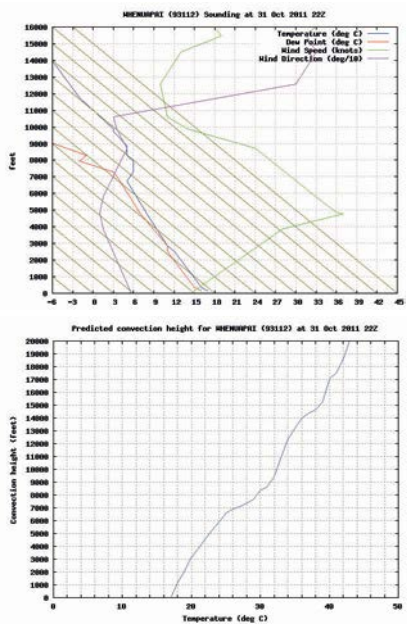




Above: Weather Underground jetstream map.
R: Australasian Atmospheric Soundings

number ("GNZxxxx") and your date of birth.

It gives weather information for all regions and airports; it gives up-to-date regional wind information and icing conditions with height and it gives a good summary of the day's forecast, so long as you can RD WHL LOT ABBR INFO TIL COWS CM HM 1800.

Note that there are websites out there which will give you free access to most of this information and will also translate this info into more digestible formats. For example, see www.aviador.es/Weather/Metar/NZAA and click the 'decode' button.

Landcare satellite images (satellite.landcareresearch.co.nz/noaa/)

This site provides large-format colour images every 3 hours, so long as a satellite is overhead. The colours of these images will depend on whether the image is taken in infrared or visible. Infrared images tend to be coloured in terms of cloud top temperature (colder equals higher etc.).

Australian Bureau of Meteorology (www.bom.gov.au/weather/satellite/)

Provides satellite images for the whole of Australasia. Even though New Zealand appears well off to the side, these images are good for getting an overview of what's on the way from the other side of the ditch.

Weather Underground (www.wunderground.com/global/Region/AU/2xJetStream.html)

Provides jetstream maps of Australasia, which are good for showing what weather systems are being blocked and what's moving. If you're on these pages, don't go looking for NZ – you'll just get numbers. Australia has the benefit of full Widescreen and new-fangled Technicolor!

NOAA soundings (ready.arl.noaa.gov/READYcmet.php)

The US National Oceanic and Atmospheric Administration runs a global forecast system (GFS) model that treats the surface of the globe as a grid of points, spaced 100km apart (though the US forecasts are generated using a 12km grid). What does this mean to us here in NZ?

The precision of a forecast (I won't say 'accuracy'; this is something different) is determined by the size of the forecast grid. If you want to model small surface features, then you have to have a grid size to match or those small features will get smeared out – averaged over the surrounding topology. Over the page you will see a series of pictures of somewhere you might recognise – the first is shown at full resolution; the second uses a 4km grid – most recognisable features are still apparent; the next uses a 12km grid – some detail is starting to be lost and this will be true of any forecast based on this grid also.

The next two show the effects of using a 100km grid, either averaging everything within it or using some interpolation to remove any sharp transitions.

Either way, you can see how most of the useful topographic features have been eliminated for the NOAA forecasts in our region. Conclusion? NOAA gives a good broad-brush forecast, so long as the synoptic chart isn't too exciting. If complex troughs or fronts appear, then the GFS model can be fairly unreliable. If you want to get sounding forecasts for lee wave, it's not too bad because a lot of the atmospheric prerequisites for these are big-scale phenomena. Local knowledge (see later) is what gives you the crucial extra info here.

Note that the Met Service and MetVUW use a 12km grid for a lot of their forecast models. RASP can go down to 3km in some cases.

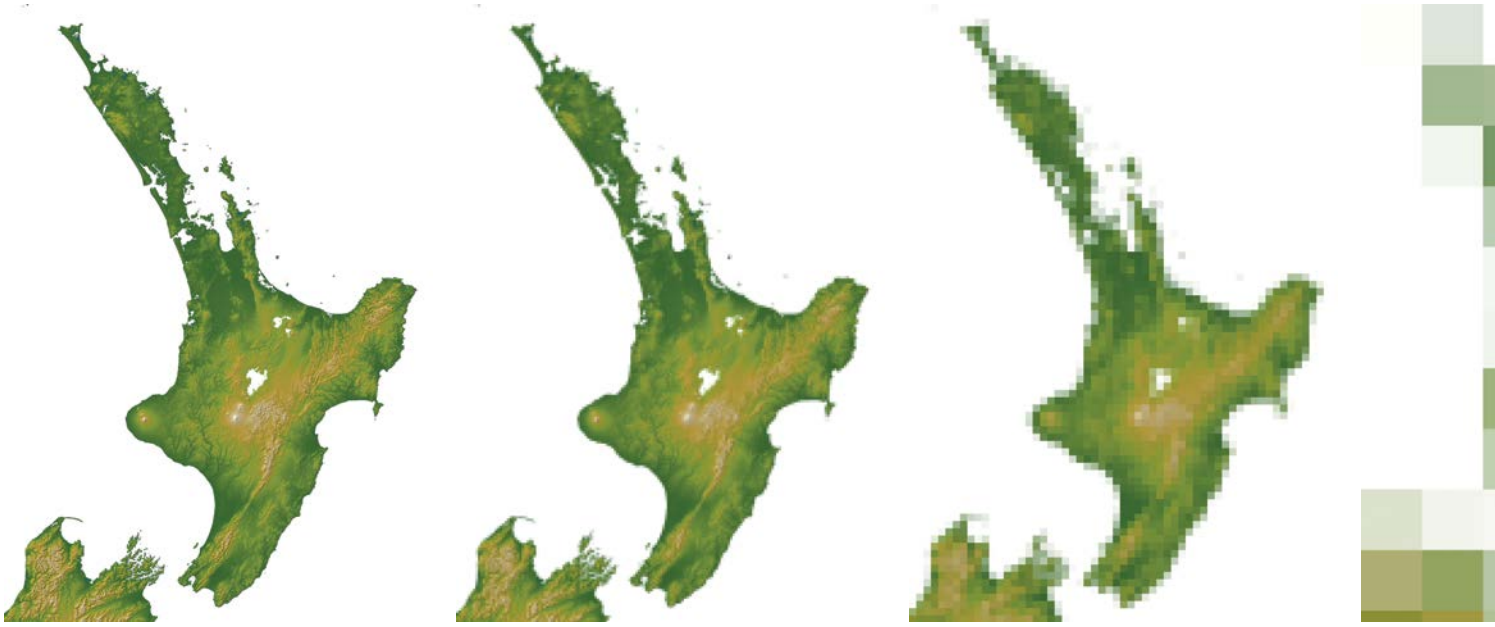
If you're after some actual soundings, then go to **Australasian Atmospheric Soundings** (slash.dotat.org/cgi-bin/atmos/)

This site displays the morning soundings from Whenuapai and Paraparaumu (as well as most of the airports in Australia). It also takes the temperature profile and turns this into a rough graph of thermal height vs surface temperature. Note however that this second plot makes no allowances for humidity or condensation (so it's only really accurate on blue days). Neither will it tell you the time that these temperatures will be obtained but you can get a rough estimate of this from the Met Service (in rural forecasts).

RASP (zakalwe.com/rasp)

There have been a couple of articles in SoaringNZ on RASP, so I won't go into the 'why's' and 'what's' here. RASP uses the NOAA GFS model as a starting point and generates forecasts on a 12km grid, occasionally down to 3km. Time wise, it generates forecasts for two days ahead, next day and the current day (available by 7:30am). This generates a lot of information and therefore a lot of bandwidth, when lots of people start downloading forecast maps but this is all paid for by NZHPGA, the Taranaki Gliding Club and the Matamata Soaring Centre, so USE IT.

Now the caveats. It generates lots of full colour charts but it's still a forecast model; if NOAA gets it wrong, so will RASP. It's therefore not too good at forecasting in changeable weather, it doesn't deal with water on the ground after significant rainfall



full resolution 4 km grid 12 km grid 100 km grid

(which evaporates off and raises the local humidity) and if any high cloud appears, all bets are off.

Local Knowledge (wwww must get the www key fixed)

This is often gained over many years of (sometimes) bitter experience and is therefore the best source of info for local topography and quirky weather effects. It can forecast down to 10m grid in some cases, depending on the reliability of local greenhouses or milking sheds. It is best accessed with frequent applications of beer or wine - hell, even just stopping and listening can sometimes work!

It's there at every club. USE IT! Them. Him. Her. Whatever.

Lastly, beware of so-called 'experts'.... especially when they come prepared, with articles in glossy magazines.

Still awake? Right, let's put all of this to use and actually generate a forecast.

Start with the synoptic chart and ask yourself a few questions:

- What's the wind strength?
- What fronts are approaching / departing?
- Where's the wind coming from?
- Where has the airmass come from (i.e. did it start in the tropics or the Antarctic)?

Now make some sweeping assumptions. For a given situation, there are many things that we can assume will happen:

- If there's a front coming, it's going to get wet etc.
- If there's a warm front approaching, expect high cloud, N-NE and stable air
- If a cold front has just passed, expect W – SW winds and unstable air
- If the airmass has arrived from the south, it'll be cold and dry

Look at some satellite pictures to confirm all of the above, to check for any cloud cover (or breaks) approaching (note that low cloud may be hard to spot on IR pictures) and to see how things might develop. The Australian BOM provides a short animation of the most recent pictures, which will help show you how things are moving.

Now look at the Met Service and MetVUW. These will give you predictions of:

- detailed forecast wind strength and direction
- rainfall (if the two sites agree, great; if not, look out the window and pick one.)
- upper wind strength and direction
- maximum temperatures (the rural forecasts show how these might change throughout the day)

Note that if very light showers are forecast, it means 'somewhere, someone might see some rain'. Get your glider on the grid!

Check out Met Flight...if you have a subscription. This will confirm the present wind strengths and directions at various altitudes. It also confirms the general outlook for the day.

You now have enough info to determine if it's a ridge day or a thermal day or both. You'll need some local knowledge to predict the soaring conditions or wave at this stage, so get that beer or flattery ready.

For more information, you'll need soundings. Yay! You have two options:

- Start looking at soundings, then use RASP as a quick check.
- Run screaming straight to RASP at the very mention of the word "soundings".

Both options give you the same broad-brush information but RASP does a bit more number-crunching on smaller scales.

So let's pretend that you're a masochist... look at the sounding data from Whenuapai and Parparaumu. Link it with the synoptic chart, so that you know which one is more applicable. Now you know the trigger temperature for the day – thermals will start popping off when the ground temperature is about 2° above the airmass temperature. The sounding chart will tell you what Cu's are expected, if any and it may give you some vague idea of thermal strengths.

Look for inversions. With >10kt winds and unstable air, streets are likely, if an inversion caps them. An inversion or isotherm on a sounding will give you the height of the haze layer on blue days. Note that soundings assume flat land - topography will give more or less energy to parcels of air.

100 km grid with interpolation

Now we're getting there....

At this stage you're in a position to compare theory with reality. Comparing NOAA soundings with actual soundings, as well as looking out the window, lets you know if the forecast models are correct, so you can bury yourself in more soundings or wallow in RASP data overload.

Time to look at RASP. If you jumped straight in, beware:

- It's making predictions based on starting conditions that may be wrong.
- It won't account properly for high cloud.
- It won't account for ground water.

If you've already looked at other soundings, beware: it's tempting to believe the last thing you looked at. It's far better to build a big picture and fit RASP in to its appropriate place. Does it agree with what you see? It generates 8am forecasts, after all, so you should be able to look out the window, compare and contrast.

Now what? Now you have to think about what might change and to avoid using more column inches (i.e. because I'm lazy), I will leave the following questions as exercises for the Studious Pilot.

There are things that make a forecast change with time. What effects can you think of which may make a forecast day turn out differently?

There are things that make a forecast change with location. What aspects of the topography could alter the forecast?

Predictions may be issued with uncertainties or guard bands; most forecasts are issued with a grain of salt. How big is yours?

There is only one thing left to do now... Go flying!

The easiest way to get more comfortable with forecasting is to practise! Try looking at the synoptic chart (or MetVUW) three or four days out. Try to predict what the weather will be. See how the forecast changes as the day gets closer. See if your initial prediction was right.

OK, that was two things....

THREE WOODEN INDIANS

PART ONE **NEW ZEALAND** by Peter Layne

Introduced by Ian Dunkley

I emigrated to the USA in the early 1960s and found a gliding scene quite different to the European one I was used to. More private owners, tin gliders, war time military training gliders renovated or much modified and a thriving home built glider movement - both in metal and wood, predominantly home designed. The 'Cherokee' designed for low cost home construction by Stan Hall in 1956, became a popular build and was one of the many gliders I lusted after. More importantly, it also appealed to a group of Auckland pilots.

Part One of the story is Peter Layne's story of Cherokee ZK-GBT, that in time became the first glider in the Vintage Kiwi Museum Collection. Part Two, that will appear in the next issue of SoaringNZ, is the remarkable story from the USA of two Cherokees, both renovated by a young US couple. The first before their marriage and the second afterwards as the bridegroom's wedding present to his wife, who had suggested he should buy the Cherokee concerned. Some marriages are obviously made in a gliding heaven.

These two US Cherokees and Vintage Kiwi's, represent the two extremes of vintage gliding: restoration to flying condition and recognising the impossibility and restoring for display. Between these two extremes lie the majority of old gliders: burned, left to rot or simply lost and hopefully, a few awaiting discovery by a future remarkable fiancée. If you don't believe me, compare NZ glider registration lists from the 1950's (if you can find one), with today's and see how many are still listed. A similar comparison in Europe or the US would be a more rewarding experience, whilst still showing a high loss.

Having got that off my chest, we can now begin with Peter Layne's story of the NZ Cherokee GBT, whose possible demise was forecast in a poem written at the time of construction by Beverley Secker.

Main: the Cherokee at Classic Flyers Museum.

CHEROKEE RESCUE
Here's an ode to the boys with the glider-
the fantastic 'the thing' with nothing inside her.
She was put together with swear words and glue,
A few dozen flagons of strong beer too.

The 'Thing' as she's called is hidden from sight
of the prying public-she looks such a fright.
A prehistoric monster to be let loose at will,
enough to give Frankenstein a blood curling chill.
But when the day comes to let 'the thing' fly,

John Trevor and Henry (although they may try)
will never be able to reach the sky,
for the matter of weight will affect her badly
and when John gets in she'll disintegrate sadly.
If only he'd been strong enough to diet
then of course he'd have been able to fly it.
But it's too late now for the GROG had got him,
and poor old 'Cherokee' will just go ROTTEN.

Peter Layne
(Originally written for publication in 2005 but did not appear)

THANKS TO THE QUICK WORK of Vintage Kiwi members Roger Brown, Les Riesterer and Stu Rogerson, the Hall Cherokee has been saved from incineration.

In March 2005, Rosemary Deanes of MOTAT Museum in Auckland, emailed Peter Layne seeking details about Cherokee ZK-GBT. She wanted to encourage the management to acquire the glider, as it was taking up wanted space at the Waikato Polytechnic in Hamilton.

MOTAT eventually decided against acquiring the Cherokee and rumours started to circulate that ZK-GBT was in good condition but likely to end up as fire wood! Following a flurry of phone calls, Roger assisted by Les and Stu, trailered her to Waharoa to tidy up, for use as a promotional prop at vintage gliding events. The decision was later taken to display her in the new Bay of Plenty Classic Flyers Museum at Tauranga Airport, where she remains in 2011, the first glider in the VK Collection.

So, what do we know about the only Hall Cherokee to fly in New Zealand?

In the late 1950s, Auckland Gliding Club member Henry Christie announced he wanted to build a Cherokee from a set of plans - a feat that has, so far, not been repeated in New Zealand. Soon after, he, John Williams and Trevor Taylor formed a syndicate. Plans were purchased and submitted to CAA, who gave approval in March 1959 and construction proceeded rapidly. On 25 November 1961, Neil Grant tested the Cherokee at Ardmore, from where

ZK-GBT usually flew but eventually flights were rare. Ken Bartlett and Roger Barker bought the glider on 22 June 1970.

I was privileged to fly the Cherokee at Waharoa, on 2 January 1971. I recall the emphasis was more on 'down' than 'up'. Ken bought the Cherokee outright in 1972 and flew it occasionally. The Cherokee changed hands on 11 December 1975 and Patrick Driessen began flying her. He recalls, "I remember getting a fright or two and after flying from Drury to Ardmore one day, put her in the hangar and never flew her again."

ZK-GBT was sold to Pan American pilot Jim Carter and again, the Cherokee sat, stored in a trailer at Ardmore. Engineering identity, Charlie Liddell kept an eye on her and apparently did three flights. According to Diane Thomas, wife of the next owner, Jack Thomas, Charlie told her and Jack that he got a fright flying it, put it back in the trailer and never flew her again. Almost identical comments to Patrick's! The registration was cancelled on 4 March 1992, 'Withdrawn from use'.

Jack weighed up the possibilities of restoring ZK-GBT to flying condition. He took her to Te Kowhai, storing it on Max Clear's farm, where the late Max maintained his very successful Bantam microlight production line. The decision was taken not to restore the Cherokee. Peter Ramsbeck bought ZK-GBT and took it to RNZAF Base Hobsonville and did some remedial work, which included applying a new red paint scheme but again, it did not fly.

Following the Government's decision to sell off Hobsonville, the hangar in which ZK-GBT was stored faced dismantling. Days before this eventually occurred, engineer Alister Haigh visited Hobsonville and became aware of Peter's dilemma. Desperate to save the Cherokee, Alister took her to Hamilton, storing the Cherokee in his workshop. He too ran out of room and tried to find a new storage space and Roger Harris made efforts to find a new location. Eventually, the glider went to the Waikato Polytech and was stored there until yet again the storage problem surfaced.

In early 2005, matters came to a head and it was at this point that Roger Brown stepped forward and saved a piece of aviation history. Thank you Roger!

Acknowledgments: Gliding Kiwi, Alister Haigh, Max Clear, Roger Brown, Les Riesterer, Roger Harris, Ian Dunkley, Diane Thomas, Peter Ramsbeck, Pat Driessen, Rosemary Deanes, Beverly Secker and the Aviation Historical Society of New Zealand Inc.

Nicholas Oakley, A proud 300 km pilot.

I WAS TRYING TO GET BACK BY BRIEFING

By Nick Oakley and Jill McCaw

Eighteen year old Nick Oakley has been flying gliders since he was fourteen. He and fellow Youth Glide Canterbury pilot Alex McCaw made quite a splash in the Club Class at the South Island Regionals in November. Nick came second in the class and won two days. Contest organiser and part time director Kevin Bethwaite says, "With due respect to the others in the class, I believe they will agree Nicholas and Alex genuinely produced some very high quality flying." He also muses, "How far can these boys go? The competitive edge that sets a few apart from the masses is the bit I'm looking forward to watching in the years ahead." Just after Christmas, Nick quietly went out and did his 300 k. He didn't think it was worth a fuss but we disagree.

In January this year, I managed to achieve one of my gliding goals, my 300 km flight. I did it on my first attempt too. I have been flying Craig King's ASW 19 LB which I have on loan. I flew this glider in the South Island Regionals and am really enjoying it.

The day of my flight, the weather was forecast to be a great wave day and I organised a 6 am take off. Terry Delore was taking off then too, for an attempt at a 1000 km flight in 'Shrek', his Libelle (the one that he keeps telling us isn't Abbey's). I had planned my own turn points, so had my start and finish at Omarama, with a southern turn point at the south end of the Dunstans and a northern turn just past Glentanner.

I started my task straight off tow but it took a long time for the wave to come right and I didn't actually get going until 8 am. Once I did get going, it was a fairly easy wave task. The hardest part was when I came back past the Omarama Saddle going north. I ended up down to only about 8,000 feet and had to get back into the wave to go north. Once I did get going again it was fine. I was back at the airfield at Omarama to finish just before 11 am. I had been hoping to get back before the 10 am briefing. That would have been cool, to rock into briefing and say, "I've just done my 300 k."

I didn't manage that but I did do better than Terry, who came home because he couldn't get away. If I'd counted my start from when I left Omarama, my time would have been just under three hours which is pretty good. I'm pleased with that.

Mt Cook

FLYING OUT OF AL

By John Robinson Photos Pete McKenzie

Last December the south had extraordinarily good soaring conditions. The month started well and just got better, especially as Christmas approached, when a large and surprisingly unstable high parked itself over the district. At times, it was almost too unstable, with soaring possible from mid-morning and over-development likely by mid-afternoon.

For many, this is a busy time of year: work deadlines, Christmas parties etc. and it's really frustrating being unable to fly when the sky looks so good but a few of us did sneak some good flights out of Alexandra Airfield, even during the working week.

On the 4th, a normal club Sunday, Pete McKenzie (LS3 'LP) and myself (PIK20 'KG) were away off the winch just after noon. We have a good winch and a large airfield and generally only one launch is needed. After climbing locally, we both headed the few kilometres north to the foothills of the Dunstan Range, for a further climb to cloudbase.

The day was looking fairly typical for a good day, with the regular convergence beginning to set up along the Dunstan Range. Once established at the southern (Clyde) end, it is common to traverse both the Dunstan and the St Bathans Ranges at good speed, without a turn, climbing from about 6000' and ending up at 8000' or so, 90 km later in the Omarama Basin. This we did. From the Lindis, I headed up the Ahuriri and beyond on the snowy high peaks, to reach Brodrick Pass about 160 km from home. Cloudbase was easily 10,000' on the Main Divide. I trundled south again, happy with my first good cross country of the season, eventually following another convergence line down to Roxburgh before returning, derigging and enjoying a well-earned beer. Meanwhile Pete 'further-faster-lower' went on to Mt Cook Village, had a low point in the Dobson but once established again had a fantastic run coming back and passed overhead at beer time, still heading south into Southland via the Garvie Range and Nevis Valley. He reached Mavora Lakes after a 160 km run without a single turn. He says it's his best-ever thermal flight (and he does some amazing flights).

While we were away, Phil Sumser (Hornet 'KJ) and Brian Savage in our Twin ('JW) were enjoying outstanding local soaring with 10,000' bases. What a day!

After a further week of great skies we couldn't stand it any longer, so flew Tuesday 13th. I had to cycle most of the way home from work, so it was a late and sweaty start. Phil kindly winched Pete and I and later got an aerotow himself to join us. Pete was having a hard time climbing out east, so when a gaggle of Omarama

Pete's flight, Mt Cook Village - Mavora

Bald Hill and the Takatimus from Mavora

Mavora Lakes

South Mavora Lakes

EXANDRA

gliders from the Youth Glide Camp passed overhead, I headed south too, following good thermals down the Garvie Range and on to the scenic Eyre Mountains, with a very black sea breeze front just to the south. I turned at Mavora Lakes, with high cloud racing in from the west and returned home over Lake Wakatipu and the Remarkables. Pete was now exploring parts of South Otago and Southland probably never before seen from a glider. He was stuck in the soggy maritime air. His wheel was lowered a few times and the progress reports via radio got very faint. After a long silence, I was not surprised to get a cell call to say he was having dinner with Matt Menlove (ex Five Rivers) at Garston and would I like to join them?

After a quick derig, Sue and I headed back to Garston with trailer via the much longer road route. Along the way, it was interesting to see the sea breeze had now penetrated up from Southland and all the way to Queenstown. The cloud was now low on the tops, where not long prior I had been sitting pretty at 9000'. We were home at midnight, after a long but enjoyable day.

The next Sunday proved to be about the only non-flyable day of the week but we flew again the following weekend. Both days had good soaring but early over-development...and bugs. We never experience very buggy wings in Central Otago but something in recent weather had created a bumper black fly crop. Performance loss and extra noise was quite noticeable and it took 30 minutes to clean the little blighters off at the end of the day!

Sunday 23rd was a day to remember. Pete and Vivienne gave our Twin (JW) a big flight: a tour around the basin, over to Omarama and out the Lindis. Phil continued to stack up hours on his Hornet and I had an enjoyably scenic circuit too. This comprised a Dunstan convergence run, arriving at the Lindis 9,000'. Here the cloud base stepped up dramatically, so I stopped to circle, reaching the new operating height - a staggering 12,000'. I flew around Mt. Brewster, near Haast Pass and down to Mt. Aspiring, cursing having left my camera behind. The views in all directions were stunning - I'll have to repeat that flight! The over-development now ruled and it took a while to get a good climb before heading home via Wanaka, arriving at Alexandra along with the first raindrops.

The 23rd truly was one of the best soaring days for many years, although being immediately pre-Christmas the chat-channel was strangely quiet and few got to sample it. The good weather continued through to the end of December and into the New Year and by now most pilots were thankfully on holiday. Hopefully 2012 continues to provide similar soaring out of Alexandra and Omarama.

Cecil Peak and Queenstown

Mueller Glacier and Mt Cook

Mt Sefton

GNZ AWARDS & CERTIFICATES

QGP No	Pilot's Name	Club	Date
3138	Glyn C. Jackson	Taranaki GC	13 10 2011
3139	Martin Danner	Omarama GC	20 10 2011
3140	David Foxcroft	Akl Aviation SC	25 10 2011
3141	Peter D. Mundy	Nelson Lakes GC	03 11 2011
3142	Hans Hiltbrunner	Glide Omarama	04 12 2011
3143	Hiroko Suzuki	Glide Omarama	04 12 2011
3144	Charles Ryan	Glide Omarama	04 12 2011
3145	Daniel Pietsch	Glide Omarama	04 12 2011
3146	Alexander Roediger	Glide Omarama	04 12 2011
3147	Andrzej Konarzewski	Glide Omarama	04 12 2011
3148	Roy D. Innes	Auckland GC	05 12 2011
3149	Casaba Oltvai	Wellington GC	05 12 2011
3150	A. Mitchell Polinsky	Glide Omarama	16 12 2011
3151	Jo Davis	Glide Omarama	30 12 2011
3152	Philippe Martin	Glide Omarama	30 12 2011
3153	Zach Marton	Wellington GC	30 12 2011
3154	Sidney T. Gilmore	Taupo GC	13 01 2012
3155	Denis Z. Filgas	Taupo GC	13 01 2012
3156	Emma M. Schmidt	Taupo GC	13 01 2012
3157	David C. Scott	Tauranga GC	19 01 2012
3158	Jonathan Pote	Auckland ASC	23 01 2012

NZ RECORD

100 km, O&R, Speed	Brett Hunter	Discus 2ct	14.9.2011	193.59 km/h
100 km, O&R, Speed, D-O	Alan Belworthy	Ventus 2ct	25.11.2011	201.805 km/h
100 km, O&R, Speed, D-15	Alan Belworthy	Ventus 2ct	25.11.2011	201.805 km/h

OFFICIAL OBSERVERS

09/079	Ray Burns	Auckland Aviation SC	1. 10. 2011	
09/080	Peter Coveney	Auckland Aviation SC	1. 10. 2011	
09/081	Gary C. Patten	Auckland Aviation SC	1. 10. 2011	
09/082	Peter B. Thorpe	Auckland Aviation SC	1. 10. 2011	

SILVER DURATION

	Stead Winter-Glasgow	Nelson Lakes GC	9 10 2011	Club Astir
	Ken J. Montgomery	Nelson Lakes GC	5 11 2011	Grob 103A

GOLD DURATION

	Ken J. Montgomery	Nelson Lakes GC	5 11 2011	Grob 103A

GOLD HEIGHT

	Robert Gray	Piako GC	26 11 2011	DG 101
	Peter Shields	Central Otago FC	22 11 2011	Grob 103

GOLD BADGE

319	Robert Gray	Piako GC	7 12 2011

DIAMOND HEIGHT

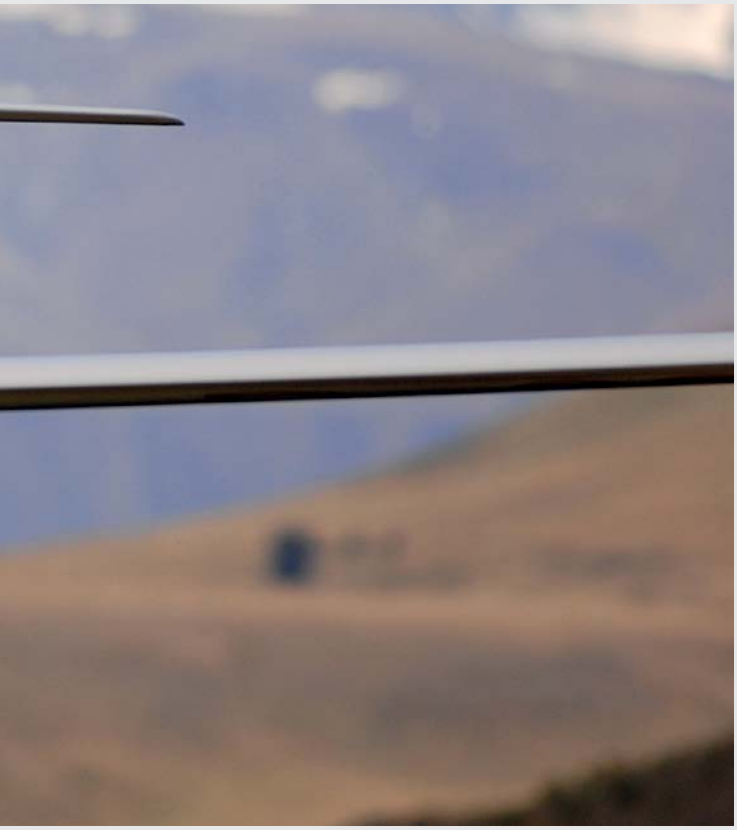
409	Robert Gray	Piako GC	26 11 2011	DG 101
410	Paul Knight	Auckland GC	26 11 2011	Discus 2 ct

DIAMOND GOAL

329	Kerry G. Greig	Nelson Lakes	8 11 2011	DG 800 B

AIR NZ CROSS COUNTRY CHAMPIONSHIPS

		Glider	Distance	Points
NORTHERN DIVISION				
	David Hirst	Discus CS	864.07km	872.80
	Jason Kelly	PW5	345.58km	421.43
	Glyn Jackson	PW5	230.95km	281.65
	Keith McIlroy	Duo Discus	XLT192.32km	187.46



OCTOBER 2011 – JANUARY 2012

SOUTHERN DIVISION

No Claimants

OFFICIAL OBSERVERS

09/083	Warwick Walbran	Wellington GC	5 12 2011
09/084	Alain Marcuse	Wellington GC	5 12 2011

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

A note to Pilots and Official Observers

A recent Silver / Gold Duration claim has highlighted a very interesting point.

If the Glider you are using has a MOP, being either a self-launcher or a sustainer, "The Glider was continually observed", option is not available.

(Page 2 Form OPS 04 Duration Silver /Gold)

Only an .igc log produced by an approved Flight recorder with engine noise detection ability will be acceptable.

Sporting Code page 12:

4.3.2 Flight continuity

There must be evidence that the glider did not land and that no MoP was used during the soaring performance.

Edouard

A QUESTION OF SAFETY

GEORGE ROGERS NATIONAL OPERATIONS OFFICER

(This report was received before the news of the fatal accident at Omarama in January – Ed.)

ACCIDENTS

Five occurrences / accidents were reported in the last two months of 2011.

They involved:

Oxygen flow inadvertently being reduced, with tubes tangled in a storage pocket.

Airbrakes open at launch and not detected, leading to an outlanding where damage occurred.

An outlanding with undercarriage not fully locked down.

A ground loop in longer grass at landing , home airfield.

A landing run risking impact with a retrieve car and gridded gliders. Longer grass in much of the airfield was a factor.

Initial review of the last two suggests longer grass, a result of the lush growing conditions late in 2011, was a factor in pilot decisions. Grass management and mowing regimes of gliding fields in lush times need to be considered in terms of safety considerations.

2011 – A Review

Thirteen glider accidents / occurrences were reported in 2011. There was, in addition, one tow plane damaged.

There are 355 gliders on the aircraft register, so the thirteen represent 3.7 % of the glider fleet. Two gliders were written off and four suffered substantial damage.

Fortunately, there were no injuries reported.

Fourteen gliders were involved in occurrences in 2009 and 2010, so the number of incidents has basically remained unchanged over the past three years.

Of the this year's thirteen;

Five were during the landing phase. Wheel-up, gear collapse (2), ground loops featured.

Six involved gliders at the take off phase, plus the one tow plane. Of the gliders, two were self-launches in the early part of the T/O, one an aero-tow upset at release, one canopy open in flight, one airbrakes open at launch and the sixth a towplane / glider combination loosing directional control at T/O and impacting ground.

One involved the onset of hypoxia.

One tree / ridge impact.

The take off phase featured in six occurrences. The need to consider prudent decisions prior to committing to launch is indicated.

Four of the incidents may have been prevented by properly completed pre-take-off or pre-landing checks.

There is really nothing new in the factors involved in the accidents. The issues have occurred before and are recognised in gliding.

The series of articles prepared by Arthur Gatland and published in 2010 issues of SoaringNZ on Threat and Error Management (TEM) provide good advice on techniques to reduce the errors that lead to these sort of accidents. The articles are well worth a reread.

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 info@glidingauckland.co.nz
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 www.glidingmanawatu.org.nz
Club Contact Ron Sanders Resanders@xtra.co.nz
Base Feilding Aerodrome
Flying Weekends, 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 and Waipukurau Gliding Club
Club Website www.skyhigh-photography.com/Main/Aviation_and_Spaceflight/HB_Gliding_Club.php
Club Contact David Davidson Dhcd@clear.net.nz
Ph (06) 876-9355
Base Bridge Pa Airfield, Hastings 0272887522
Flying Sundays. Other days by arrangement

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

Marlborough Gliding Club
Club Website http://glide_marl.tripod.com
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 Steve Care s.care@xtra.co.nz
Ph (07) 843-7654 (027) 349-1180
Base Matamata Airfield, Ph (07) 888-5972
Flying Weekends, Wednesdays and Public Holidays

Rotorua Gliding Club
Club Website http://www.geocities.com/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

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

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

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

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

Whangarei District Gliding Club
Club Website www.igrin.co.nz/~peter/gliding.htm
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

Thank you to all the writers who got their club news in on time. It's not hard. Our deadlines don't change.

I challenge ALL clubs to pen a few words and send some picutres.

Deadline for club news for the next issue 11 March 2012.

AUCKLAND AVIATION SPORTS CLUB

Our last club news reported a truly crappy spring weather-wise and the fervent hope things would improve. They did not. The rain, low cloud, strong winds, lots of sink etc. continued. The only plus is that we are well used to flying in windy turbulent conditions, with lots of strong sink and narrow thermals. The winds were just conducive to one Raglan run for Dave Foxcroft but the heavy rain squalls forced a turn back at Waikato Heads.

Among our visitors was Denny Reid, who had worked as a designer for Glasflugel back in the '70's. We were pleased to show him Libelle GIV. One of our ATC cadets, Enya McPherson, achieved the holy grail of first solo. Very well done and she was, as expected, delighted to have made the achievement. We gained a new instructor when Ray Burns achieved his baby instructor status and, some weeks later, thanks to the weather, finally got his five hours under supervision out of the way. We took the training wheels off but promised to nail them right back on if we got any cheek.

Retired Air Force Doctor, Jonathan Pote, attended the Northern Cross Country Course as a guest lecturer, Human Factors of course. He stayed the whole week and managed to scam accompanying an instructor on a cross country. Jonathan's crowning achievement came last weekend, when he graduated QGP. Well done. Steve Wallace took his regular trip to the Northern Regionals, coming home with the Standard Class trophy.

So, we still lament the weather, are extremely jealous of the good weather down south and wonder at our chances of soaring flights up north anytime this summer. Sob.

GL

CANTERBURY GLIDING CLUB

Our Christmas camp was held as usual at Omarama from Boxing Day but just before that, the Youth Glide members had a very successful camp under the control of Roger Read and many excellent instructors. Catering was in the capable hands of Roger's wife Kim, Lynnette Tillman and several other parents, including fathers.

Great stuff.

Jonathon Wardman, one of the Youth Glide members, stayed on for the main camp and was successful in completing his Silver C cross-country, flying our LS4. He had a remote start from

Aviation Sports Club: Ray Burns takes his wife's friend Inkeri Kostianen from Finland for her first glider flight. Photo Rachel Burns.

near Omarama Saddle to Pukaki Airfield and landed back on Killermont Vegas.

About the same period, Carrie Miller made her first solo flight in one of our Twin Astirs. I expect these two to go on to much more satisfying challenges and achievements.

Several other members have had good flights to date, one favourite being to cruise up the Ohau Range and on to Mt. Cook. Always an awe inspiring trip. Seeing some climbers on Cook is an added bonus.

Nicholas Oakley completed his Gold C with a cross-country flight in his own glider. That story is elsewhere in the magazine. Well done Nick.

Stew

GLIDING MANAWATU

With an unseasonably wet spring continuing into summer, flying has been well down on last year. When the weather has co-operated, we have had some great flying. Vaughan Ruddick from Wellington came up and gave Al Park and Rob Laskey a lesson in cross country ridge flying. Both really enjoyed the experience. Huge thanks to Vaughan for making his time available. Vaughan really enjoyed flying our DG1000 filled with water and thought it was an absolute weapon.

December saw Patrick Richardson off on his first solo. Patrick is just sixteen. He was

Gliding Manawatu

Manawatu: Top: Al Park – from flight in DG1000 with Vaughan Ruddick. Top Right: turning back at Paekakariki. Bottom Left: Hamish and Al in GNP. Bottom Right: Matt Jones solo.

supported by his parents, who drive down from Wanganui. Great job Patrick. Matt Jones also soloed in December. Matt, a radio controlled helicopter enthusiast, only took sixteen flights to go solo, having never flown a plane before. Another fantastic effort. Bill Dewar has gained his C Cat rating, with Ron Sanders upgraded to A Cat and also an instructor trainer.

With an invitation to the Wellington Club Christmas party, a few of the members made the trip. Matt put on a couple of awesome displays with his R/C helicopter. Thankfully, neither ended like the display at Feilding which saw his helicopter canopy come off and go through the rotor blades, causing the chopper to disintegrate before our eyes. I hear the repair bill had three zeros on it! It was a great night, thanks to the Wellington Club for the invitation.

Al Park and Patrick Frame have their ratings to fly the DG1000 and are enjoying taking friends and family flying. Rob Laskey continues to spend more time in the air than on the ground and is now flying the pants off the DG202. Ross and Matt were returning home low from the ridge and were within spitting distance of the field, when they had to put the Grob Twin down in a paddock. It would have been quicker to push the glider home but the opportunity for a tow retrieve was not going to be lost by our esteemed tow pilot Dave Cameron. This was the student's 2nd out-landing in ten flights. With continued out-landing and solo shouts, the club captain really needs to up his game in the beer fridge department.

Ross A

NELSON LAKES GLIDING CLUB

Our club was busy before the Xmas rush took members' minds off gliding, then came the holiday period, when many are away with their families. However, they will all come back in a rush at the end of January. The weather in the week before Xmas was some of the most gorgeous thermal and convergence conditions on the Southern Alps that I have seen. We flew a number of mid week days before Xmas in this good air and also during the Xmas/New Year period. Not many people turned up at any time but the faithful few had it good. We even had some days when nobody was left on the ground. This was achieved by Kerry Grieg doing the last winch launch and then himself in his self-launching motor glider.

Charlie Samuels has reached the significant milestone of 1000 hours in his log book. Our latest instructors' roster has two new instructors on it: Ken Montgomery and Kerry Eggers. David van der Linden showed up at the field with his newly imported LS4 for the first time one day; what a tidy ship that is. Mike Strathern has also been flying his new ASW20 a time or two. The club itself is acquiring the use of an LS4 that is being brought across from the USA.

On the loss side, Ivan Evans, so long a stalwart and wizard cross country pilot and trail-blazer in our club, is leaving, together with his wife and glider, for a new life in Australia.

Our club is again preparing for the annual six day ab-initio training camp, which this year is on the 12th to 17th of February and it is then followed by our annual camp week. Our club website has been taken over by Ted Glasgow and now features a blog 'Latest News' that has been updated most weeks with what happened on the field.

F.S.

Nelsons Lakes: Top Left: Glenroy River. Right: Lake Christabel. Bottom Left: Severn Valley

PIAKO GLIDING CLUB

About 180 people attended the funeral of Les Riesterer, which was held in our clubrooms, following his death during the Northern Regionals. This was testament to the importance that gliding and the PGC held in his life. Many associated with gliding came from Taranaki, Auckland , Tauranga and Taupo to pay their respects. See his obituary elsewhere in the magazine.

The club took the opportunity to replace our PW5 GSN with a well maintained PW5 GWW with lower hours. She should serve us well for many years to come.

The weather has been far from cooperative so far this summer. The Christmas Camp at Matamata was a wet event, with comparatively little flying. Our camp at Raglan has had a lot of days where we could not fly for the rain but when the sun has come out, the members have been busy selling the sport.

The poor weather, with a lack of thermals, has made it difficult to show the newer members what soaring is all about and so follow-the-leader trips to the swamp have not yet been possible. While this all sounds depressing, there have been some high points in the summer so far. Bob Gray achieved his diamond height and completed his gold badge in some local wave, bringing a big smile to his face. Let's hope the weather improves, so some others can achieve their goals for the summer.

BM

Piakao: A dull day at Raglan

Taranaki: "Soaring the convergence" Photo by Glyn Jackson

TAURANGA CLUB

Photos taken by Derek Wagstaff over Mt Maunganui using his Christmas present, a Go Pro camera on the wing of his ASW20F.

TARANAKI GLIDING CLUB

I guess it would be safe to say that it has been 'steady as she goes' for us. We have flown when we can and several QGP evenings have been held. Last year saw increased hours and with the current enthusiasm well led by Club Captain Glyn Jackson, we should beat that this season. Some good mid-week days bring out the private owners. January 17th was a case in point, with five gliders busy working a convergence line that ran from the mountain out to the hill country. Leading that bunch was Glyn: coming off a relight, he did close to three hours, doing straight glides of 37km. Flying straight certainly gets one along!

Glyn enjoyed the cross-country course at Matamata and achieved a most creditable 100k trip down to Thames and return in the PW5. Will Hopkirk was also there for a second time, drawing good value from the likes of Trevor Terry and his Duo Discus.

Our students have been flying whenever they can, with Brendan Pittwood leading the charge. Julie Woods is determined to make progress, as is Trevor Pease and a couple of potential new members are showing interest. They will enjoy, as we certainly do when opening the hangar, the sight of good aircraft all waiting to be flown. The hangar has an impressive amount of floor area to sweep and is simply too welcoming for a bunch of dear wee sparrows. Nonetheless, the hangar is a good statement for our club and its 50th anniversary last year.

PJM.

WELLINGTON GLIDING CLUB

We started the summer with a well attended Christmas BBQ, prepared by Vaughan and Paula. Several members of the Manawatu Gliding club attended and Matt Jones gave a fantastic aerobatic display with his RC Helicopter, which he flew inverted as if to mow the grass. The BBQ also marked the retirement of Bruce Frethey, who has been our chief tow pilot for more years than we can remember. Vaughan Ruddick presented Bruce with a montage of memorable pictures. Bruce now becomes just one of the tow pilot 'guys,' without having all the paper work of keeping the tow plane serviceable. Our new CTP, Lawrie Duncan, will now take on this challenge.

La Nina has given Paraparaumu long spells of fine weather and cumulus over the ranges. As a result, the club has been a hive of soaring activity, with Ross Sutherland coordinating the seven-day operation. Csaba (pronounced Chaba) Oltavi from Hungary and Zach Martin from Canada are our two under-30 (read, no grey hair) gliding bums for the summer. They have loads of towing and instructing experience and are thrilled to be in NZ to enjoy the southern hemisphere summer.

Plimmerton

Paekakariki Lookout

WGC members take to biking Magic Mountain.

Tourism student Lila Reibel is working on her practical internment, as the ground coordinator and club PR for the summer. This appears to be a win-win situation for both Lila and the Club. Thanks to Peter Woodhouse, we now have a very usable website, with an online booking system. Since November, Air Nelson runs three daily flights from Auckland into Paparaumu and so far, this has not affected our gliding.

As usual, a number of Wellington members defected to Omarama for Christmas and New Year holidays. The big difference this year was numerous days of light winds and cumulus with wave became a rarity. A common event in the past few years has been the mountain bike rides organized by Billy Walker. This year, it was to the top of Magic Mountain, with a spectacular view of the upper Ahuriri valley, which most of us cannot appreciate as we scratch away in this area to get into the high country.

Warren D

OBITUARY

LES RIESTERER

18 AUGUST 1934 – 2 DECEMBER 2011

BY ROGER BROWN Piako Gliding Club

Les joined the Piako Gliding Club in 1969. He was the holder of a Gold C with two diamonds, held an instructors rating for as long as any one can remember and loved to fly his Standard Cirrus JM. He was a much-respected member and an honoured life member of this club. In his earlier days, Les was a very keen competition pilot and continued to support the contests well after he had finished competing himself, in the many varied roles that we were all so very used to seeing him doing.

He was very much involved with the administration of the club and the airfield. He was on both the club committee and the Matamata Soaring Center committee for many years. Les also became the club's maintenance officer, a position he held for a number of decades. Not only did he look after and tended to the club's fleet of the day but also initiated a program of managing a great many of the club's private owner fleet; organising all of their mandatory maintenance checks to be done on site at the airfield. It was a very successful program.

Les developed his vast experience base and flying skills in those earlier years by going flying in all sorts of conditions. As members, we all benefited from this in the years to come, as Les quickly became a top quality instructor and had the ability to pass onto us all of his wisdom and gained experience.

Les always made himself available for any one, teaching, and mentoring many generations of successful members. If, for any reason, someone had a bad day's flying, Les would be the person you would seek out to confide in and to try to resolve the problem of the day. He had this knack of always finding a positive side to the issue, which always made you feel much better and that perhaps the day was not as much of a total disaster as you had first thought. "Gee, thanks Les," was generally the final remark given and we would leave Les in a far more positive mind frame than when we first approached him. He also had the ability to think a little 'outside the circle' as it were, which became a very useful tool for him and made him such a successful instructor over his many years of involvement.

Les was also a very keen 'car' man. He was very active in the Hamilton Car Club and raced as a private entry in the old 'Heatway Rallies on NZ'. He only took up gliding as he felt it might have been a far safer sport than those earlier pioneering days of rallying.

I will certainly miss the ability to give Les a ring, to discuss the relevant issues of the day or to just having a great aeronautical gossip, as between the two of us we set the world right once again.

His funeral was conducted at the airfield, supported by a very large congregation of friends and family at the Soaring Center clubhouse. A fitting tribute and venue: with his Standard Cirrus and car parked outside on the grass, looking on, as if trying to be part of the service.

Les will be certainly missed by us all.

We take our classifieds list from the GNZ website and from ads detailed with us personally. To update your ad, please go online or advise Roy Edwards, our webmaster. Ads notified to me will appear on this page but we are unable to make changes for you on the web page. Please contact the webmaster if your item sells.

GLIDERS

ZK-GWC LS6c SAFETY COCKPIT 48:1 L/D • asking $95,000 GST inc 15m with winglets, 17.5m straight tips, 15m straight tips for trailer, Cobra Trailer, always hangered. 1700hrs (Nov 2011) 1995 model, no damage history. We bought it off Pat Driessen, two lady owners before Pat and only flown to church on Sundays. Gel looks very good to me, only a couple of small patches of imperfection. I can provide panel photo of instrumentation, glider, etc. First flew at World Champs Borlange Sweden and didn't fly in wave until after arrival in NZ. Omarama syndicate a possibility but for outright sale, will consider trade for Discus, ASW 28 etc Contact Chris Streat Tel 03 442 6789 day or evening or 0274 856 236 streatcg@xtra.co.nz

Two very nice gliders looking for a new home. • Ronlerche K4. Slingsby Skylark 2. Contact John (06) 758 2953

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

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

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

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

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

LS8-18. ZK-GZN. 15m & 18m wingtips • Immaculate. Competition ready, tuned for racing in every detail. Winner of several national and regional championships. Approx 1080 hours, 325 starts. Refinished PU mid-2006. Cobra trailer & tow out gear. Instruments: Becker Rx & Tx, 57 mm Winter mechanicals, Ilec SN10B, Volkslogger, FLARM, PDA, EDS oxygen. POA. Contact Dane Dickinson 0211049694 or dane@xtra.co.nz

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

Libelle 201B #579 GIU • Good condition 2358 hours and 1688 launches. Basic panel plus transponder, chute, O2, Trailer, $18K Contact Paul 021 331 838

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

Ash 25 ZK-GTF. 1/6 share(s) available • Based in modern hangar in Omarama, refinished in polyurethane. Cobra trailer and full tow out gear. Good standard instruments, flarm, SPOT, LNav, parachutes and mountain high oxygen gear. Partners include a mix of racing and non racing owners and access to the glider is flexible. Contact Chris Garton 021 138 9692, Terry Jones 027 452 1498 or Trevor Mollard 021 252 4914.

Libelle 201B GIV • One third share in based at Whenuapai Auckland. Reluctant sale due to health. $6000. In good condition with trailer. Ph Terry 021 181 5664.

Slingsby Kestrel T59D 19m, HQ • This is a well maintained high performance glider with 1,500 hrs flying time off 646 launches. Glider is well instrumented and fitted with oxygen. Trailer and wing and canopy covers included. Price NZ$20,000. Contact David Clark 021 108 0783, divandprue@netspeed.net.nz

Slingsby Kestrel T59D 19m, ZS-GII • Recently fully refurbished, #Launches 970, #Hours 2240. Aircraft Serial no. 1828Instruments: ASI - knots, Altimeter- feet, Terra Transponder, Dittel radio FSG40, FLARM with remote display, Zander flight computer with VARIO, Volkslogger, Compass, Second vario, Oxygen system. Wing and canopy covers, logbooks and flight & repair manuals. Full tow-out gear. Enclosed Trailer with refurbished chassis. Price NZ$ 30,000. Price incl shipping & insurance to any NZ ports. Glider currently hangared at Cape Gliding Club, Cape Town, South Africa. Contact Jacques du Toit, M:+27824188771, email j7dutoit@telkomsa.net

Pipistrel Sinus - Three aircraft in for the price of one! • You get a glider, a long range super-economic cruiser and the most versatile training aircraft on the market. Thanks to dual flight controls you can use the Sinus as your primary gliding and powered-aircraft trainer! The excellent performance was confirmed with a World Champion title in 2001 and a record-breaking solo flight around the world in 2004. Rotax 80hp long range tanks and tail wheel. Very sharp price of $120,000. adrian.cable@xtra.co.nz 027 4738 231

DG 200 For Sale • 17M tips, good trailer $35,000 ono. phone Max on: 03 544 0413

Ventus 2ct 2002 #95, ZK-GRY • 550 hrs from new, 11 hrs on engine, no damage history. Full range of factory added extras. $205,000. All enquiries, please contact Alan Belworthy at a.belworthy@xtra.co.nz, pics at http://www.rcmodels.co.nz/ventus_2ct.htm (07) 579 3075, 0274 960 748.

Mosquito B, ZK-GKK • Good to very good condition. I just don't fly her enough and she needs to fly. Comm, Transponder, Oxygen (not fitted), Tralier, Blue Canopy tint. Large and roomy cockpit, suit larger person. $40K. golfkilokilo@paradise.net.nz

HANGARS

Drury hangar position for sale • For under half the price of a new trailer you can enjoy the ease of a fully rigged glider! Concrete floor, power, water. Make an offer. Roger Sparks ph.0274 956 56

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

South Canterbury Gliding Club has for sale • its 15 metre Hangar Space at Omarama $1800 per metre + GST. Contact Paul 021 331 838

15m hangar space at Omarama • available for long or short term rental. Contact Annie Laylee or G Dale on annlaylee@aol.com or gdale247@hotmail.com

Two adjacent 18m hangar spaces in the Omarama Hangar • $ 30,000 each or near offer. Contact Mike Hamilton Phone: 03 962 1530 email: mike.hamilton@hamjet.co.nz.

GNZ members are eligible for one free non-commercial classified advertisement per issue.
Deadline for receipt of advertising for our April issue is 22 March 2012.

18m hangar slot at Omarama to rent • Sunny side of the western hangar, clean and convenient, closest to airfied facilties, with electricity. NZ$2250 per annum; $1800 Sep - Apr; $450 May to Aug. Ph Graham +61 478 220 227 email hogbacon@hotmail.com

OTHER

Norfolk Aviation Sports Club has a brand new • in the box Becker AR4201 Aviation Radio for sale, at the discounted price of $1700+GST. Phone Clinton (06) 762 4871

Tow Plane for sale • PA25-160 ZK-BWP Recently returned to airworthy status. New non-terminating C of A, 406 ELT, Tow Hook. Lycoming 0-320, 220hrs to run. TTIS 3897, TSO 1779. $50,000. Phone 0274 724732 or (07)3768298 evenings for further details

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

I have an L-Nav for sale • Version 5.6, including 80mm display, (57mm if required) GPS Logger and display and an Ipaq HX4700 with See You installed. All available as of 12.12.11. Price $1900 ono Contact Ross R.Drake@inbox.com

WANTED

WANTED old copies of Gliding Kiwi:• all Vol 1 (1958-1959), Vol 2 (1961-1962; all from No.6 on), Vol 3 (1963- 1964; Nos 5, 6 & 8), Vol 4 (1966; No.12), Vol 6 (Jun-Jul 1966, No.11), and all from Vol 25 (Aug-Sep 1999, No.4) to last published issue (date unknown). Errol Martyn, P O Box 6482, Upper Riccarton, Christchurch 8442, ph 03 343 5408, Email – errol.martyn@xtra.co.nz

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

I wish to purchase a competition glider body (only) • to use as the basis for building a craft, using 2 x windsurfer sails, for an attempt on the world, sail powered Speed record. Please contact: David on 027 666 0904 - or dhrbernard@gmail.com

I'm looking for the front end of a fuselage • of any (but preferably a tandem) sailplane. This can be damaged to some degree and definitely doesn't need to be airworthy. I just need the bit you sit in. mikelpacker@fastmail.fm

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