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Soaring NZ



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issue 27 april/may 2012

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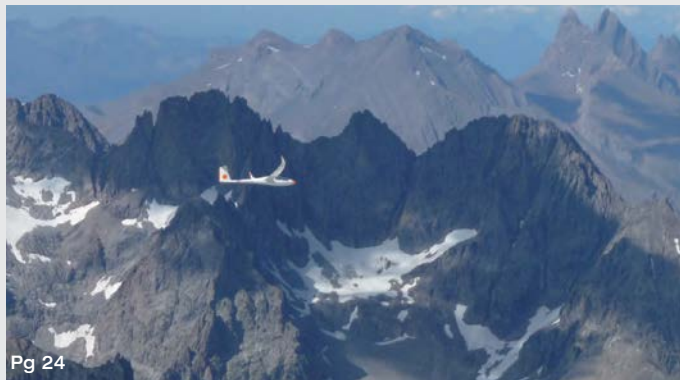
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from the editor

april/may 2012

*Soaring*NZ is now well into our fifth year and I think we've got quite good at the process of making it. I've had some comments recently that made me realise that our readers have no idea how that happens. People are surprised to realise that I do not sit in an office in town bossing around my staff as they answer phones, while I source and write stories. In fact I sit at a desk in the back bedroom of our rental house in Halswell in between working nursing shifts at a resthome down the road.

*Soaring*NZ has one employee – the much appreciated proof reader Melanie Henrikson (who is also a nurse in 'real life'). It became obvious after the first issue that a proof reader was essential. It is embarrassing to admit, but even after taking English to seventh form level at school, I still only have a rudimentary grasp of grammar and in some cases spelling. I blame the schooling system, which has only gone downhill from there. That is a rant for another day.

The magazine's parent company McCaw Media also has a new employee. Paula Ruddick will be tackling our accounts from this issue on. See more about this and the changes it will make to your club's payments in the Log Book section. I am multitasking but running a business and dealing with money are a set of talents I haven't mastered.

So how does your magazine get made?

It couldn't happen without the internet. This would have been a completely different job even twenty years ago. Everything happens via email. Articles and photos all arrive this way. Occasionally I receive photos via other methods and will scan old pictures, sometimes I receive discs of photos in the mail, but just about everything is email.

I have a large white board for planning the current mag (and another one for future planning). On receipt of an article, I make a tick in the column next to the article's name. I give it a read through and can spend quite a bit of time making sure that it actually says what the author thinks they wrote. Some correspondents have an even worse grasp on English than I do and some do not have English as their first language. Never let that worry you. We (Melanie and I) will always make your words read well. There can be quite a bit of work making long pieces fit into the word limit for the pages available, while keeping the important parts and feel of the story. As a rule of thumb, we use 500 words per page with pictures and illustrations. The number and quality of the photos sent with a story are as important as word count in determining how many pages I will use for a story. The look of the magazine is very important and I don't want pages of tight text with nothing much to break them up.

Once I've done my work on a story it gets another tick, then it is emailed to Melanie. She reads through it and catches many things, often minor, but all improving the 'readability' and accuracy of the



Your multitasking editor - proof reading this issue of the magazine in the GNZ tent at the Wanaka Airshow. It was practice day.

piece. She sends the corrected version back. That's another tick on the board.

Once all the material for the issue has those three ticks, it's ready for the next stage. I work out (roughly) how many pages per article and which are the most important. All the edited version of words, the photos, illustrations and notes are put onto a stick drive and taken to Rosalie Brown and Lee-Ann Collins at RGB Design. These ladies work the magic that makes the magazine look so good. People erroneously think I do this. I don't. These girls are amazing. They are not employees, but I pay them to do it and it is money well spent.

Once the girls have made a good start, there is a proof for me to go through. At this stage, I'm checking that the important parts of each story are emphasised, the pictures fit with the text, I put captions on the photos and check for any obvious mistakes and muck ups. My changes are made and I get another draft. This is pretty close to the final version.

This draft is sent out to a set of proof readers with impeccable credentials. These people are volunteers and include Max Stevens, executive officer of GNZ and ex Deputy Director of CAA, and John Goddard, ex Air Accident Inspector. There are also a couple of other people and all of them are founts of gliding knowledge. We all sit down and pore through the draft, checking every word, finding the last mistakes, and there always are some, no matter how carefully the text has been checked before. Interestingly, we often find different mistakes from each other. Accuracy and legality are the main focus of this proof read.

We don't print anything that may be detrimental to gliding in general or any individual pilot in particular.

There is one last chance to catch mistakes and make any changes (at a cost) when the printer sends their proofs. We check the colour and the final look of the thing. It will take about a week for printing and posting and be in your mail box a few days later.

Roughly two weeks after that, I start making the next one.

Fly safely
Jill McCaw



Self portrait of a gliding photographer.
John McCaw plays with his new kit.
Nikon D300 with a 10.5 mm fish eye lens.
Photo John McCaw

next issue

Doug Hamilton tows out to start his display. More about Gliding NZ's presence at the show next issue.

Mountain Safety continues.

Roy Edwards attempts to fly at all NZ gliding clubs.



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

Regarding those Slingsby Gliders featured last issue. I flew my first solo in one. I remember those Slingsby Gliders very well. I had my early introduction to gliding in one. First with the dual seat T.21B (also known as the Sedbergh), then eventually solo in the tandem seat T.31. All this took place when I joined the Air Training Corps with 46F (Kensington) Squadron, based at Notting Hill in London.

Those Slingsby's were kept very busy every weekend, bringing us cadets through our course and up to solo standard, if we were lucky. Our Gliding School training took place at Langley, west of London, near where the Hawker Aircraft Company used to produce Hurricane fighters.

The gliding experience with the ATC later took me to Surrey Gliding Club at Lasham, London Gliding Club at Dunstable and, in recent years, the Auckland Gliding Club at Drury. To be sitting in a Duo Discus at Drury was quite a quantum leap from those Slingsby gliders. The photo shows me waiting for my instructor in a T.21B (Sedburgh) No. WB978.

Alec Field



BOGEY AT MY SIX O'CLOCK



Conal Edwards snaps Auckland Aviation Sports Club's Twin Astir from a wing mounted camera on his Ventus (TX). In the twin were Ray Burns and Steve Wallace. Location Kariotahi, West Coast.

CHANGES TO SOARINGNZ ACCOUNTS DEPARTMENT.

SoaringNZ welcomes Paula Ruddick as our second employee. Paula will be taking over the running of our accounts. While making the magazine is something that has become easier with time, running the business side of things, it turns out, is not one of my talents. Paula has offered to step in and keep track of who pays, who doesn't and all the various mucking around that goes with the book keeping.

For clubs that pay online, there will be no change. If you pay by cheque however please note that the mailing address is now different. This will be noted on your club account. Cheques should still be made out to McCaw Media.

Paula is the wife of Wellington pilot Vaughan Ruddick. Many of you have already had benefit of Paula's organisational skills. She is the person who marshalls the delegates and visitors (herds cats) at the AGM in Wellington each year.



NEWS FROM PIPISTREL

On 17 March Pipistrel laid the foundation stone for a new factory in Gorizia, Italy, 25km from the Pipistrel Headquarters in Slovenia. Pipistrel d.o.o. Ajdovščina has founded a subsidiary company Pipistrel LSA S.p.A in Italy, as the majority shareholder (81%) for production of the 4-seat aircraft Panthera.

Interestingly, the area where the factory is being built was heavily bombed during WWI, so is subject to a law which requires compulsory de-mining before the beginning of any construction. This will be done by a local certified company. When the de-mining process is finished, the construction will begin.

TRIPLE AMPUTEE SOLOS IN GLIDER

In Britain, the organisation Battle Back exists to ensure that seriously injured service personnel have access to the same opportunities in sport and adventurous training that are currently available to the able-bodied. While skiing and canoeing are favourites, the sport of gliding is well placed to give them the opportunity to participate on level terms with the able bodied - meaning the soldiers can leave their disabilities on the ground and fly their glider using specially modified controls.

The first course, flying from the Wyvern Gliding Club in a hand control adapted K21 glider, was extremely successful with four solos. For video of triple amputee Private Kingsley Ward, Parachute Regiment's flight (including him removing his legs before strapping into the glider) search 'Army Gliding supports Battle Back troops' on You Tube.

GLIDER CANOPIES MADE CLOSE TO HOME

Australian company Morgan Aeroworks in NSW have been experimenting with making glider canopies. The canopies are around \$1800, of German quality and they make them to fit any single seat glider.

Morgan Aeroworks is an Australian aircraft kit manufacturer specialising in high performance and highly affordable sports aircraft. Garry Morgan is an ex-Kiwi hang glider pilot.

If you are interested email gkmorgan@ihug.com.au

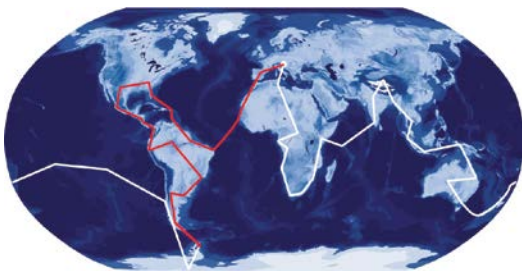
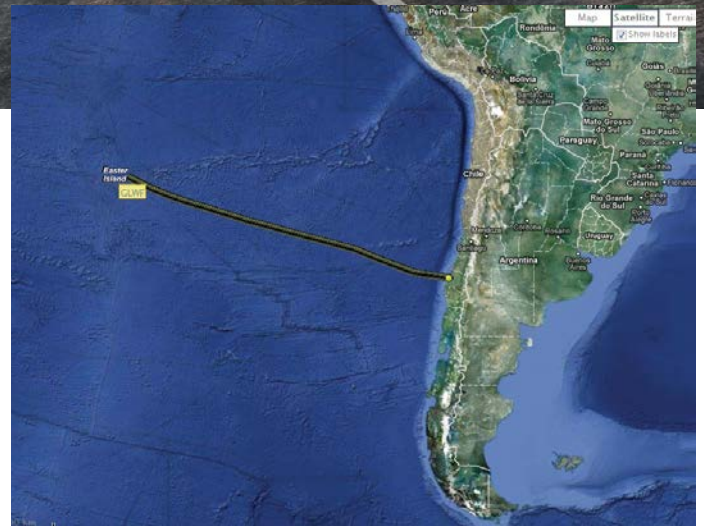


PIPISTREL AIRCRAFT FLIES AROUND THE WORLD

A Pipistrel Virus SW 914 flown by Matevž Lenarčič has nearly completed an East to West around the world flight. The most difficult and potentially dangerous part of the flight was crossing the Pacific Ocean. Mr Lenarčič took off from Concepcion, Chile. The first stage was a 3,700 km long flight to Easter Island. It took 15 hours and 4 minutes and was relatively uneventful. In the second stage, he flew from Easter Island 2,271 km to Totegegie in French Polynesia. A storm made the end of that flight extremely difficult. The 1,692 km Totegegie to Tahiti third stage was achieved in 6 hours and 20 minutes of flying. The fourth stage was a slightly shorter flight to the Cook Islands. 1,140 km flown in 4 and a half hours. The final leg of this incredible ocean crossing was a 3,098 km, 13 hour flight to New Zealand, where he landed in Tauranga on 29 February.

Altogether, while crossing the South Pacific Ocean Mr Lenarčič flew 11,901 km. It took him around 50 flight hours. When this article was written (28th March) the aircraft's spider tracks trace showed the Virus had just completed the leg from Kathmandu to Pokhara in Nepal. Whilst in Patagonia, before the Pacific crossing Mr Lenarčič took the aircraft down to the Antarctic. This flight really is something out of the ordinary.

Update 1 April – having flown past Mt Everest on 30 March the Virus had started across the Indian Ocean and landed at the Seychelle islands.



32ND WORLD GLIDING CHAMPIONSHIPS WEBSITE

The 32nd World Gliding Championships (July 28 - August 19, 2012, Uvalde, Texas) website is now live. The web address for the site is: www.wgc2012uvalde.com. Bookmark the site now to be able to follow the action when the contest starts. As usual these days, there will be live tracking and blog reports of the event.



IGC NEWS

The IGC Plenary Meeting was held in South Africa in March. IGC President Bob Henderson formally advised the IGC Bureau and the IGC Delegates of his intention to pass the Presidency of the IGC to 1st Vice President Eric Mozer. Mozer therefore became Acting President until the next Annual Meeting of the FAI Gliding Commission.

Future competitions

2015

- 7th FAI Women's World Gliding Championships 2015
Awarded to: Arnborg, Denmark
- 8th FAI Junior's World Gliding Championships 2015
Awarded to: Narromine, Australia
- 18th FAI European Gliding Championships 2015
Awarded to: Ocseny, Hungary (18m, 20m and Open) and Rieti, Italy (Standard, Club and 15m) – joint bid

Awards

Lilienthal Medal	Awarded to: Giorgio Galetto (ITA)
Pelagia Majewska Medal	Awarded to: Gill Van Den Broeck (BEL)
Pirat Gehriger Diploma	Awarded to: Andrea Tomasi (ITA)



Giorgio Galetto – Winner of the Lilienthal Gliding Medal 2012

Next meeting

The next FAI Gliding Commission annual meeting will take place on 1 and 2 March 2013.

Argentinian WGC

The IGC is working with the organisers of the WGC 2012/13 to ensure that there is a process in place for the waiving of importation duty on any gliders shipped to Argentina. Brian Spreckley has just completed his review of preparations for this WGC and has advised that a formal agreement has been signed between the Argentinean Gliding Federation and a professional import company, Waiver Logstica Argentina SA, to facilitate the temporary importation of gliders for this event.

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MULTICLASS NATIONALS

JANUARY, MATAMATA 2012 By Steve Wallace

Saturday 28 January, practice day, was the usual slow paced melee of pilots and organising volunteers arriving and setting up gliders, rooms, tents, kitchens, scoring systems and all those many other things that go into the mix of a successful gliding competition. The weather was pretty good too (more so to the north) so a practice task was set, flown and scored for those wishing to attempt it. A safety briefing was held at 1800 hrs and was followed by a delicious complimentary Macaroni Cheese meal with fresh bread, courtesy of Jan Mace (head chef of the Blue Skies Café). Twenty five entries were organised into two classes for the purposes of combined scoring and tasking: an Open/18m class with 10 entries and a 15m/Standard class with 15 entries. Champions at the end were based on the highest scorer in the class the pilot actually entered.

The Tasman Trophy, this year, was to be battled over by Tim Bromhead from Piako, representing New Zealand and flying the Piako club's Discus B (XP) and Bryan Hayhow from Temora (NSW), representing Australia and flying Auckland Gliding Club's Discus CS (CS). Interesting to note that all the ex-hang glider pilots remembered Bryan from 20+ years ago, when he was a very good hang glider pilot and a New Zealander!

DAY ONE

Dawned with a weather forecast that deemed the viability of a successful thermal task small but fortunately, as is often the case at Matamata, a 15 kt westerly meant the ridge would be working. So a racing ridge task was set, 296km for the 15m/Standard and 320km for the Open/18m. North to Thames Airfield, south to near Putaruru, north again to the 'swamp' just west of Paeroa, south again to the fertiliser shed on the road that goes over the Kaimais and home. The off-the-ridge turn points did claim two landout victims. Victory went to those who timed their runs well, were brave enough to never chuck in a turn and clever enough to know when and where to slow down and gain height. In the 15m/Standard this was Lindsey Stephens in his ASW27 (ZM) at a speed of 138kph and in the Open/18m it was Alan Belworthy in his Ventus 2ct at 136kph.

It was an early but decisive moment in the Tasman Trophy. Tim and Bryan started and finished within a minute of each other but scoring showed that Bryan had missed the start line by over 2km due to programming the 6km start line as a 6km radius.



Photos Pam Gore



T: My wings are this wide. Brett Hunter promotes his new glider. B: Brett Hunter receives the Wills Cup. Trophies presented by Bill Ward

...Victory went to those who timed their runs well, were brave enough to never chuck in a turn and clever enough to know when and where to slow down and gain height...

DAY TWO

The weather forecast for the day was not promising, with a trough line passing overhead, combined with a strong easterly. This had all data pointing towards an overdeveloped sky and weak thermals. With this in mind, the task was set as a 2hr AAT, SW to Te Kuiti with a 20km circle, east to Mangakino with a 20km circle and back home. Minimum distance 184km and max distance 324km. As often happens with the weather though, things turned out quite a bit better than anticipated. The easterly, while still very strong was unusually not very moist and in fact blued out the task area at the end of the day. Those who started early did better, by getting around before things really blued out. Winner of the 18m/Open was Pat Driessen, with a speed of 92kph over 227km in his Ventus ct (OP) and in the 15m/Standard, first home once again was Lindsey Stephens, at 84kph over 209km in the ASW27 (ZM).

The day was clearly not an easy one though, with only 10 making it around and 12 landing out or back.

In the Trans Tasman Trophy, Bryan Hayhow's bad start to the contest continued, when he failed to connect with the first thermal after the start gate and landed out after just 7.7km. Tim Bromhead also landed out, but 81km from the start line.

DAY THREE

(Attempt one) The weather forecast was good, although there was debate over whether the cloud base was going to be 4,500' or 6,500' as NOAA and RASP were in disagreement. Ian Finlayson did point out that the air seemed a bit moist and he wasn't convinced of higher cloud bases in the high country. A task was eventually settled on though, an AAT south to Kuratau with a 30km circle (SW side of Lake Taupo), Te Awa Camp with a 10km circle (east of Lake Taupo), Atiamuri and home. Minimum distance 270km, max distance 370km and a minimum time of 3hrs. The day started as predicted and the launch got underway on schedule at 11.45am. The first gliders were on task by 12.30pm. Cloud base was 4,500' and thermals were only moderate in strength. All was going okay for the leaders until about 70 km on task, when the sky from this point on was completely cut off from heating by a mid level overdevelopment that was rapidly spreading across the entire task area. The leading half-a-dozen gliders immediately stopped and went into a sort of holding pattern in the Mangakino area. At the same time, the contest director received information from Taupo of low cloud and poor conditions and another report of drizzle at Turangi. He then made the correct call to cancel the day and everyone turned tail and started to scurry for home. All

Below: Pat Driessen with the NZ Open Class Motor Glider Trophy. Top R: Lindsey Stevens. Bottom R: Hadleigh Bognuda and Roland Van Der Wal. Far R: On task near Taupo on Day Six.



but six made it back, with three going down in the same paddock at Whakamaru, one into the airfield at Tokoroa, one into the spud patch and one at some place called Pond Rd.

The weather then remained poor until about 4.30pm when suddenly everything came right and the day we were meant to have magically appeared.

DAY THREE

(Attempt two) A nice 15 – 20 kt wind onto the ridge with general uncertainty as to the quantity and quality of thermals off the ridge meant a ridge task, with turn points straying not too far from the ridge. The 18m/Open were set a 281 km racing task with a top turn point 16km out from the ridge. The 15m/Standard were set 282 km racing task with their top turn point 11 km out from the ridge. As it turned out, as long as you timed it right, getting out from the ridge to the turn points over the swamp and back was not too much of a problem, with handy cloud streets showing the way.

Once again, in the 15m/Standard class Lindsey Stephens led the way, with a speed of 142kph and in the 18m/Open, Alan Belworthy in his Ventus 2ct led the pack at 143kph.

In the Trans Tasman Trophy, local knowledge helped Tim come in ahead of Bryan from Australia. Tim completed the task at 119kph while Bryan managed 110kph. So after Day Three, Tim had stretched his lead to 1,034 points, i.e. at least a day up his sleeve.

DAY FOUR

After two days of rain and one failed attempt at a Day Four, the weather forecast was finally good but unfortunately the view out the window was still not so good. The original bigger task was scaled back, to one more in line with the sky. Uncertainty as to what the weather may be doing at the far turn points meant circles were the

way to go. If the weather was good, pilots could fly further (and the time limit would force them to do so) and if the weather was not so good pilots were more likely to just clip the circles and concentrate on just getting around. So, the task for the day was north first to the State Highway 2/27 intersection with a 10 km circle, then south to Mangakino with a 20 km circle, back north to Morrinsville as a control point and home for an easterly landing. Minimum distance 215km, max distance 337km with a minimum time of 2.5hrs. All got around except for six pilots, with the land-outs including both contestants in the Trans Tasman Trophy. First in the 15m/Standard class was Nigel McPhee in his ASW27 (GB), at a speed of 84 kph over 232 km and in the 18m/Open first was Brett Hunter in the JS1 (VR), at a speed of 86 kph over 232 km.

DAY FIVE

On day five we set a new definition for a marginal day. The weather was overcast with mid level cloud. The sun never actually got to shine through the grey murk. Instead, what we got was a sky that was either dark grey, grey, light grey or at best greyish blue. Nobody was hopeful of a task but heating of some sort was getting through and grey cumulus clouds were forming under the grey murk. The grid was formed, various task ideas were put into the computer (including two large circles with 50km radius that touched). Eventually what was settled on was an AAT, north to Kaihere with 15 km radius circle, south to Waharoa as a hard point, north again to Awaiti with a 10 km radius circle and home. Minimum distance 131 km, maximum distance 233 km and minimum time 2 hrs. Now here is the amazing part, despite the complete lack of sun, there was lift to be had under the grey cumulus and in the 18m/Open four pilots got around and five landed out, turned back or started their motors. First was Pat Driessen in his Ventus ct (OP) with a speed of 96 kph,



covering a distance of 191 km, for an ever so slightly devalued points total of 999. In the 15m/Standard class six got around and seven landed out. First was Ian Finlayson in his ASW27 (ZO) with a speed of 70 kph, covering a distance of 165 km for 818 points. In the Trans Tasman Trophy both competitors landed out, with Tim covering 124 km and Bryan from Australia covering 84 km, meaning Tim's lead extended still further to 1,475 points. As they say in the UK, we flew the 4/8ths under the 8/8ths.

DAY SIX

The weather forecast was good and so was the weather. Everyone was on the grid by briefing at 10.30 and ready for first launch at 11.30. The launch was delayed until 12.00, as our mighty contest director had to plead and beg with the airways controllers to give back some airspace, which they decided to take away moments before the launch. His charms worked and we were back on track. Task for the day was an AAT task for all classes. North first to Waitoa before turning south on a 115 km leg to Tihoi on the western shores of Lake Taupo (20 km circle), then east across the northern shores of Lake Taupo on a 65 km leg to Te Awa camp (middle of the Kaiangaroa Forest - 20 km circle) then north through Tokoroa as an airspace avoidance control point, on a 127 km final leg home. Minimum distance 255 km, maximum distance 396 km and minimum task time 3 hrs.

First home in the 18m/Open class was Brett Hunter in the JS1 (VR) at a speed of 112 kph over a distance of 348 km. In the 15m/Standard class first home was Ian Finlayson in his ASW27 (ZO) at a speed of 93kph over a distance of 289 km. In the Trans Tasman Trophy Tim again put more points over Bryan, completing the task at a speed of 84 kph while Bryan unfortunately landed out early after only 87 km.

DAY SEVEN

(Final day) The forecast showed a small trough flicking its tail past the Waikato area around midday as it departed to the north east. How much trouble this would bring was hard to determine, so a task was set on what could be seen out the window. Good to the north west, dodgy to the south. So an AAT was set north to Hotel Du Vin with a 20 km circle, then south to Putaruru with a 20 km circle and home. Minimum distance 148 km, maximum 311 km, minimum time 2.5hrs. As it turned out, the mid level cloud did give a bit of trouble as it swept across the first leg, claiming two victims in the open class and one in the 15m. The day really boomed however, once the trouble had passed and many found themselves having to go deep into the second circle to avoid coming in under time.

First in the 15m/Standard was Ian Finlayson in his ASW27 (ZO), 202 km at 81 kph and in the Open/18m, unusually, first equal were Pat Driessen, Ventus ct (OP) and Alan Belworthy, Ventus 2ct (RY) both at 82.2 kph. Once again, Tim was well ahead of Bryan, 72 kph compared to 62 kph, seeing him easily home for victory to New Zealand in the Trans Tasman.

Results

Standard class

1	Lindsey Stephens	Auckland	5903
2.	Tony Van Dyk	Upper Valley	5539
3	Ian Finlayson	Piako	5270

Open class

1	Patrick Driessen	Auckland	6388
2	Brett Hunter	Tauranga	6228
3	Alan Belworthy	Piako	5849



NATIONALS JAN-FEB 2012 MATAMATA

	Pilot	Aircraft	Points
The Court Trophy Pilot of the highest placed STD class glider	Tony Van Dyk	GTD LS8	5436
The Broadlands Cup Pilot of the highest placed 15 m glider	Lindsey Stephens	GZM ASW27	6006
The Georgeson Trophy Pilot of the highest placed 18 m glider	Patrick Driessen	GOP Ventus ct	6388
The Wills Cup Pilot of the highest placed Open Class glider	Brett Hunter	GVR JS1	6459
The Continental Airlines Trophy Winner of the longest speed task from any class before handicaps applied	Brett Hunter	GVR	Day One 131 kph
The Hansell Trophy Pilot making the most meritorious flight during the contest	Brett Hunter	GVR	Day Six 348 km, 112 kph
The Hookings Trophy Pilot making the most meritorious flight on a non-triangular flight	Alan Belworthy	GRY	Day Three 143 kph
The Messervy Trophy Pilot making the most meritorious flight over a triangular flight	Patrick Driessen	GOP	Day Two 92 kph
The NZ Open Class Motor Gliding Trophy Highest placed motor glider in the open class	Patrick Driessen	GOP Ventus ct	
The Richardson Trophy Pilot in any class achieving the highest avg speed on any task before handicaps have been applied	Alan Belworthy	GRY	Day Three 131 kph
The Rix Memorial Trophy Highest placed young pilot	Tim Bromhead (5th in std class)	GXP Discus B	
The Swiss Trophy Second placed pilot in the numerically strongest class	Steve Wallace std class	GKT Mosquito	
The Veterans Trophy Any pilot over 60 yrs old	Ian Finlayson	GZO ASW27	1st day 6 93 kph
The Trans-Tasman Trophy	Tim Bromhead	New Zealand	
The Westpac February Competitions Trophy Person who did the most to make this competition successful and enjoyable	John Griffin Contest Director		

In jest, we thought that Brian Hayhow, the Australian Trans-Tasman Pilot (ex NZer), was the only one to qualify for the Berkett Trophy, as the highest placed pilot from the other Island than the contest is being held as, unfortunately, no pilots from the South Island made it this year!

The Norge Cup was not awarded as there was no first time Nationals contest pilot.

We are missing three trophies - The Berkett trophy, The Hookings trophy and the Messervy Trophy - if you have any of these please return immediately to Ross Gaddes at Sailplane Services, Drury, Auckland, so that the winning pilots may get their trophy for 2012.

DUO DISCUS USE IN THE NATIONALS 2012

By John Phillips

In this contest it was good to see three Duo Discus being used to add cross country knowledge to lesser skilled pilots. These were GTT from Taupo (P1 Trevor Terry), GXT from Tauranga (P1 Maurice Weaver) and GDX from Auckland (P1 Dave Moody/David Hirst).

The youngest competitor, having entered gliding as a cadet in the ATC and now flying from Auckland Club, was 16 year old Phillip Dunlop. Phillip attended the National ATC Camp at Matamata in 2011, where he went solo in five days. Phillip then joined the Auckland Club. He has 45 hours logged as at March 2012. He flew in the front of the Duo with Dave Moody (P1 back) on three days of the Contest.

Phillip Dunlop and GDX on Joan and Bruce Wine's airstrip on the Rotorua road, day one, after failing to make it back to the ridge from Putaruru



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Still plenty of the year left to use it



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CLUB CLASS NATIONALS 2012

Rebecca Loncraine

A successful National Club Class competition was held at Omarama this summer. It was the second year the competition has run and some of New Zealand's top glider pilots competed. This is the first time the competition has been held in the South Island, in the unique conditions of the Southern Alps. The weather allowed good flying to take place most days. One day was scrubbed due to wind.

Competition Director was the UK's G Dale. Due to the weather, G says that the competition results were in a "fluid situation until the last minute." The atmosphere was relaxed and jovial throughout. On the majority of days, most pilots completed the tasks, which shows that they were well aligned to the day's conditions. The competition tasks involved a finish circle rather than a finish line, which G hopes created freedom for pilots to arrive at the airfield from different directions.

Overall, there were few landouts during the competition. Although on the last day, Mike Strathern, who was doing very well on the score board, landed out twice, possibly throwing away the lead and certainly second place. Two different crews came out and dragged him out of two separate fields. The first team, Mike says, "Jerry O'Neil, David Speight and Terry Morgan, rushed out, rigged

me and got me off again to have another go and I nearly made it! That was fantastic of them," he added. Mike really enjoyed the competition. One of his highlights was winning Day One. It was something he didn't expect he says, "after only having flown an ASW20 four times. It was my first proper solo competition flight since 2005, but I felt I could do it. I've been training YGDC and others in cross-country flying a lot and it was fun to do it for real on my own again. It made me realise what I really enjoy doing and had been missing." The competition was, he said, "FUN," but he added, "We need a lot more pilots (than the nine who competed).

It was Pete McKenzie's first ever gliding competition. He flew an LS3 and found it to be a real learning experience.

Pipe (David McKenzie), a well known and well loved character from Canada who visits Omarama every summer, managed the grid. He said that he coped well because, "everybody was quite well-behaved." On the last day, the grid had to be moved to the other end of the airfield and turned around because the wind direction had changed. Under Pipe's calm direction, the complex feat was achieved in just 25 minutes. Sue Wild managed the radio and Lex, as usual, did a very good job of managing the scoring.

"The success of the competition," says G, "proved that club class gliders can perform in this environment. Low performance gliders acquitted themselves very well in the competition." The competition proves that, in G's words, "you don't need the latest expensive piece of equipment to fly here." G flies club class internationally and he



Trevor Mollard



Mike Strathern



Bill Walker



Chris Richards and David Speight



Karen Morgan and Terry Jones



Nigel Davey



Max Stevens



Mike Oakley



Alex White

strongly believes in the idea of club class competitions. He hopes to fly in next year's Club Class National in the North Island.

Up until the last day, Trevor Mollard, who flew the Omarama Gliding Club's Discus CS, had been coming second, third, and sixth throughout the week and he went into the final day 78 points behind the leader and 52 points behind second place. On the final day, there was southerly wave, which is unusual for Omarama. The task was Otematata - Pukaki - Dog Kennel Corner (Sth of Tekapo) - Omarama. AAT with 15 km circles on all turns. 2 1/4 hours. Billy Walker and Mike Strathern, in first and second places at the start of the last day, both landed out. Trevor had a really good day and flew into the lead to take the trophy. Trevor said he enjoyed the competition and approved of the way in which the club class makes gliding accessible to younger

pilots with less expensive gliders. Three Libelles competed and Billy Walker flew his into second place overall. Trevor said the comp had a, "really friendly atmosphere, full of friendly rivalry between pilots who have known each other for many years."

Trevor won a beautiful painting of the Mackenzie Basin landscape by Sue Wild, which he liked so much he bought another from Sue to make a pair. Trevor said he was delighted to have won and a little bit surprised.

The financial accessibility of the club class competition should be a real incentive to glider pilots and it is hoped that this national competition will grow in popularity over the coming years.

Club Class - Overall Results

Pilot	Rego	Glider type	Hcap	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Total
Trevor Mollard	YF	Discus CS (w)	99	923	803	700	739	789	400	1000	5354
Bill Walker	GK	Standard Libelle	89	688	510	1000	1000	783	447	531	4959
Mark Wilson	GX	Standard Libelle	89	635	695	785	840	786	369	816	4926



CASUALTY OF A WET SUMMER

CENTRAL DISTRICTS GLIDING CHAMPIONSHIPS

18 – 25 FEBRUARY 2012

PRACTICE DAY

Saturday 18 February 2012

Contest Director, David Davidson, welcomed pilots to Waipukurau for a low key competition in the Hawkes Bay, with a mixture of flat land and high country soaring. With the forecast for sunshine and light winds and the RASP model predicting good thermals from 1pm, six pilots arrived in time to fly a practice task. With gliders ranging from a PW5 to a Duo Discus, this gave the task setter Graham White a slight challenge. He set a task of Waipukurau – Mangaorapa – Gwavas – Ormondville – Kereru – Waipukurau with a radius of 10km for Gwavas and Kereru, 15km for Ormondville and 25km for Mangaorapa. Thermals were up to 5,500 ft and 4 to 6 kts with good convergences but plenty of sink in between lift. Jason Price, in a PW5, had his first contest outlanding, in a paddock with plenty of bovine manure and had a bit of cleaning to do in the morning. Three pilots elected to land back after completing most of the task, as the day died earlier than hoped (except for the huge convergence towards Hastings, where it was of no use). Tony van Dyk and Trev Terry completed the task, just to show it could be done. They stayed well west for the last two legs, where the locals say it doesn't work in those conditions. Oh well, there's always something to be learned.

DAY ONE

(Attempt 1) Sunday 19 February 2012

With a forecast of overdevelopment in the early afternoon, the day was declared 'no contest' to allow local flying, which most pilots took the opportunity to do. It was possible to stay up locally and go north and south on the convergence line to about 30km north and south until 2pm, then complete cloud cover shut down any remaining convection. The showers arrived mid afternoon, so we spent the rest of the day telling tall stories. The day was rounded out with a great BBQ, thanks to David Davidson, Margaret Keir and helpers.

DAY ONE

(Attempt 2) Monday 20 February 2012

There was no doubt about today right from the start - liquid sunshine on and off all day, so the gliders got a wash on the pickets. Pilots and crews went off in different directions to see the sights of the region.

DAY ONE

(Attempt 3) Tuesday 21 February 2012

The weather forecast was doubtful for the day but noon came and convection started under a band of high cloud but was not enough to task, so wait we did. With the gliders gridded, a task was set with launch planned at 2pm. Half way through the launch, the convergence cloud to the west, which had been darkening, got really black and dropped the water it was carrying on to the airfield and the start area in a torrential down pour. This killed all lift in the area and



Evening wave the day before the good contest day.



Jason Kelly and GNJ day after 5hr flight on 24-02-12



Trevor Terry and Roland Van Der Wal search unsuccessfully for seafood.

so there was no choice but to cancel the day. While those on the ground sought cover from the rain, some of the pilots flying tested the rain flying ability of themselves and their gliders, while returning to the airfield to land.

DAY ONE

(Attempt 4) Wednesday 22 February 2012

Again the weather failed to co-operate and no flying at all occurred.

DAY ONE

(Attempt 5) Thursday 23 February 2012

While the RASP forecast had held some promise and the rain stayed away, no task was possible so local flying was again declared. A strong westerly pushed a convergence line quickly east and by the time two pilots launched, it was out of reach, so they only flew briefly, which confirmed the day was no good as no lift could be found.

DAY ONE

(Attempt 6) Friday 24 February 2012

Finally, a contest day! There was wave, despite only an average prediction of wave by the RASP weather model. The wave developed much better in the afternoon than was expected at task setting time. The cloud closed over to 8/8ths at the Manawatu Gorge and stayed that way all day. The task should have allowed flights further south but controlled airspace was denied in the Dannevirke area and south

to Woodville. There was no such problem in the Napier airspace to the north, which was most helpful. Pilots enjoyed very fast flights if they could stay in the wave, with a couple of wave jumps needed and distances of nearly 400 km achieved. In their first competition, both Jason Price and Tracy Austin landed out after falling out of the wave but still managed very respectable distances, with Jason Price covering over 170 km in a PW5 and Tracy Austin 133 km in a Standard Jantar. In just his second contest, Jason Kelly completed his first ever task with a raw speed of 154.5 km/h. Tony van Dyk recorded the fastest raw speed of the day at 219.8 km/h, with Graham White not far behind at 210.3 km/h. The day also saw both Jason Price and Jason Kelly achieve 50 km Silver Distances at over 150 km/h average speeds, Jason Kelly his five hours after flying until after 6pm and Jason Price his Silver Height gain. It turned out to be a good day that was worth waiting for, to make up for the preceding five.

With the retrieves completed, the day was rounded off with the championship dinner held that evening at a local sports bar, Skinny Mulligans, in Waipawa.

DAY TWO

(Attempt 1) Saturday 25 February 2012

Yet again, the weather was not favourable, so the contest was declared at an end in the early afternoon, with insufficient pilots able to stay for the 'rain day' of Sunday. With the visiting gliders derigged, prize giving was held, with just one contest day having been achieved. Tony van Dyk retained the open class trophy, while Jason Kelly was awarded the Club Class trophy.

Despite the weather, it was another low-key friendly contest and a great opportunity to go flying in various conditions and learn from the more experienced pilots. Thanks must go to contest director David Davidson and weather man, task setter and scorer Graham White, along with the tow pilots Rod Wellwood and Neil Faulknor for their time and effort put into the event. Hopefully better weather and more pilots will feature in 2013.

Final handicapped scores

Place	Name	Club	Glider	Registration	Points	Task Finish
1	Tony van Dyk	Hutt Valley	LS8	TD	1,000	15:43:53
2	Graham White	Gliding HB & Waipuk	LS8	XS	896	15:45:09
3	Rolland van der Waal	Taupo	LS6 / 17.5m	VH	841	15:46:22
4	Trev Terry	Taupo	Duo Discus T	TT	831	15:49:05
5	Jason Kelly	Gliding HB & Waipuk	LS4	NJ	645	15:50:53
6	Jason Price	Gliding HB & Waipuk	PW5	YP	228	L/O
7	Tracy Austin	Taupo	Std. Jantar	ML	176	L/O

THOUGHTS OF A CONTEST DIRECTOR

By David Davidson

A report of the 2012 Central Districts Gliding Contest at Waipukurau appears on page 18 but here are a few random thoughts from the Contest Director. The three days after the contest was abandoned have been good soaring days, with the promise of more to come. We really should have been here next week!

The promise of poor weather halved the expected number of entries and as many costs are fixed, reduced numbers posed a challenge for our treasurer. Volunteer members and families expect their club to receive some reward for their efforts and small clubs cannot afford to run contests at a loss.

Having carried out this task of director since 2007, I have gained almost enough experience to run my first contest. The contests have only been possible because of the guidance of the four wise men who have mentored me though the last few years. Graham White has been weather man and task setter, Tony van Dyk (who kept the contest alive for many years) has been a fount of knowledge, Trevor Terry has helped in innumerable ways and these three, with Roland van der Wal, have always supported the event and encouraged the newer pilots. Thank you all.

To see two members of our own club progress towards their Silver awards, despite only one competition day, was a tribute to all involved. It demonstrated the value of low key but properly set contest tasks for the emerging pilots and we hope to see more of our younger pilots taking part in future and enjoying socialising with the experienced pilots.



Our sport is not immune to outside pressure to follow proper processes and we asked Ross MacDonald, the CFI of the Central Hawke's Bay Aero Club, to lead the safety briefing. Our local airspace is busy and communication between different users is paramount. This was highlighted by the denial of entry into Ohakea airspace on our one competition day, in unexpectedly good wave. I had not prepared for the unexpected and forewarned Ohakea Control. Our timing coincided with a busy time for them and entry was denied. We are discussing ways to avoid similar problems in future with their senior controller. Our major gripe is the bizarre extension of Palmerston North airspace to the east of the ranges over Dannevirke. This is in the lee of the ranges in Westerly conditions and not a nice place for a passenger plane to be. Negotiations will continue.

SOARING SOCIETY OF AMERICA (SSA) CONVENTION

By Jim Herd



The Soaring Society of America (SSA) convention was in Reno, Nevada, right in the back yard of the crowd at Minden this year.

The general buzz was quite strong and upbeat, with over 900 attendees - more than recent years. I suspect this had more to do with the location than a major uptick in the sport in the USA. Reno is within a few hours drive for about 12 million people, it has very convenient airline service to most population centres and of course, Reno has many other attractions such as gambling, snow skiing, and incredible soaring. Oh and the winter weather was very agreeable also - warm, dry, sunny, and calm. This didn't please those attendees who were hoping for a wave flight with Soaring NV while in the area.

It is particularly interesting that the flow of new soaring products remains high, including in particular, new aircraft and new avionics and software. The new complex wing shapes (Arcus and Quintus), blazingly-bright flight display screens and bewildering flight computer data, is exciting and impressive. All this investment is chasing a declining industry, so I hope resurgence is on the way. Also, relatively new trends seem to be gaining traction, such as winch towing, which has been almost dormant in the USA for decades. This may facilitate renewed interest in soaring, if it leads to very safe and much cheaper training.

Anyone interested can get updated on the commercial product offerings, which are mostly global in nature, with a simple Google search. So I will focus here on the seminars. There was a very heavy emphasis on safety this year, based on the poor safety record for soaring in the USA over the past couple of decades. The US soaring death rate seems flat at about eight to ten per year. In contrast, the US military continues to improve their non-combat safety record and the Navy had fewer deaths last year than soaring! The Soaring Society leadership had already highlighted the tragic death rate as 'unacceptable and a major focal point' months earlier, so this emphasis in Reno was not a surprise.

There were a total of a half dozen well-attended presentations dedicated to safety and many others where it featured heavily. A primary theme was to apply military techniques to improve soaring safety. It is also interesting to contrast the approach to safety in the USA with that in New Zealand - there are many differences. What can we learn from each other? That's for another day.

Other highlights from the seminars included several strong presentations on wave soaring and wave weather from record holders such as Gordon Boettger (2200 km in wave) and Jim Payne (35 flights over 1000 km), and weather gurus Doug Armstrong and Dan Gudgel. These presentations really were of major value to any budding wave soaring pilot and I hope they will reach a much wider audience by turning them into magazine articles. New Zealand's own Abbey Delore caused a major buzz at her presentation on Youth Glide NZ and thereafter in the halls and corridors of the large convention facility. But more on that in a sidebar.

Electric and jet gliders were well-represented in the seminars and on the show floor. Arguably, they are approaching 'mainstream technology' and opening up new and exciting opportunities. Given the huge trend towards 'green' all around the world, it is easy to envision soaring, especially if using 'green energy', becoming a trend that contrasts favourably with other sports aviation that consumes considerable quantities of hydrocarbon energy. Maybe the sport aviation marketplace will move towards us.

The On Line Contest (OLC) continues to gain momentum around the world, and appropriately so. For pilots who want to pit themselves against others - locally, nationally, and internationally - the OLC provides an excellent format that is basically free (donations encouraged). It has added a new global dimension to the sport, and generated new motivation in some 'old and tired' pilots. And



A Vibrant discussion forum on Safety, led by Bob Wander



Soaring Society of America - Awards Banquet with 300 attendees



Perlan Project fuselage mock-up. John Hodgson is the 'model'

of course, this is in context as a pre-cursor to the World Gliding Championships in Uvalde, Texas in July/August this year.

There were three dinner events, each with celebrity speakers. Wyatt Sadler is a leader at AeroVironment and he described the journey of his company over 35 years, including six revolutionary vehicles in the Smithsonian Museum. AeroVironment truly has a remarkable résumé of innovation, including Solar Challenger and Helios. And now Nano UAV which looks and acts just like a Humming Bird for missions as a military scout in hostile urban environments.

The Perlan Project continues to mature in its quest for 90,000 feet of altitude and has notably brought on board Dennis Tito. You will know him as the bald-headed chap who, in 2001, paid US\$20 million to be a crew-member on a Soyuz mission to the International Space Station.

The final banquet featured humorous stories from the life of Captain Barry Schiff. He has 28,000 hours in 325 aircraft types, including a little time in gliders. He was humble about his soaring prowess but has been a leading aviation voice and author for over five decades. Perhaps most curious, was his leadership of a formation flight of 35 aircraft from Jerusalem, Israel to Amman, Jordan - personally authorized and sponsored by the King of Jordan and the Prime Minister of Israel in 1995 as a symbol of goodwill.

By the way, the organisation of the convention seemed very smooth, led by Fred LaSor and Laurie Harden (SoaringNV) and the hosting by the Reno-Sparks Convention Center and the Atlantis Casino Resort was first class.



Einar Enevoldson explains the Perlan Project. Goal - 90,000 feet altitude.



U.S. soaring promotional campaign

YOUTH GLIDE USA?

All Kiwis should be very proud of the presentation by Abbey Delore at the SSA Convention in Reno, Nevada, February, 2012. Her presentation material and delivery were of a high calibre, well beyond her modest years. But that's not the most impressive part. Any such presentation should be measured by the buzz it creates and the difference it makes in the longer run. That evaluation cannot yet be fully made, but read on.



The USA has no such programme as Youth Glide NZ. In fact, by my assessment, the USA is weak in the area of attracting and retaining 'young blood'! And of course, that is usually the death knell for any such sport. I should add that there are several programs around the USA that have enjoyed varied levels of success in attracting youngsters to the sport, but this is sporadic at best and not at all widespread or visibly catching on nationally. So one can conclude that the USA is a target-rich environment for spawning some type of aggressive and exciting youth program that will pervade the country.

Abbey's audience didn't wait for question time; they butted-in with questions that just couldn't wait. I detected a sense that 'the light bulb came on' for many in the audience and these were largely soaring people with a particular interest in supporting younger pilots, so prime targets to get across a message that may help them deploy similar ideas. There is nothing more inspirational than hearing about someone else having success at something that has a clear and present need at home. Such was Abbey's message and it was all the more powerful coming from a passionate young leader.

Several factors particularly resonated, quite apart from the specific details of Youth Glide NZ. The fact that the Kiwi program had its genesis with an up-swelling of individual effort and passion,

especially including youngsters themselves, was clearly impressive to many in the audience. Perhaps a clean-sheet initiative like this is easier in NZ, with only 4 million people, and harder in a country of 300 million. But the message was loud and clear - just get out there and make it happen! And to hell with all the barriers!

The extensive and searching audience questions made it clear that there is considerable angst in the USA over such barriers as funding, insurance, volunteerism, linking to the existing education system and systemic deployment across the whole country. These are all very real concerns and perhaps different in different countries, but it all starts with vision and passion from a small core group that just won't take no for an answer. And so it seems to be with Youth Glide NZ.

I picked up on many follow-up conversations around the convention halls, where Abbey's attendees were enthusiastically relaying the major points of her presentation and what might be done here in the USA and I know there has been follow-up here in the USA since the convention. It remains to be seen what direction the USA will take on this survival topic. Without some type of major systemic youth program, the future of U.S. soaring looks bleak to this keen observer.



ABBHEY DELORE SAYS:

Although I wasn't planning on being at the Soaring Society of America (SSA) convention in Reno, I was pleased to showcase the wonderful efforts of Youth Glide in New Zealand. The future of the sport we love lies with our young people, something importantly recognised by Gavin Wills and Roger Read, instigators of Youth Glide Omarama and Canterbury. Formation of Youth Glide has had a major significance within the New Zealand community and this is what I was so proud to speak about.

Our 'can-do' attitude has influenced many and brought about a vast amount of support from our clubs and dedicated volunteer support as well as strong encouragement from parents, mentors such as Dick Georgeson and Yvonne Loader, elite glider pilots, patron Richie McCaw and the New Zealand community.

I was stunned by the positive feedback from the SSA and American pilots. I had not realised the significance of a NZ youth member (and my brother Max) speaking about an issue important in the USA and it was great to be able to share the success of youth soaring in NZ. I believe the New Zealand gliding community's efforts as presented to the SSA has kick-started ideas. I encouraged members there to pursue a similar programme to the one we are so proud of including our Youth Soaring Development Camp. May I take this opportunity to thank Jim and Jennifer Herd for the awesomeness.

A TALE OF THREE FIVE HOUR FLIGHTS

By Jason Kelly



Jason Kelly from Gliding Hawkes Bay and Waipukurau set himself the goal of achieving his five hour flight in December 2011 but the La Nina weather patterns weren't helping. It was to take him three very different successful five hour flights before he finally managed to get an electronic trace to claim the award.

The weather forecast finally began to show some promise in Christmas week. Having ensured the Gliding Hawkes Bay & Waipukurau Club's glider GHB, a Grob 103C Twin III SL, was ready, the RASP weather forecast was closely monitored. Thursday December 22, the longest day, looked promising in theory. By 8am, the sky was clearly bubbling with considerable cloud with some blue patches but a very low cloud base of less than 2,000ft. By 9:30am the cloud base had risen a little and looking at the sky and the forecast again, I decided it was worth an attempt.

The glider was DI'd with a barograph sealed and loaded. As GHB is a self-launching glider, just after 11am, I launched into a light north easterly wind and headed out east under some promising looking clouds.

For around two hours, I struggled under 2,500ft before falling down to around 900ft and thinking the day was over. As luck would have it, I hit a climb that finally lasted a full turn and gained more than a handful of feet. Climbing through 2,500ft, at last I had to contact Napier Tower as I topped out at cloud base at 3,800ft. Being at that altitude was so much more comfortable than the earlier part of the flight, the flying was enjoyable and I thought this is going to be easy if this lift continues. Unfortunately after about four hours airborne, the sky badly overdeveloped. This is when the real scraping began, as I tried to read the ground and sky for any likely sources of lift. With some luck, I managed to circle, maintaining altitude until I calculated my five hours was up.

Total flight time was 5 hours 31 minutes with 5 hours and 6 minutes of soaring after engine shut down. On the longest day, I had achieved my longest ever glider flight time wise which certainly helped my hours total for the year. On inspection of the barograph trace most of the flight was under 2,500 ft. I had put the engine away at 2,400 ft and needed to show a separation of 1000 ft to gain the award.

Just over three weeks later, on Sunday 15th January 2012 I made another attempt. I had my Cambridge GPS data logger fitted into GHB. As a backup, the barograph was again sealed and loaded and I carried an old handheld Garmin GPS. The RASP forecast was showing typical Hawkes Bay westerly wave. The early morning sky did not look as promising as the forecast but by mid morning it appeared the forecast and reality were starting to match.

I was off the ground just after 11:45am and headed out west, where wave clouds were evident. Finding some heavy sink and broken lift, I motored for a while as I wanted to be sure I was in lift. However, every time I thought I was in lift, it would disappear. At around 4,800ft, I decided it was time to 'sink or fly' and put the engine away for the day. I gained 1,000 ft relatively easily before the lift vanished and I was again sinking.

Heading back towards the airfield, I found some good lift and climbed up to cloud base at around 6,000ft. Using knowledge from my failed 50km attempts (those are other stories), I headed south down the hill line, maintaining altitude until around Waipawa, when the clouds changed and I climbed into wave. Climbing quickly, air traffic control permission was granted for 12,000ft and then to 15,000ft in Ohakea airspace.

Continuing south, the vario was averaging 11.8kts up at one point, before I peaked at 15,000ft, which gave me a climb of over 10,000ft from my low point. I ran up and down the wave between south of Dannevirke and Lake Poukawa in the north. The last time south, the wave stopped around 20km south of Dannevirke and I tried to tip toe around the end to the next roll cloud west but with the ground below me looking decidedly unlandable and the glider sinking fast into wind, I conservatively turned around and headed back east. I ran along the wave, maintaining just under 15,000ft with the speed varying in line with the wave strength. The next roll cloud east had clear sky next to it, so that was an option but then the sky started



Hastings Airfield and Hastings from 3,800ft 22 December 2011

the cycle was repeated. Climbing towards 9,500ft, I called Ohakea control for permission to climb into their airspace but was denied. While changing the radio frequency back, I fell out the wave and was quickly down to 5,000ft. With the sky continuing to change fast, height was again gained by working little areas of lift before I climbed back up to just under 9,500ft. Soon after this, the sky appeared to stabilize, with clear lines of wave becoming evident.

The competition start gate was opened and I quickly headed off on task. Heading south along a roll cloud, I struggled to touch the turnpoint circle due to cloud over it. Patience again worked as the cloud moved enough for me to just get in and out of the circle, before racing north along a visible wave. With the GPS showing 80km to the next turnpoint, I thought this should qualify for my 50km Silver distance. With the wave now working well, this was easily done, as was the balance of the task, with air brakes required in places not to bust airspace. The third leg was also over 50km, which the GPS recorded at an average ground speed of 236km/h or around 12m 37s for 50km. Crossing the finish line after 1hr 55m with the wave still looking good, I decided to carry on flying.

After about four hours of soaring, the wave again changed and I tried to jump west to the next line. With my altitude dropping rapidly and lift still some distance away, I turned around and headed back over the airfield. Again, lift at this level was broken and hard to work. I clawed my way back up to 7,000ft before the wave reformed and I was quickly back up to 9,500ft. Staying with that wave band, I flew north and south without any difficulties. After discussion on the ground that I had flown long enough for my five hours, Murphy's Law applied as I tried to fly out of the lift and into the sink to descend – the lift increased and despite full brakes, I was still climbing at over 10 knots. The air started to become rougher as I moved out of the lift and downwards towards the airfield.

I touched down into a light westerly cross wind at Waipukurau at 6:40pm after 5hrs 40m in the air. Allowing for the maximum height loss of 1,000m for a five hour badge flight, this still left well over five hours of soaring. With the GPS removed for scoring, Graham White, the scorer, said I had averaged 154km/h for the task. The total flight recorded a distance of 805.9km.

With the paperwork completed and filed, my journey of achieving a five hour flight for my Silver badge was complete after just over two months and three five hour flights. Gold and Diamond distance attempts now beckon.

to clear in front of me, so I tiptoed north before coming out on the northern end of that roll cloud.

At around 10,000ft, I was over Havelock North and next to a massive cumulus cloud. It looked very impressive but was not doing much at 4-5 knots of lift, compared to the wave I had come from. Looking at my watch, another five hour soaring flight looked a possibility, so I tried to maintain height before gradually descending. The equation of 10,000 ft for an hour was certainly far more comfortable than 1,000 ft for fifteen minutes from my previous flight.

Pushing back into the strong westerly wind, I arrived back over the airfield to land after a total flight time of 5 hours and 36 minutes. After allowing for the launch and 1,000 m height loss limit, total soaring time was again over five hours. In stark contrast to my previous five hour flight, the barograph trace was never in danger of hitting 1,000 ft after launching and for most of the flight was over 10,000 ft. The Garmin hand held GPS recorded a total flight distance of some 553 km. Unfortunately, on downloading my Cambridge GPS, the file was blank – it had not recorded anything except the fact it was turned on. So, two five hour plus flights and no usable electronic data trace therefore no Silver or Gold duration approved. Bugger!

With the poor local soaring weather persisting, it was not until almost six weeks later on 24th February 2012 that another five hour flight became a possibility. Flying as part of the Central Districts Championships from Waipukurau in a LS4, GNJ, an Assigned Area Task (AAT) was set for what turned out to be the one and only competition day. At briefing, the wave looked good but had deteriorated by midday. The forecast was also not promising, so launch height was as much as you felt comfortable with.

Towing out west, wave was evident but no good consistent lift or roll clouds were encountered. Releasing at around 4,900ft, I worked a small area of lift to 7,000ft before it stopped and I moved on to another blue sky area where I managed to reach 8,500ft before

Jason Kelly and GNJ day after 5hr flight on 24 February 2012





Soaring

Grant Wisnewski of Norfolk Aviation Sports Club thrills Taranaki Daily News reporter Cameron Burnell





THREAT AND ERROR MANAGEMENT IN PRACTICE

By Adrian Faulker

On March 4th 2012, I had my longest and most wonderful flight yet! As an early pilot with only about 70 hours (40 solo), this was my flight #197 and only my fourth in my new glider: the very lovely ASW-28, GSS. For over three hours I soared from near Lake Rotoiti over to and along the Robert Ridge and the St Arnaud Range repeatedly, mostly between 7000' and 8300'. This was my first flight over these mountains and their beauty and grandeur – in fresh snow – was truly awesome!

More important than all this though, is the fact that I made a potentially fatal error on the launch. Later, thinking about this error, I recalled that soon after my ab initio course in 2010, I'd read some safety articles that had appeared in *SoaringNZ*. These are also available on the GNZ website - Ed. They'd come to mind more recently when reading the latest *SoaringNZ*, Issue 26. George Rogers, in his regular column "A QUESTION OF SAFETY", urges readers to refer to them. Wise advice indeed! Hoping they might

help me fly more safely, I went back to them.

THREAT AND ERROR MANAGEMENT - TEM

Arthur Gatland wrote three articles (in issues 16, 17 & 18) titled 'THREAT AND ERROR MANAGEMENT – or how to reduce mistakes and fly safely'. His approach is based on the concept of 'a pristine flight ... where everything goes exactly to plan – arguably a bit boring, but with no real interruptions to your simple plan'.

Gatland then describes the many variations that alter the benign conditions of the 'pristine flight', variations called 'threats' which he defines as follows:

"What are threats?"

Any variation to our straightforward Pristine Flight is a Threat. Every Threat increases the likelihood of an Error being committed. Every Threat requires a positive strategy to manage it and prevent errors."

Gatland continues: "All threats increase your likelihood of making an error. A proficient pilot can easily recognise all threats and implement a strategy to prevent an error resulting." He also says "Any time you feel pressure to hurry – for whatever reason – you should be aware that this is a major cause of errors ..." He might have added that repeated doses of any threat can lead to an agitated emotional state, which will exacerbate everything!



The SS over Omarama in its previous life.



ADRIAN FAULKNER

Adrian came to gliding at 63, after a long (>100,000 miles) interest in ocean sailing. In that dangerous environment he found the best way to learn safety is from the errors that ourselves and others make. Being aware of the things that can go wrong and having the right strategy prepared in advance, promotes safety – a process he calls ‘creative pessimism’. Being new to gliding, he is very aware of the dangers he faces. Knowing that mistakes should only need to be made once and that we can let others make most of them on our behalf, he stresses the importance of accurately sharing our experiences – especially the bad ones!

MY PRISTINE FLIGHT MEETS A CASCADE OF THREATS

March 3 and 4, 2012 was the weekend of the annual Classic Boat Show at Lake Rotoiti. My partner and I had stayed the night at the St Arnaud Lodge so that we could see the boats on the Saturday (albeit in foul weather) and so that I could fly on the Sunday (which was looking much better). I arrived at the strip on 4 March intending – as we all do – to have ‘a pristine flight’. I was relaxed, the weather was looking great for flying and I had no personal problems. Indeed, we were to marry the next weekend and our world was full of happiness!

I’d had another marriage two weeks earlier – I was now the owner of my own, wonderful glider and no one could call me down for others to use her! I’d already had three successful flights launched by aero-tow. Today was to be my first winch-launch in GSS and I was hoping for a flight long enough to really get the feeling of my glider.

It was only following arrival at the strip that the following threats (in bold below and mostly taken from categories of threat listed by Gatland) started to change my pristine flight-plan into one that could have been disastrous.

1 I arrived at the field with my partner, knowing she was keen to head back to Nelson in the car ASAP. I felt under **time pressure** to let her get going.

2 The briefing was already underway and I felt bad about being late. I also felt torn between attending that and wanting to let my partner go. I asked her to wait, but felt more **time pressure**. I saw her off after the briefing, but felt even more **time pressure** while rushing to get my gear from the car and see her off.

3 After the briefing, our senior instructor told me that the night before he’d left a message on my phone, suggesting an early start on the field so he could give me his ‘cross country briefing’, part of my QGP-training. As we had stayed the night at the Alpine Lodge, I’d not got his message. Aware I was taking his valuable time, I felt **guilt** and more **time pressure** to be with him – though he was, as always, very patient and generous with his time.

4 After the lecture, I found that the tail wheel of GSS was flat and I was rushing to try to resolve this – hoping to fly, but willing to call the day off. It took time to find the Club’s pump, but the pressure soon fell. On a third try the pressure held, though it was clearly lower than it should have been. I felt more **time pressure**, as well as other threats – **poor preparation, technical issues, and frustration**.

5 I assembled and did the DI on GSS. This completed and counter-signed, I prepared to launch. It was at this point that



Robert Wallace ('Father Christmas') and me, rigging GSS at Lake Station.

I found that my parachute had gone back to Nelson in my car. Another early-solo member was helping me. Feeling the pressure on me mounting up, I told him "I will not fly today." He countered by saying there was a parachute in the club house and he got it. He encouraged me to use it. I was so keen to fly that I agreed - the decision was absolutely MINE, not his: he was just trying to help. I felt further threats - **frustration, poor preparation** and more **time pressure**. I was now feeling seriously agitated.

- 6 We pushed GSS to the launch point and I sat in the cockpit, doing my pre-launch. I was aware of him waiting beside me for the launch and of a voucher-flight pilot waiting beside the glider on the other side. I felt more **time pressure** from their presence. Again, the fault is entirely mine - I should have asked them to leave me for a time so I could calm myself, or delay the launch till later.
- 7 This was my first winch-launch in GSS and I was very nervous on this cause alone: yet another threat - **inexperience**.
- 8 The launch person made the pre-launch checks of the belly hook. Forward release was fine, but back-release was tricky and had to be tried several times before a release was achieved. This seemed to be due to the proximity of the wheel (the hook is in the wheel cavity, with little room to pull backwards). Having proven back-release was working, I signalled I would launch. Two more threats - **technical issues and inexperience** with this glider.

The first part of the launch went normally. I clearly heard the winch-driver call, "to the river," and promptly complied with offset. The strip runs parallel to and just north of a main highway, and great attention is paid to keeping the wires clear of the road. Coming over the top, I was expecting to hear the radio call "launch over" and the clicks of the cable back-releasing - 'signals' that I'd known from >100 launches on the club gliders - but heard neither. This confused me and in my very tense state I did not do the correct and sensible thing - lower the nose and pull the bung twice. I allowed the glider to fly slightly to port for perhaps 5 - 10 seconds. I heard two separate radio calls, but could not understand what was said. Then, with the unusual feeling of the glider being tugged downwards, I realised my error, pulled the bung, felt and heard the release and flew off.

Fearing there might be a 'wire-over-road' issue, as I had flown

briefly towards the road (port), I watched traffic flowing smoothly on the road and then saw the tow-out car move into place. By that time I was over Errol's knob and in lift, so I continued on my wonderful flight! My failure to pull the bung in a timely manner had caused no problems in the air, or on the ground - but I knew it was a serious error.

AND THEN, LATER ...

Back home, I ordered a new tube for the tail-wheel of GSS from Sailplane Services, miracle workers in glider-repair as well as agents for TOST (makers of the launch-hooks, as well as our two-drum winch). This is now fitted, and is holding the required 36 psi. I also discussed the technical issue of back-release with Ross Gaddes. As an aside, Ross told me he'd nearly been killed when winch-launched in a Ventus which did not release (he didn't say why) - until near VNE, in a dive!

He suggested that GSS had probably never been winched before my purchase of it (correct) and that the mechanism would be stiff after 10 years of never being used. Further, after about 6 years at Omarama there could be dust clogging the device and this should be cleaned out before applying CRC and working it repeatedly. I will do all of this before flying again.

I filed an OPS10 incident report with my club CFI and sat down to ponder how errors are made - which is where this article came from.

CONCLUSION

The **threat** that I (and probably many others) am most susceptible to is **time pressure**. I know this well from others arenas of my life. On this day, I was subjected to a lot of this and became seriously stressed. My performance suffered. Under that condition, I should have pulled out of the launch at my point #5 (above) or beyond. Or delayed the flight till I was calmer.

In future flying I must be alert to the dangers of **time pressure**, as well as any other **threats** that can affect my performance. Most threats can be avoided altogether by being well prepared and the effects of those that do occur can be alleviated by having appropriate strategies. I need to develop strategies that will allow a nearer approach to 'a pristine flight' in all future flights.

THREAT AND ERROR MANAGEMENT seems a very powerful tool for safer flying!

I was expecting to hear the radio call "launch over" and the clicks of the cable back-releasing - 'signals' that I'd known from >100 launches on the club gliders - but heard neither.

SAFETY

in Mountain Flying

PIERRE LEMAIRE



SoaringNZ is pleased to bring you the first in a series of articles from the excellent booklet *Safety in Mountain Flying* produced by the Centre National de Vol à Voile (French Federation of Soaring) written by Pierre Lemaire. These articles are as relevant to New Zealand pilots as they are to those flying in the European Alps and we thank Lemaire for allowing us to reproduce his work.

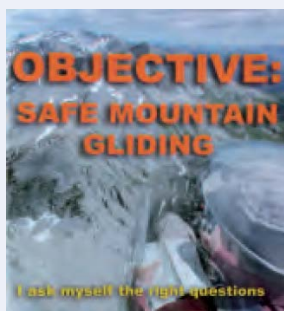


This booklet is the result of the work and experience accumulated in 70 years by the instructors of the Gliding national centre of Saint-Auban-sur-Durance (CNVV).



Introduction

The booklet from which we take these articles is a technical illustrated supplement to the following document *Objectives: Safe Mountain Gliding* published by the French Federation of Soaring, concerning the risks and threats induced by flying in the mountains. It stresses the technical points as well as the human factors. It is not a course on mountain flying. It cannot replace a session on mountain flying with flights in two/single seaters, accompanied by briefings and debriefings, but it is complementary and a permanent reminder for the pilot. It can also serve as a backbone (or basis)



for a presentation about safety in flights. The following pages include advice that has already been repeatedly expressed in books and often repeated in basic teaching. In spite of all that, too many glider pilots, even those with a lot of experience, have been victims of accidents from not having followed one or the other basic rules of flying techniques in mountains, or have launched personally unprepared.

The main dangers are:

- ▶ Inappropriate behaviours or dangerous attitudes;
- ▶ Tiredness, stress, lack of tuition and of training;
- ▶ Far too ambitious objectives, exceeding the level of competence;
- ▶ Entering IMC flying (flying in blind conditions);
- ▶ Flying beyond the flight envelope (of the glider);
- ▶ Losing the local airfield or flying with no alternative options;
- ▶ Misreading the changes in the weather, the meteorological traps or the wind strength;
- ▶ Outlandings;
- ▶ Ignoring the flight limitations of the glider;
- ▶ Mid-air collision with another glider, the terrain, or cables;
- ▶ Problems associated with altitude and the physiological consequences.

Chapter One

Pitch (flight at high angles of attack).
Stall. Spin. Spiral dive (induced turn).

The pilot must keep control of his attitude. In the mountains, it is visually between the panel and a horizon composed of the general environment, (peaks, valleys, limit of the tree-line, limit of the snow-line, etc.). The brain constantly re-evaluates this attitude. It implies a permanent and well organised visual scan.

On top of that, one must pay attention to the noise produced by the machine gliding in the air.



Silence = DANGER

Modern gliders often react in an unremarkable and stable manner when one nears the stalling speed. But that only happens in still air!

With a strong wind, in the vicinity of the ground and ridges, when one goes from a headwind to a tailwind, or when in strong turbulence provoked by thermals and wind, important variations of incidence may occur coupled with changes of airspeed, which can instantly provoke a stalling angle and bring the glider below the minimum flying speed. The loss of altitude may reach 80 to 100 m (250 - 330ft). **A stall may be reached at a high indicated airspeed.**

Prevention:

Always fly with a comfortable airspeed margin (1,45 Vs = Best L/D speed or more) when you are in the vicinity of mountains, in turbulent conditions.

Always be ready to push the stick forward and veer towards the valley, into wind.

The sole and only safe action in such a situation is to push hard on the stick and keep the ailerons in the neutral position. In fact, one should do this as soon as one feels the controls get sloppy, long before the stall. This action of stick forward as soon as one feels any of these warning signs of a coming stall (slow flight, nose-up attitude, sloppy controls, loss of efficiency, disappearance of airflow noise) is the safety action. It has saved many lives.

Contrary to widely held opinion, modern gliders are not without treachery when flying at low speeds.

- ▶ In calm conditions, a progressive stall of the wing provokes a sinking of the glider, which is not always registered by the pilot. It sometimes ends in an accident, by tail first landing into the trees or onto gently sloping ground.
- ▶ One must learn to identify a stall, and in particular the sinking movement when the stick is pulled backwards. One must understand that the stall may happen at a constant angle.
- ▶ The high-performance characteristics of these gliders produce a sharp increase in speed in a stall with nose-down attitude or when exiting a spin. The risk of exceeding the VNE, the structural limits and the limitations on the airframe is then very important, and might provoke the rupture of the glider or a collision with the ground.
- ▶ Eventually, while exiting a stall or a spin, bring the flaps into the zero or negative position.
- ▶ Flying with water ballast increases the stall speed. One must train progressively and regularly to fly with a high wing loading. The circling radius in the vicinity of the slope is increased, the inertia more important and so must the anticipation [to be ready for a stall].

SPINNING

If one flies at a high angle of attack (and/or at a slow speed) and is skidding, one is susceptible to enter into a spin. The loss of height will be much greater than with a stall. When this happens in the proximity of the ground, a spin is often fatal.

Risky situations: Flying in rotor, thermo-dynamic flight (meaning the utilisation of both thermal lift and ridge lift (dynamic lift) along steep slopes, improper thermalling under the crests, flight near the rocks with strong winds, flying in the lee of mountains, the turn onto finals, not only in an outlanding, but also at an airfield under stressful conditions.

Be ready to react, stick forward at the very first sign of a potential stall.

Forget the theory of the best climb rate in a slipping attitude. Do not chase the yaw string, just as you do not chase the ASI.

Prevention:
In the proximity of the ground in slope soaring, as well as in thermal flight or in the landing pattern, always fly symmetrically and with the appropriate speed.

In turbulent conditions, it may happen that one wing stalls and drops. Do not be rash in your reaction towards the high wing, as this action may initiate a spin. An uncommanded roll, i.e. a wing-drop, may also happen in a low speed ridge flight, when passing from a calm area into a turbulent one or entering a thermal (often a rough thermal originating from a rocky outcrop).

Getting out of a spin [see the flight manual]

Generally, rudder opposed to the rotation direction, stick forward, ailerons in the neutral position.

Centralise the rudder as soon as the rotation has stopped and smoothly return to the level flight attitude.

Eventually, bring the flaps into the neutral or negative setting.

Pay great attention to the Flight Manual. Remember the speed limits and the g loading limits with flaps (0° and positive settings).

SPIRAL DIVE

It is a highly banked turn that is not properly controlled.

The net lift force is insufficient (speed too slow, angle of attack too small). The angle of bank does not allow a sufficient vertical component of lift to be opposed to the weight.

The increase in speed happens very fast and one may quickly exit the flight envelope and reach the structural failure of the glider. This situation happens quite often when visibility is poor, when it is difficult to assess the horizon, when the pilot keeps looking at the interior of the turn and does not control the attitude and the banking of the glider.

Getting out of a spiral dive:

Return to wings level and the referenced attitude. Using the airbrakes may help contain the speed within the flight limits. In zero visibility, open the airbrakes.





Prevention
Your visual scan must alternate frequently between the cockpit reference and the horizon references.

The risky situations

- ▶ A tight turn around a point on the ground
- ▶ Circling in the proximity of a mountain or in rotor
- ▶ The loss of visibility near clouds or entering into a cloud.

Do not fly too near clouds, especially in wave, as there is a high risk of being enveloped.

Steep banking requires training. If you feel the glider getting out of hand (banking, speed, increased roll rate) reduce the angle of bank and bring the attitude to the reference position.

Next issue we continue the series with Chapter 2: Control of the flight path, safety distances and recurring problems.

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Objectives: Safe Mountain Gliding produced by the Centre National de Vol à Voile (French Federation of Soaring) written by Pierre LEMAIRE.

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I am willing to discuss all ideas and options such as shipping overseas and/or basing in Omarama.

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No trailer but a new Cobra could be supplied as part of the package if required.

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

**Phone Ross Gaddes
09 294 7324 or 027 478 9123**



GLIDING NEW ZEALAND NEWS

NIGEL DAVY GNZ PRESIDENT

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

NEW MEMBERS Excluding visiting foreign pilots, 66 new members have joined our ranks in the last 6 months – 43 in the North Island and 23 in the South Island. 16 of these are Juniors. Unfortunately, 75 members resigned in the same period!

GLIDING SOUTH & OTAGO JOIN FORCES Gliding South has closed down operations at Five Rivers and donated its assets to the Otago Gliding Club (Youth Glide Omarama). The Otago Gliding Club has been formally renamed 'Otago Southland Gliding Club' and members of Gliding South have transferred to it.

2011 LAUNCH STATS The numbers are now in – it's a mixture of good and bad, depending on your viewpoint. Overall there were 16,476 total launches, down 12% on 2010. It has to be said that the weather may have been the major driver, as launches were actually down 18% in the North Island but up 9% in the South Island, reflecting the general pattern of weather experienced. Youth flights were up by a staggering 16%, no doubt largely due to the Youth Glide Development Camp at Omarama in December (reported in the last issue). As a proportion of total glider flights, those by youth are steadily increasing year on year, now up to 13% in 2011. YGNZ can be proud of that!

REPRINT OF 'THE RIGHT STUFF' BROCHURE After some minor updating, this brochure aimed at promoting gliding has been reprinted and supplies are available from the Executive Officer.

NEW ADVENTURE AVIATION RULE AFFECTS TRIAL FLIGHTS CAR Part 115 is now signed into law, despite GNZ's reasoned arguments and strong opposition against the inclusion of gliding. We must now move on within the Part 115 constraints on trial flights. To this end, clubs are reminded to review their trial flight arrangements in the light of the detailed advice in our Advisory Circular AC 1-04.

ADVISORY CIRCULARS While on the subject of Advisory Circulars, I should mention one new AC and two updates on the GNZ web site:

AC 3-15 Owner/Operator Responsibility for Glider Maintenance.

If you have recently joined the ranks of private ownership, you really need to read this to learn about your new-found obligations.

AC 3-02 Aero Tow Ropes. Our tow rope stock is down to just two rolls and we can't find a viable replacement that doesn't need a weak link. We have therefore made the decision to stop supplying a 'standard' rope in

favour of a stronger one with a weak-link - read about it in this completely revised Advisory Circular. Jerry O'Neill has kindly offered to hold a stock of Tost weak-link components.

AC 3-03 Glider Tow Releases. This general update is for the engineers doing annual inspections etc.

NATIONAL AIRSPACE POLICY Recreational pilots should be very grateful for the efforts of our Airspace Committee. In particular, Trevor Mollard is fighting in the 'halls of power' to ensure that our airspace needs are not disregarded in favour of commercial interests. Right now, the Ministry of Transport, in conjunction with the CAA, is running an 'Airspace and Air Navigation Advisory Forum' to develop a high level 'National Airspace Policy'. As the NZ Aviation Federation representative, Trevor is protecting our interests at this forum, submitting that there needs to be recognition of the substantial barriers that exist for non-commercial operators in obtaining access to controlled airspace. These include the restricted ability of the ATC system to handle their requests, the low priority afforded to them and the inherent costs of owning, installing and operating the required electronic equipment.

Trevor reports that his submissions have been successful in persuading the MOT to modify the draft policy to now require airspace to be managed in a holistic manner, taking account of the safety implications that any boundary changes will have on all users, including those operating in close proximity to controlled airspace. This is a much more flexible policy compared with an earlier draft which would have determined priority in proportion to the "economic contribution to New Zealand".

ANNUAL SYMPOSIUM This is a heads-up that our annual symposium and AGM will be held in Wellington 9-10 June. All Executive positions will be up for grabs this time and at least two existing members will not be making themselves available for re-election – so your chance is coming!

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



TWO USA CHEROKEE RESTORATIONS

In the last issue of *Soaring New Zealand* Peter Layne outlined the early and late history of the only New Zealand Cherokee ZK-GBT. Restored by Vintage Kiwi to display condition, it became the first glider in the VK Glider Collection at Classic Wings Tauranga. Originally displayed flying in a dual tow with VK's Swallow behind a Tiger Moth, the glider is now in the museum store awaiting more display space. For once the rule 'Steam gives way to Sail' does not apply, for gliders are low on the totem pole of aviation history, unable to compete with a pile of metal and noise. However it is New Zealand gliding who must take the blame, not the museum who are only responding to market forces.

Tony Condon's American Cherokee story that follows is remarkable, in that it was a young couple taking advantage of the FAA's 'Experimental' category, who took on the task of renovating two old wooden homebuilt gliders, that were still in flying condition. They are clearly having fun. Even more remarkable is that it was Leah who talked Tony into buying the second Cherokee, possibly not expecting it be her wedding present, even though she was by then a solo pilot. Finally, I am indebted to Leah & Tony for photographs and additional information and to Bungee Cord, the US Vintage Soaring Association's magazine, for photographs and permission to hack around with the words and photos from Tony's articles.



Tony Condon

Hard at work in the comfort of the living room



The fabric came off easily



Leah was a great helper



Leah Condon in 'her' Cherokee before it went under the knife.

PROJECT CHEROKEE

by Tony Condon

NUMBER ONE N373Y

In 1964, Stan Hall wrote an article in *Soaring* titled "Project Cherokee - Final Report". Forty five years later, I'm proud to continue Stan's work with my own Project Cherokee report. It really started in 2005, when I bought my Cherokee II, N373Y. Dave Schuur had done a good job getting it airworthy again but his new paint job really didn't get along very well in many places with the old paint. After a few years, the old paint was starting to crack underneath the new finish too, which didn't look that great. It didn't help that I kept landing the glider in dirt fields, pastures, roads, and pretty much anywhere but a nice airport, which was hard on the finish. After a few years of this sort of abuse, I realised that the glider was going to need to be recovered sometime soon.

I was in my junior year at Iowa State at the time when I realised this and money was tight. So it had to wait, suffer more land outs, more paint chipped off the side of the fuselage but my mechanic would still sign it off. He noted in the last Condition Inspection that the fabric was in good shape but the paint job was poor. That was spring 2009 and I was moving to Wichita, Kansas. Finally I was making some real money and could afford to do the work! One last season of cross country flying in a new state, with some good flights logged and then the Cherokee went under the knife.

Around the middle of November we started; removing all the old fabric was the first order of business. First I decided to open up the rudder. It had to be removed anyway, as my rented garage was not long enough to fit the fuselage with it attached. Plus, I could

work on the rudder in the comfort of my living room! I figured it would be a good way to test my skills on the Stewart System covering process, by making mistakes on a small piece before messing up on the fuselage and then wings.

The wood on the rudder looked great and I was hopeful that the wood in the fuselage was just as good. Now was the time to tear into the fuselage. The first cut was hard to make but the fabric started to come off very easily and within a few minutes my glider had turned into a wooden skeleton, that only many months of hard work would fix. My wife Leah was a great helper, although a bit timid to tear off fabric at first. (Ian comments: Hardly surprising as they had only just got married.)

One major benefit of moving to Wichita was that I was now in the company of some real experts in wood glider restoration. So, with the frame exposed, I had Neal Pfeiffer and Harry Clayton come over to take a look at the frame and give me their opinion. There were a couple of areas that were questionable with water damage, but after a little more inspection it was determined that they were okay. Whew! I did identify a few pieces of wood that looked damaged and needed replacing. However, the biggest area of broken wood was entirely my own fault. When I had removed the rudder I had forgotten about the massive return springs on the rudder pedals. Taking all of the tension out of the control system caused the right rudder pedal to snap forward into a frame and bust it up pretty badly.

Wichita was in the middle of its coldest winter on record. Now, it really wasn't that cold, especially compared to the winters I had

Not every new bride happily signs on to glider restoration in the living room



grown up with in northwest Iowa. But the temperature did not get above 16°C for a solid three months, which has never happened here in recorded history. My garage is not heated and I needed warm air to do things like glue fabric and paint. I was getting to the point where, if I wanted to get anything done on the project, I needed to start working on the wings.

The main goal of my project was to be prepared to fly the glider at Marfa, Texas 17 April 2010. I had initially thought to do the fuselage first and then, if time allowed, do the wings. I was not against flying with a newly recovered fuselage and old wings for one season and recovering the wings the next winter. There followed a lot of work. Some of it can be seen on a video. (Google: Tony Condon Cherokee)

In the event, work was finished in time for my first flight to be made at Marfa, where I ended up with 13 hours of flying in four days, including a 6 hour flight that was a duration record for me and for the glider. I also flew it to 12,200 feet, the highest it has ever been. Not only that but it looked great!

Upon returning to Wichita, I flew the glider on a 193 mile distance flight from Sunflower Gliderport to Falls City, NE. This is the furthest distance ever flown by me or the glider and qualifies for Gold Distance. In the summer of 2011, Leah and I took 373Y back to Texas for a Regional Championship and managed to place 3rd out of 14 in the handicapped contest. We had a load of fun.

NUMBER TWO N4653T

Leah dared me to buy 4653T after talking to Dave Schuur about it at the 2009 Wichita VSA Rally. I bet she never dares me to buy a glider again, because she got it as her wedding present! She started her glider training shortly afterwards and managed to get one flight in 53T in 2010 before it went under the knife for the planned recovering.

This work is still continuing in Nov 2011 and after some woodwork, has now reached the covering stage. Progress has been slower than it was on our first project N373Y, when we were up against a Marfa deadline. Leah insisted that we take a more reasonable pace with her glider and it should be ready for her to fly in spring 2012.





Joyce Scott with Phil Pearce

MUSCULAR DYSTROPHY ASSOCIATION (MDA) GLIDING DAY

By Louise Marchant from Wellington MDA

I was asked by the Wellington MDA Field Officer Marty Davis if I could help arrange a gliding day for some of the young boys with Duchenne Muscular Dystrophy and other members if they wished to try gliding. It was to give them a challenge and to experience the freedom of flying. Boys with Duchenne can become quite limited in what activities they can do, especially as they get older. So it is important to do these sort of activities while they still can.



I found the gliding club website and contacted Ross Anderson, to get some details and to arrange a date. We met with Ross prior to the day, to check out whether we would be able to get the boys into the gliders alright.

Our gliding day was held on Saturday 25 February and it was a great opportunity for MDA members from Taranaki, Hawkes Bay, Wairarapa and the Manawatu to get together for a family day. A great day was had by all. The weather was hot and dry, for perfect flying conditions. The Gliding Club members were keen to get out the two gliders and the tow plane early, so our members could get into the sky and soar like a bird.

The first flight was taken by Stan Dickson from Masterton, who

was a keen starter, happily being strapped into the front seat of a two seater glider with the pilot in the seat behind. There were numerous flights during the day and everyone was very enthusiastic to get into the sky. In particular, Joyce Scott just wanted a short 10 minute flight, but was up for over 45 minutes and reached a height of 4000 feet. Various family members had flights as well.

Over lunch time, a BBQ was provided and this gave the families an opportunity to get to know each other, give support and make new friends. All the boys got along and it was a great joy to see the boys together. A lot of fun was had.

I would like to thank the Manawatu Gliding Club for a marvellous flying day.

ZK-GBU KA6CR-PE #619 AND STORIES OF ITS ORIGINAL OWNERS

By Ray Burns, the present owner

A Little History

ZK-GBU was tested by Alexander Schleicher on 21 September 1959 and had its first test flight in New Zealand on 6 December of that year. The owner on the documentation is CW Campbell. Clyde and Gini Campbell were both born and bred Americans. It was Clyde's job as CEO of Firestone NZ that brought the couple to New Zealand but it was Clyde's wife Gini who was the driving force behind GBU.

Gini was a WASP (Women Airforce Service Pilot) during the Second World War and a very experienced flyer. Clyde completed his Silver C but it was Gini who managed Gold and two of the three diamonds. Gini died in 2001. The Campbells were introduced to gliding in Germany by Heinz Huth, who went on to win the world championship in 1960 and 1963 in Ka6s. It was Heinz who convinced Alexander Schleicher to make a one-off design of a Ka6 with an all-flying tail, especially for the Campbells. Schleicher went on to manufacture the KaCR-PE in 1961.

The Campbells did a lot of flying in GBU. They were joined by Nev Ackroyd and Keith Wakeman when they formed a syndicate in late 1962. The early log books are littered with the 'glitterati' of gliding. Dick Georgeson flew it on the 10th April 1960 and Phillip Wills is recorded as the pilot on a flight on 3rd Jan 1962. The syndicate sold GBU to the Nelson Gliding Club on 2 September 1967.

GBU Crosses the Strait

Clyde fondly remembers his syndicate partner Keith Wakeman as "not being one to have too much concern for rules, or getting permission from anyone." Keith served in the RNZAF during WWII and afterwards established a top dressing business. He did a great deal of flying in gliders. He was both the first and second person in New Zealand to cross Cook Strait in a glider. His first crossing was in a Skylark and his second in GBU.

The logbook has the entry on 7 January 1964—5 hours 25 minutes— "Culverden to 15 miles north of Masterton. 2nd Crossing of Cook Strait—200 miles".

The log book entry on the 8th of January (the next day) reads "4 Hours 10 Minutes—Attempted north south crossing from 25,000 feet at Tarakarie Head. Landed at Titahi Bay."

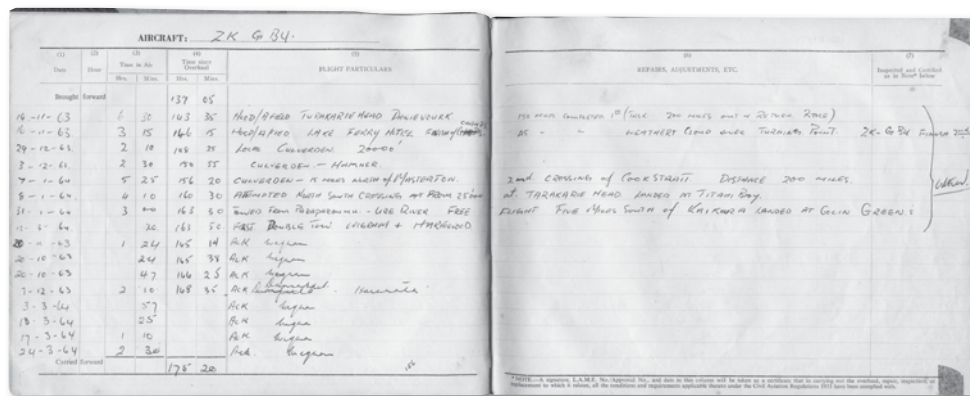
Clearly Keith gave this up as a bad idea and waited for a couple of weeks before making this entry:

"31 January 1964. 3 Hours. Towed from Paraparamu—Ure River (near Ward at the top of the South Island). Free flight five miles south of Kaikoura. Landed at Colin Green's."

My encounter with Clyde

In January 2011, I had the very great fortune to meet with Clyde Campbell at Auckland Domestic Airport, on his way home to Honolulu where he now lives. Clyde turned 90 in late 2010 but any thoughts that his advancing years may have blunted his memory were quickly dismissed. We had only a few minutes in which to share some stories from the original logbook, but Clyde remembered them all.

Clyde generously gave me a wooden model of the Ka6 that was presented to him and his wife Gini by the Boberg flying club in Germany, where they were both introduced to the sport.





Ray Burns and GBU ready to launch at Matamata.

GINI CAMPBELL - AN EXTRAORDINARY WOMAN PILOT

Taken from her obituary by Rod Dew of the Christchurch Press

Former world gliding record-holder and World War II WASP test pilot, Virginia (Gini) Dulaney Campbell could fly anything - as long as it had wings. That was always the view of her contemporaries as they watched her reach for the sky, in an age when women in the pilot seats of aeroplanes were rare.

The personable and attractive Gini Campbell was as much at home piloting a four-engined Flying Fortress on target-towing duties in the United States during World War II as she was soaring in her own Schleicher Ka6 sailplane over Mount Cook in the 1960's.

An old World War I Waco provided Gini's introduction to the world of aviation when she was only sixteen. Neither the plane nor the pilot had a license, so it was flown off farm fields - until the engine failed and the Waco was forced to land in a paddock. When war broke out, she was already an experienced pilot. "The only thing I knew how to do was fly, so I thought I had better do it," she once explained. "I became a WASP (Women Airforce Service Pilot) and graduated to being a test pilot." She tested repaired C-78 'Bamboo Bombers' at Stockton, before moving to Las Vegas to fly twin-engined B-26s and the Flying Fortress in target towing exercises.

After the war, the Campbells spent three years in Brazil and then

three more years in Sweden, before a move to Hamburg, Germany, opened up new flying horizons. The Germans were restricted to gliders after the war and Gini quickly became fascinated with unpowered flight. Under the guidance of world champion Heinz Huth, she achieved her Gold C badge and two diamonds (500km and 300km out and return). She set two women's world records - a goal flight of 327km from Hamburg to Terlet in Holland, and a 28,000ft height gain over the Bas de Alps, about 90km north of Nice. "And because they broke records set by Hanna Reitsch (Germany's most famous pilot) they made me a national heroine, with my name on all the front pages," she later recalled.

"My husband decided, if you can't join them beat them; he became a glider pilot too." After five years in Germany, the Campbells moved to Christchurch, bringing their glider with them. It was, at the time, one of the finest single-seaters in the world. As an active member of the Canterbury Gliding Club, Gini attended many camps at Omarama and always recalled with a special delight some spectacular soaring flights over Mount Cook.

Gini died in 2001 at the age of 79. She and her husband had spent twenty years living in Christchurch from 1959 until Clyde's retirement in 1980 when they moved to Hawaii (but retained a holiday home in the Marlborough Sounds).



Gini Campbell in GBU

REQUEST FOR MORE INFORMATION

Collecting the history of this interesting aircraft is a real work-in-progress.

I will be eternally grateful to anyone who can add anything at all. I do not have any information on ownership between the sale to the Nelson Gliding club in 1967 and the purchase by Bob Goodchild in 1986. I believe it moved North in the early '70s and was owned by Sandy Norman at some stage. Details are hard to find.

I would also be especially grateful to anyone who can provide early photos (or in fact any pictures up until the '80s.

Contact me at: ray@rayburns.co.nz
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Angle of Attack

By Lee Baldwin

232 pages, full colour

RRP \$65

Published by Penguin Books (NZ)

Available in book stores

Reviewed by Jill McCaw



Imagine for a minute that you're a professional gliding instructor strapped into the back seat of a K21. You're taking a paying student for an aerobatics lesson. The student's actually very good and you're starting to wonder just why he wants a lesson at all, when at the top of a loop pulling zero gee, suddenly the front canopy disappears and the student with it. The student is glimpsed disappearing into the cloud below, under the canopy of a parachute. (Yes, you have to suspend disbelief a little in this story.)

You're not wearing a parachute. What are you going to do?

Cicero Cassius Clay, but you'd better call him Clay, not any of those other names, concludes that someone is trying to kill him. In a move that is theoretically possible, he manages to get himself and the glider safely back to the airstrip. Actually, this bit was really good and totally believable. It could be done; you just don't want to have to try it yourself.

Clay has a chat with the police. There's a bit of a complication because Clay is actually on parole. Any sign of wrong doing on his part and he could be back inside. A visit with his parole officer follows, only to find that his regular supervisor has passed him on to a new one, who turns out to be an ex-girlfriend from school. To complicate his life further, he gets home that night to discover a dead body on his porch. When he finally gets a good look at the guy with a bullet hole in his head, it is with total disbelief that he recognises his so-called student who bailed out on him earlier in the day.

The blurb on the book advertises it as, 'Adventure and intrigue in a world of extreme flying, quirky women, and the power they

covet'. Well, yes and no. I'd say it's a novel about a man who flies, his dysfunctional friends, enemies, family ties and greed.

It's a novel that has gliding in it. It's exciting gliding too. That's really good. There's also a strange and rather lovely interlude of a flight in a North American Aviation Mustang P-51B, where you must be willing to accept that a man who has only flown gliders could fly an antique fighter after just one dual flight and many hours of computer flight sims under his belt. Again, something I wouldn't like to try.

The plot is convoluted and a little hard to believe. The reason for the bailout turns out not to be the obvious one, which is a shame. The idea that the guy was trying to kill Clay made much more sense than the real reason. There is a faceless bad guy orchestrating things from a jail cell somewhere, which makes the motivation for the action less immediate than a face to face villain does, but my main problem with this book is that Clay is immoral and hard to like. He may be innocent of the crime he was convicted of - something involving possession of drugs, which he swears were planted in his house - but he was working as a courier for the money side of the operation at the time. He has an elaborately concealed dope growing operation up in the hills and sees no contradiction doing this and proclaiming his innocence. I kept waiting for him to show some sign of moral growth and maturity but it didn't happen.

For all that I didn't like Clay, I certainly cared about him. Clay's story took me on a rattling good ride and I found myself reading late into the night to see what happened next. There is only one real section of gliding action but once that had pulled me in I happily kept reading.

I had heard about a 'gliding novel' and contacted the author Lee Baldwin, talking him into sending me a PDF copy to review. I loaded it onto my ebook reader and took it with me during a short break in Auckland. It was a perfect book for light weight holiday reading. Don't expect high literature or non-stop flying, but it is certainly an enjoyable book and worth reading.

A Kindle version of the book may be purchased directly from Amazon. Otherwise email the author at seo@brandwranglers.com

WARBIRDS OVER WANAKA

Soaring NZ photographer John McCaw snapped these images and enjoyed a weekend full of entertainment along with thousands of other aviation enthusiasts. More next issue.



GNZ AWARDS & CERTIFICATES

FEBRUARY – MARCH 2012

QGP No	Pilot's Name	Club	Date	Glider
3159	Mark Arrowsmith	Whangarei DGC	25 1 2012	
3160	Graham Parker	Glide Omarama	2 2 2012	
3161	Jordan R. Kerr	Gliding Hutt Valley	10 2 2012	
3162	Jyri Laukkanen	Glide Omarama	12 2 2012	
3163	Marju Laukkanen	Glide Omarama	12 2 2012	
3164	Annabel Lucas	Omarama GC	12 2 2012	
3165	Neil T. Harker	Auckland GC	14 2 2012	
3166	Rene Weterings	Taupo GC	19 2 2012	
3167	Jason G. Price	Gliding HB & Waipukurau	22 2 2012	
3168	Alexander J. White	Gliding HB & Waipukurau	22 2 2012	
3169	Peter B. Woodhouse	Wellington GC	5 3 2012	
3170	Michal Ciriak	Wellington GC	18 3 2012	

SILVER DURATION

James W.S. McIver	Canterbury YG	21 12 2012	Grob 102
David R. Muckle	Piako GC	24 2 2012	PW5
Keith M. Irvine	Piako GC	24 2 2012	Discus B
Jason M. Kelly	Gliding HB & Waipukurau	24 2 2012	LS 4

SILVER BADGE

Keith M. Irvine	Piako GC	2 3 2012	
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GOLD DURATION

David R. Muckle	Piako GC	24 2 2012	PW5
Keith M. Irvine	Piako GC	24 2 2012	Discus B
Jason M. Kelly	Gliding HB & Waipukurau	24 2 2012	LS 4

GOLD DISTANCE

Douglas Henry	Auckland GC	19 2 2012	LS3
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DIAMOND GOAL

330	Douglas Henry	Auckland GC	19 2 2012	LS3
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AIR NZ CROSS COUNTRY CHAMPIONSHIPS

Glider	Distance	Points
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NORTHERN DIVISION

David Hirst	Discus CS	864.07km	872.80
Jason Kelly	PW5	345.58km	421.43
Doug Henry	LS3	330.04km	336.05
Glyn Jackson	PW5	230.95km	281.65
Keith McIlroy	Duo Discus XLT	192.32km	187.46

SOUTHERN DIVISION

Nicholas Oakley	ASW19	378.38km	388.78
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GNZ Awards Officer
Edouard Devenoges

gnzawards@xtra.co.nz
40 Eversham Road, Mt Maunganui 3116.



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
pborp@xtra.co.nz Ph 09 413-8384
Base RNZAF Base Auckland (Whenuapai) 021 146 4288
Flying Weekends, Public Holidays

Auckland Gliding Club

Club Website www.glidingauckland.co.nz
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.bergersen@xtra.co.nz
Ph (027) 277 4238
Base Thames Airfield
Flying Weekends and Public Holidays

Hawkes Bay and Waipukurau Gliding Club

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

Kaikohe Gliding Club

Club Contact Peter Fiske, (09) 407-8454
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 bmg@paradise.net.nz
Base Omaka Airfield, Blenheim
Flying Sundays and other days by arrangement

Nelson Lakes Gliding Club

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

Norfolk Aviation Sports Club

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

Omarama Gliding Club

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

Otago/Youth Glide Omarama

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

Piako Gliding Club

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

Rotorua Gliding Club

Club Website <http://www.geocities.com/rotoruaagc/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, Puhī Puhī
Flying Weekends and Public Holidays

GLIDING NEW ZEALAND CLUB NEWS

Last issue I asked the question: is it worth keeping the club news? Very few clubs actually send in a contribution. I guess those that do are the active clubs around the country. No one has made any comment and I would like to hear from the members on this. SoaringNZ is supposed to be your magazine.

By the way, club news is only supposed to be 300 words maximum. Because there are so few of you writing, we'll let you away with it this time.

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

AUCKLAND GLIDING CLUB NEWS

Just because the AGC news section has been a little absent does not mean little has been happening in South Auckland since the soaring season began in earnest. This year it seems to be the North Island's turn to experience very unpredictable and wet weather. We entered the season with lots of plans, most of which have had to wait for suitable conditions. This has been frustrating to say the least. The season began with a BBQ event, which was a great night. We announced a season Cross Country competition which is a challenging AAT task for both fast and club pilots. Lots of good South Westerly winds meant that some good times for the fast class were entered early but these stopped during the Xmas break.

Our Pawnee was finally put back into service just prior to Xmas, in time for our traditional camp at Matamata. Thanks to our retiring CTP Ian Williams, for finishing this long project and thanks for all the hard work on CEB over many years. Thanks also to all those who assisted in getting CEB back into service after such a long absence (including our engineer Greg Ryan). Now is also a good time to welcome Colin Bell who has recently taken over the very important CTP position.

Despite really average weather, we managed quite a few flights and tows at Matamata during the Xmas visit. Thanks, as always, to our hosts and friends from the Piako club.

Shortly after getting our equipment back home, we were ready to start the Drury Comps, which due to weather and not the seventeen keen entrants, were wet and disappointing. It took a few days to clear and then the strong wind made it difficult for the club class entries. However, despite many getting one way trips heading southwards, it was great to get some Cross Country flying in. We all had fun and I want to thank those (a few from the other clubs, like Tim Bromhead and Roy Edwards) who came to Drury to sample our kind of soaring.

Almost as soon as the Drury comps were over, a small group took our Duo and K21 over to Whitianga to promote our club there. This five day trip proved to be really successful. There was



Auckland Gliding: L) On tow over the Marina, Whitianga. R) Mike Smith's BFR included outlanding check! (Xmas Camp)



a huge amount of interest generated and lots of flights were achieved. This success was largely due to the great support we have had from the local Aero Club and many Whitianga businesses. So - huge thanks to the Mercury Bay Aero club and also to Marion and David Moody who have been so instrumental in making this promotional visit work for us. Those of us from the small team who attended were taken back by the beauty of flying in such a lovely part of NZ and the friendliness of the locals.

A couple more gliders have changed owners, with members Nigel McPhee (ASW27) and Marc Morley (Nimbus 2b) both getting new toys to play with.

A few members took our Duo down to Matakata for the Nationals. This enabled some newer members to experience cross country racing, which has been really beneficial. We also let the Tasman Trophy challenger, Bryan Hayhow (an ex AGC member), use our Discus CS in Standard class. It did not help him take the TT back to Australia but we did get to make a good friend in Bryan and he will always be welcome back at Drury. Our members did very well at the Nationals,

with Pat Driessen winning the 18 metre class and Lindsey Stephens winning the 15 metre class.

Even during the Nationals, the weather failed to really get reliable until towards the last days and since then the good days have been sprinkled sparsely, although some really good flights have still been able to be achieved. One such flight was by the new owner of LS3 (LL) who achieved his 300Km goal out and return. This flight took over 6 hrs and was to Kinleth and back. Congratulations to Doug Henry for such a hard fought flight. Other days of note took many of our pilots towards Tokoroa and Mangakino and even as far as Turangi and towards the Rangitaiki plateau.

We also have quite a few new members and some who have recently soloed, that deserve some recognition. They are – Graham Cochrane, Alan Pendergrast, Oliver Collette-Moxan, Philip Dunlop, and Keith Annabell. We have also introduced about ten new members to the club. There are too many to mention but we sincerely welcome them to our club and this challenging sport. Our hard working CFI, Norman Duke, has recently started an initiative within the instruction panel, to

increase our aerobatic skills and ratings. Members Marc Morley and Arthur Gatland have generously given their time, by offering some of their special skills to assist. These courses will be carried out over the next few weeks. These skills, of course, will flow through the membership, which has to be of major benefit to our club.

Finally, we have also been active in running regular BBQ evenings, which have proven to be most successful and a great way to introduce our new members and their families to our great sport and fantastic facility. There are many who help, but special thanks to Neil and Leslie Harker, and David and Marion Moody, who have put in many hours to help run these evenings.

If you are in the area please feel free to drop in, especially if we are running an event, as we want as many people to know what a lot of fun can be had by being involved with our club.

RG

CANTERBURY

Like the rest of the country, our weather is still playing silly beggars but usually one day on



Canterbury: How many people are needed to derig a glider?



Yvonne Loader, working hard for the club



Manawatu: Left: Muscular dystrophy bbq. Right: Kawhata bbq with Wellington friends.

the weekend allows some flying. Recently, one proved very acceptable and members had a ball. Mike Oakley and Terry Delore rigged their ASH 25s and disappeared into the distance, each with a lucky passenger and Abbey Delore and Nick Oakley took our Janus flagship on a nice jaunt around the nearby mountains. Great to see these young people, who only a year or two back joined as junior members, advancing into skilful soaring pilots. Indeed, many of the younger members are very active and showing much promise, which is good for the future of the club.

Recently we had a visit from several members from Tauranga, who were to spend three days flying from our new field but sadly the weather spoilt their stay, although they did get airborne on two days.

Our hangar is completed and members are delighted with the ease of putting the fleet to bed each night, as well as being able to extract an aircraft without having to move anything out of the way except the doors. A fancy dress hangar party for members is to held shortly and on the 14th of April the official hangar opening will take place. It is hoped that many ex members, as well as present ones, will join us on this day. Like most projects to advance a club, they would never be completed in good time if it wasn't for a handful of dedicated workers spending countless hours slaving away. We have been fortunate to have a few such people as this during the huge job of establishing our new site and the official opening will be a good time to acknowledge this.

To remind everyone that not all volunteer work for gliding clubs happens on the airfield, here is a photo of club stalwart Yvonne Loader hard at work doing her bit for the club, in front of her computer at home.

Stewart

GLIDING MANAWATU

The summer hasn't been the greatest one we have seen but we have still had plenty of great flying. Our annual Kawhatau Camp was a great

success. The weather up there wasn't the best for cross country flying but was pretty good for local soaring. With a couple of non flying days, we still had a total of 113 flights.

After-flying entertainment included awesome model helicopter flying displays by Matt and 160 kph formation radio controlled plane beat ups of the field by Ross and Matt. Evening BBQs were great, despite being bombarded with water bombs, being flung over by Vaughan, Paula & Rod hiding in the trees. They were great social times with our Wellington friends.

It was a great week. Rob Laskey did 11½ hours flying in two flights, so things weren't all that bad. Congratulations to Patrick Richardson on completing his A certificate and also Rob Laskey for getting his 5 hours, a huge effort considering it was in our K6 with a 6 hour 40 minute flight.

We are in the process of flying 40 ATC cadets over the last couple of weekends and we have a steady stream of new members signing up. Ross Anderson has been rounding the troops up for working bees, as we are in the process of repainting our clubhouse and building a new deck. We have also taken down the old water

tank and had a really good tidy up. The place will look a million dollars when we have finished.

A few weeks ago, we flew 7 kids from the Muscular Dystrophy Association. It was a fantastic day, with all the parents and family members having a big picnic and BBQ down at the launch point, on what was a perfect day. The looks on the kids faces when they got down was just awesome. We also flew some of the parents and other family members. A great day was had by all. We are flying a steady stream of trial flights as well, which is keeping both our DG1000 and Twin Astir busy on most flyable weekends.

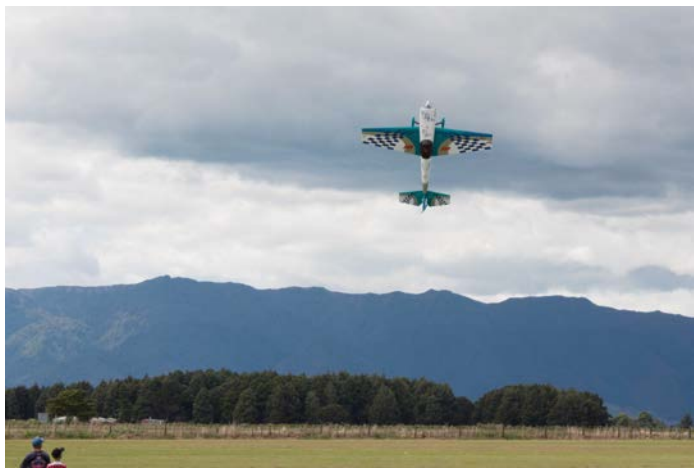
NELSON LAKES GLIDING CLUB

After that marvellous start to summer soaring in late Dec early Jan, the weather has been somewhat disappointing. For example, the weather was not cooperative for our flying week in Feb. However, the week before that, which was our 6 day ab initio training camp, was good for both training and soaring.

Our new club LS4 (GCX) has arrived for our use and we are seeking funding to assist the club to purchase it. It is still going through its CAA inspections as I write.



Nelson Lakes: The start of the run to shingle peak. Right: Looking south over northern end of St Arnaud range. Glider is club's single Astir GNH.



Piako: Matamata airshow. Photos Tim Bromhead

Club days have been well supported.

Adrian Faulkner has taken delivery of his very smart ASW28 GSS and has already had some good local soaring flights in it.

Some good days did happen over the summer, where it was possible to get out and cruise over the Molesworth area, for example, and those are the days that people remember. I attach a photo of one of those days, 18th Feb, when a marked out convergence run set up from west of the Wairau River near the Rainbow River clear across to Tapuaenuku. Typically, 8 knot climbs to the airspace limit of 9500 feet. A great day to be alive in a glider in the mountains.

FS

NORFOLK AVIATION SPORTS CLUB

After a “wetish” period we are now experiencing an Indian summer with plenty of good soaring days. We have had several occasions where a large part of our fleet has disappeared off into the horizon. The south westerly wave has even arrived early with Clinton Steele getting to 18,000ft in mid March, unfortunately to have his flight cut short by air traffic control. Lift was off the vario so disappointing to have this happen again!

By time you read this our Easter Vintage Kiwi rally will have come and gone. We are expecting around 10-12 gliders to come from all around the North Island. However the big cyclone that has just struck Fiji is heading our way so fingers crossed it stays clear. These rallies are always great fun even if the weather is bad with “Après glide” activities always a highlight. Our vintage fleet of a T31, Kookaburra and K6 will again get dusted off. Hopefully by the next rally the Skylark 4 and L-Spatz which Jevon Snowden is rebuilding will be able to join in the festivities as well.

Berwyn Wisnewski is getting close to going solo again in the club’s Twin Astir. Berwyn hasn’t flown solo since his beloved Blanik was grounded by the worldwide Blanik debacle. At 83 he must be one of the country’s oldest pilots.

Grant Wisnewski has joined our tow pilot ranks to help the team out there and Sam McLeod is progressing towards his GQP. Hopefully he will

have this nailed in the next month or so.

Until next time

GW

PIAKO GLIDING CLUB

As I look out the window at yet another weekend of 8/8ths overcast and threatening rain, it would be easy to think that the summer had been a complete write off. Despite this, when it looked on, Alan Belworthy organised a Thursday’s flying and nine pilots turned up. A couple of pilots tried one of the club trophy courses. Some did the Kaimai Challenge Course and Keith Irvine and David Muckle both completed their 5 hour badge flights. Passing showers made the day’s flying a little more interesting for everyone. I note that it was our last Chief Tow Pilot (Alan) who commissioned our new Chief Tow Pilot, Iggy Wood, to do the towing on the day. Piako has enjoyed a long run of excellent CTP’s and the trend looks to continue.

The Matamata Airshow and Carnival was held on the 4th March in great weather, following Saturday’s storm. A crowd of around 2000 saw a very well executed glider aerobatics display performed by Adrian Cable and a high speed fly through by Alan Belworthy. The lucky ticket prize winner chose the glider trial flight from the five options that were available. Obviously a good choice!

The Matamata Soaring Centre is organizing a rally on the 14th and 15th April for local clubs.



Photos Ted Glasgow

CLUB NEWS

New and experienced pilots will be paired up and following a weather briefing, they will set their own task to fly. Only the pupil's score will count. So the experienced pilot will shepherd the inexperienced around the task, finding the thermals ahead and seeing that they make the climbs. By showing new pilots that they can safely enjoy the challenge and satisfaction of longer flights, we will retain their interest in soaring. I am hoping a lot of our club members will want to get involved.

BM

TARANAKI GLIDING CLUB

It has been a busy few weeks, especially for solo flying, with several two hour plus flights, ranging from the mountain out to the back country. All of it was the sort of flying that was never considered years ago. With the benefit of hindsight, maybe all the effort that was put into German Hill could have been better put into setting ourselves

up at Stratford. Never mind, that is another story.

Tim Hardwick-Smith, with some prompting, achieved his five hours having used thermals, a convergence line then evening wave, but another flight missed a height gain because the logger battery went flat. As a matter of interest, we were able to facilitate a replacement C badge 366 (gained on April 24th, 1962) for Geoff Neve who was one of our early members. Edouard Devenoges was right on the job. Thanks Edouard. He also advises that records go back to C Badge number one issued during August 1952.

An interested visitor in February was Rod Smith, who was one of our top pilots in the late eighties - early nineties and an excellent treasurer. I hope he had a good look at our hangar because he had been an advocate of the TGC building a hangar there as winter quarters. A mention in despatches for Glyn Jackson, who has beavered away at his own expense, bird-proofing the doors.



Taupo: Top: Wet Weather TGC. Left: Dennis Filgas tally clerk.



Taranaki; Top: From the Discus over the Patea Hydro Dam. Bottom: Fanthams Peak, showing the Syme Hut

Early indications suggest we just might be in luck in keeping the little birdies at bay. PJM.

TAUPO

We, like many other gliding clubs in the country no doubt, have had dismal weather in the last month with limited flying opportunities.

In fact, over the last 2 years we have noticed gliding members and finances deteriorating and the committee has arranged a strategic review, analysing possible remedies. One remedy put forward is the possibility of adding recreational aviation to our Taupo Gliding Club. i.e. micro-lights etc.

Understandably, this is creating some controversy and diversity within the club and will, no doubt, cause a lively debate at the AGM.

Rene Weterings has achieved his QGP after taking 12 years to complete it. He has been a tow pilot for our club for many years as well and has managed to fit gliding in.

We have Kaspar Cheung back from Hong Kong to complete his B certificate and he has redone his 1st solo, achieved last summer.

Dennis Filgas was farewelled last week, going back for the European summer to his home in Czech Republic and is due to arrive again here



Tiger Moth Fly-in

TAURANGA AIRSHOW

Photos taken by Mark Arundel in Papa Zulu/ Puchaz, and adrian Cable in Kilo Mike/ LS4. If you want any more info just email. From Scott Wagstaff



next summer. Sid Gilmore, our visiting summer instructor, is about to leave this Friday, returning to UK for the summer.

We have a Tiger Moth fly-in on March 24 to the 25th, to complete their annual flying competitions, which we are looking forward to.

Club member Hugh deLamour has taken charge of the Ventus cT GSW purchased from Julian Elder.

VINTAGE KIW

Vintage Kiwi's Desk-Calendar-with-a-difference has winged its way to our members and is proving very popular. Running from April 2012 to March 2014, the calendar is ideal for those sad

souls who failed to get anything comparable for Christmas. Twenty five months of A3 days plus New Zealand Gliding history as reported by The N.Z. Gliding Bulletin, The Gliding Kiwi, Vintage Kiwi News and of course SoaringNZ

Free to VK members, the calendar is available to non members at \$25, or 'Free' if you join Vintage Kiwi for \$35, when you will also receive VK News and a CD of all the issues you have missed. Also included is the 'feel good factor' of helping to ensure that the history of the sport we love does not go on the compost heap. Come on now, overseas pilots are joining VK just to get the calendar and support the vintage world. The least you can do is to join them. After all, it is your history.

Our first rally of 2012 will have taken place by the time you read this and others are being planned for the hopefully warmer weather of next season. Why not join us now? Bring your Ka6, Libelle, Kestrel, ASH25, etc. for we are The Vintage & Classic G.C. of N.Z after all and these gliders are now all Classics and part of our history. If your glider is vintage wood, you will gain entry to the Royal Enclosure in the nearest bar. End of hard sell.

What do we do with the \$35? A lot! We produce Vintage Kiwi News, organise rallies, restore old

gliders for display or flying and get international publicity for our vintage efforts. We have four gliders in the Vintage Kiwi Collection at Classic Flyers Museum in Tauranga, a Kookaburra flying at Norfolk Sports Aviation, Taranaki, and Dick Georgeson's record breaking Skylark 3f operated at Omarama for Young Vintage Kiwi. That does not include other gliders we have promoted for display at other museums, or the restoration projects we have encouraged. None of this would have been possible without the help of our members and with your help we can do even more

Finally, we are one of the few world vintage clubs affiliated to the national gliding body and who has regular vintage pages in a national gliding magazine. So, all in all don't you think we should ask for your help? Your \$35 could go a long way and result in new restoration projects.

For membership details see our website at www.vintagekiwi.gliding.co.nz, or email vintagekiwi@xtra.co.nz.

Ian Dunkley



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 \$87,000 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 phone 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

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

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 hangered. Fully instrumented. Contact Brian Kelly, phone 06 876 7437, email: Erinpac@xtra.co.nz

Libelle 201B GIV • One third share in based at Whenuapai Auckland. Reluctant sale due to health. \$6,000. In good condition with trailer. Phone 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. 1828 Instruments: 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 hangered at Cape Gliding Club, Cape Town, South Africa. Contact Jacques du Toit, M:+2782 4188 771, 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. Email adrian.cable@xtra.co.nz 027 4738 231

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

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.

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 phone 07 579 3075, mobile 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), Trailer, Blue Canopy tint. Large and roomy cockpit, suit larger person. \$40K. golfkilokilo@paradise.net.nz

Discus B GTZ New 1996 • Two owners, no damage history. Polyurethane finish. Very nice condition. Fully instrumented, L nav, EDS oxygen, tinted canopy, liftup console and contest ready. Shields Sailplane Services trailer. Light weight, 2 person rig. \$97,500 o.n.o. Please contact Trev Terry 0274 908 566 Taupo for more info.

ASK 13 • Fresh annual inspection. King KY97A com, Borgelt B40 electric vario with rear seat repeater. New winch hook and tailplane fittings installed at last annuals. Further details, please contact Alan, 0274 960 748 or a.belworthy@xtra.co.nz

GXA Std Cirrus for Sale • Best performing Std Cirrus in NZ, re-profiled wing, all Std Cirrus 75 mods done (reshaped nose, wing roots, double-blade airbrakes). 2800 Hrs logged, gel coat in good condition, tinted canopy. Fibreglass clam-shell type trailer. M-nav computer, Terra mode-c transponder, Icom radio. Genuine 37:1 performance. \$28K ono, Contact Karl on 0274 999 183 or karltht@yahoo.co.uk

ASW 20F ZK GYR • Equipped with Cambridge 302 and IPAQ loaded with Seeyou Mobile. Parachute (2004 new) and repacked Feb 2012, radio, transponder, oxygen system, wing covers, wing extensions and winglets, recently upgraded trailer with internal winch, insured through to 31/10/12. Price \$52,000, to view check out <http://discuscs.blogspot.co.nz/2012/01/gyr-looking-really-clean.html> Contact Paul 0274 409 462

DG 300 Elan • GOZ Full panel. Road trailer. \$55,000 or near offer. Apply to Errol Shirtliff. Phone 03 526 8724 or email shirtliff@xtra.co.nz

FOKA-4 (ZK-GHS) 15mtrs Polish Built • Fully aerobatic VNE 141 knts. A delight to fly. Just passed annual airworthy and borescope inspection. Total hours 1791 Good trailer and ground tow gear (one man op. from hanger to launch). Based Taupo Gliding Club which operates every flyable day. This glider comes with its own free hanger space till 2021. All up price \$15,000 Contact Colin on 07 378 4862 or codeek@xtra.co.nz

Speed Astir IIB - ZK-GUB • Flapped 15m; 40:1; 2000hrs; Oxygen (A8A); Microair radio; transponder; 2 varios; good trailer; gelcoat in good condition; slim-pack parachute; excellent first glider an competitive club-class machine; hangered Omarama; reluctantly selling after 18yrs; reasonable offers; email Paul Barrett at paullinda@xtra.co.nz or phone 03 3181331 (evenings)



Golf Mike Bravo For Sale

Grob G102 Astir CS77 Standard 15m Serial No.1768
Less than 1000 hours total time. Second highest performing Astir next to the Speed Astir ... a delight to fly. New ARA & inspections, carried out before handover. ADs and required maintenance all up to date. Custom built trailer; registered, Easy to use trailer attachments. Easy rigging system. Excellent ground handling tow out gear. \$28,000 ono.
Contact: warrenpitcher@xtra.co.nz

HANGAR

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 \$1,800 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.

18m hangar slot at Omarama to rent. Sunny side of the western hangar, clean and convenient, closest to airfield facilities, with electricity. NZ\$2250 per annum; \$1,800 Sep - Apr; \$450 May to Aug. Phone Graham +61 478 220 227 email hogbacon@hotmail.com

Hangar space, 15m, east hangar at Omarama. Asking \$2,000/m or reasonable offer. Contact Linda vindaloulou@gmail.com, 03 348 7009 or 021 071 8402.

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, PO Box 6482, Upper Riccarton, Christchurch 8442, phone 03 343 5408, email errol.martyn@xtra.co.nz

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. Thanks. mikelpacker@fastmail.fm

FOR SALE OMARAMA CHALET

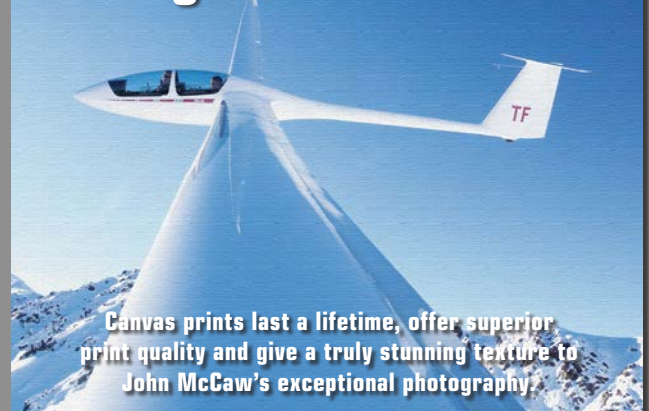
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