

NEW ZEALAND'S PREMIER SOARING MAGAZINE

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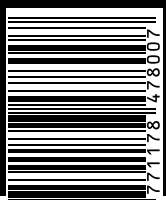


PRIBINA CUP 2009

A EUROPEAN SUMMER

ULRICH KREMER INTERVIEW

LANDOUT • CLUB NEWS



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INTERESTING WINTER READING

Not every exciting and noteworthy flight has to take place at great altitude, cover huge distances or be flown at ridiculously high ground speed. Soaring NZ may have been giving you that impression, especially with the stories in our last few issues featuring Terry Delore's huge flight up the country, Jenny Wilkinson's speed record and Doug Hamilton's incredible 1500 km effort. They were great stories about great flights, but in this issue and the next we will be covering flights that are meritorious for other reasons. We share Tim Hardwick-Smith's 50k, one of the few done out of Taranaki. We also have a story of a flight out of Whangarei that ended in a landout on a beach. The glider landed and was retrieved safely and the story shares the small stuff, the camaraderie of the gliding community and the joy of soaring.

As an aside, it is wonderful to receive material from the Whangarei club. We had had nothing from them since the magazine started but this month they have fired so many interesting stories this way that we will make a small feature of them next issue. It is a really interesting part of the country to fly, with unique challenges. Growing up in Auckland I spent all of my childhood summer holidays up there and I must admit some of the photos, particularly of beaches, have made me very homesick. Sitting in Christchurch in the middle of an early winter storm, a sunny Northland beach seems like a wonderful place to spend some time, even if I did have to help derig a Janus sitting in the middle of it.

It is another aside, but one of the first times I ever saw a glider was one Boxing Day at my grandparent's farm in the shadow of the Tangihua hills south of Whangarei. On hearing an aircraft I remember looking up and seeing a glider tow combination making its way north. It must have been the Aviation Sports Club heading to Kailcohe for their Christmas Camp.

This issue has an international flavour. European correspondent and world champion Sebastian Kawa has sent a fascinating report on the world's largest soaring contest. It is interesting to read how 151 gliders are launched in radio silence and the contest runs with a marked absence of bureaucracy. We are very fortunate



Pribina Cup – World's largest contest.

that the official contest photographer has made his stunning pictures available to us.

We finally are able to print Dane Dickinson's story of his soaring exploits in Europe last summer. We have been promising this story for the last two issues but each time some last minute news has pushed it out. Not this time.

Another Kiwi abroad, Abbey Delore tells us about her experiences gaining a winch rating at Lasham in the UK. The size of the operation has been a real eye-opener for her, as has the definition of a booming day: anything with a cloud base over about 3,000 feet. Abbey has done her flying to date out of Hororata or Omarama.

next issue

We have the AGM reports and interviews with trophy winners, investigate the sea breeze fronts that make flying in Northland interesting and challenging and Ian Dunkley will share a tale of a gliding contest that never happened in India.

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



Roger Sparks flies over Omarama as he prepares his Ventus to join the circuit.

Photo John McCaw



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The interview with Schleicher's Ulrich Kremer was promised to be a look at how the glider manufacturer is coping with the recession but Kremer cleverly turned it into a once-over-lightly look at the company's gliders. That's all right. Most of you are probably more interested in that anyway. They have however sent us some stunning photos from the maiden flight of the ASH 31mi.

We have lots of interesting reading to keep you going over the winter, so keep warm, make the most of breaks in the weather and fly when you can.
 Jill McCaw

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Congratulations to Mike Tucker on his excellent article, "I don't need an Omarama Mountain Soaring Course – Yeah Right" published in the last issue. However I would like to make a couple of comments.

In his story he correctly implies a good soaring course in the Omarama environment is both fun and very instructive and that they can be delivered by one of "two excellent operators based at Omarama – Southern Soaring and Glide Omarama." He goes on to say that he chose "Southern Soaring mainly because as an experienced pilot I wanted a one-on-one course that could be tailored to meet my specific needs". GlideOmarama of course pioneered one-on-one mountain soaring courses 10 years ago, as documented by Martyn Cook, another well known Wellington pilot, who took one of our first courses and wrote a similar enthusiastic article for Gliding Kiwi. GlideOmarama courses are all tailored to the pilots' experience and aspirations i.e. "needs".

Chris Rudge in his introduction to Mike's article, asks the question "are pilots not being trained properly?" It is all too easy to make hurried and inappropriate conclusions from statistical analysis taken out of context and to do so in a public forum can be foolhardy and itself potentially dangerous. However when he suggests that Kiwi pilots have not been doing the Mountain Soaring Courses at Omarama and that Mike Tucker "was a recent exception to the trend" this is simply not true! This season 9 Kiwi pilots flew on a GlideOmarama Mountain Soaring course which is about the seasonal average.

The one-on-one Mountain Soaring Courses pioneered by

GlideOmarama have in fact become so popular that we operate them with a fleet of six Duo's, a DG1000 and a highly specialised team of instructors.

We are proud to report that the NZ gliding community has benefited in many other ways from the success of these GlideOmarama courses over the years. GlideOmarama and its staff have immersed themselves into the Omarama gliding scene, with much of the activity being voluntary. About 60% of the Omarama Airfield revenues are generated by GlideOmarama. GlideOmarama provides the free public daily weather briefing. GlideOmarama offers 7 days a week towing service. GlideOmarama staff provide contest task setting and contest support. SIGMAPS, especially designed maps for glider pilots, the Omarama Land-Out Book, flight following by SPOT and the inception of Youth Glide Omarama are all some of the GlideOmarama projects of recent times.

Anyway Mike thanks for your fine article. If it encourages other pilots to undertake mountain soaring training before exploring the mountains themselves it will certainly provide them with greater confidence and safer and more rewarding flying. I am sorry you never asked about doing a GlideOmarama course but please be assured that we will be delighted to fly with you or your friends anytime and look forward to your return to the beautiful mountains of Omarama!

Gavin Wills, GlideOmarama.com

That was a brilliant cover photo, the best I think I've ever seen, with the mix of human, glider & scenery – a real impact shot! Well done on another very readable magazine.

Karen Morgan, Balclutha

I was interested to read Keith McIlroy's article on landing in the last issue. (And I congratulate him for taking the time to put pen to paper.) He mentions the aim is to maintain an angle of 30 degrees in the circuit. Interestingly enough (and probably wisely so) the GNZ Gliding Instructors Handbook does not put a figure on this angle that we all use.

However, it may be of interest to readers that in developing some PowerPoint presentations for our ab Initio courses at Nelson Lakes I have calculated the angle. The reality is that to achieve the 30 degrees one would have to be almost 2000 feet AGL on downwind. The mathematical facts are that when on the usual glider downwind track and opposite the aiming point (in this case 3200 feet horizontally from it) the angle is 10.6 degrees if one is 600 feet AGL and 7.1 degrees when down at 400 feet (decidedly low). In other words, experienced pilots consistently and accurately manage to sort the difference of only 3 degrees or so to make sure they are not getting too low in their circuits.

If you want to check these numbers of mine (or yours at your airfield) one can use the measuring function on Google Earth to plot distances horizontally and then apply the formulae of height divided by horizontal distance multiplied by Tan-1 (being a function on scientific calculators).

The other point of comment of Keith's article is the addition of a 'gust factor' to safe speed near the ground. If the wind is gusting up to 30 knots then halve the 30 and add it to the 10 plus stalling speed and in doing so stick with the formulae in the GNZ manual I would have thought.

Frank Saxton, Nelson Lakes

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NEW PICTURES OF THE ARCUS from Bernd Weber of Schempp-Hirth

The Arcus flew cross country from the Hahnweide Kirch airfield in Germany over the Easter weekend. This was a break from the more rigorous testing that the two seater aircraft is going through. The pilots who flew the Arcus expressed great delight in its handling of the rough thermal conditions. Flight data from two flights is available on the Schempp-Hirth website.



MATAMATA ACCIDENT

It is reported that both the pilots involved in the PW6 accident at Matamata in April are expected to make a complete recovery. The accident occurred during a training flight at an Air Training Corp camp at Matamata which was not being run by the Piako Gliding Club. The instructor was Tom Orr from the Taupo Gliding Club with a fourteen year old cadet trainee. The flight was supposed to be a low rope break simulation on aerotow. The glider released at about 250 feet but then pitched up and spun to the right. GNZ ROO Brian Chesterman is conducting the investigation.

Steve Wallace (Auckland Aviation Sports Club) who visited the airfield a few days later and got first-hand information says that the ATC were well organised with their own 'crash rescue' 4 x 4 with a territorial trained medic that raced to the scene. The local ambulance arrived within 10 minutes and the rescue chopper was on its way to Waikato with the cadet within about an hour.

He adds, it was a very nasty crash but well handled by those at the airfield whom obviously had a crash plan in place and executed it well. Perhaps a timely reminder for us all to dust off our club information folders, read our crash plan and make sure it is up to date.

SOARINGNZ CALENDAR

Advance orders for SoaringNZ calendars are being accepted now.

Thirteen high quality photographs of soaring in New Zealand by John McCaw and others. Designed and produced by the team that make SoaringNZ look so good. A4 size pictures, traditional 12 month calendar. Would make great Xmas gift. Easily postable. \$20 including p&p within New Zealand. Available October.

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APOLOGIES

There was some confusion over the authorship of the Central Districts Championship report last issue. David Davidson says that he was the author and inexperienced contest director. Graham White was the very experienced task setter. We apologise for the mistake.

The FAI accepts claims from the world's largest gliders too.

On the FAI website, just above the ratification of Jenny Wilkinson's feminine 15m glider speed out and return record is this record:

Ratified World Record - Claim number: 15213

Category: General

Group: Absolute records

Type of record: Assembled mass of spaceships linked in flight

Course/location: Kennedy Space Center, FL (USA)

Performance: 388,777 kg

Team: STS-126

Crew: Christopher FERGUSON (USA), Eric BOE (USA), Stephen BOWEN (USA), Donald R. PETTIT (USA), Robert Shane KIMBROUGH (USA), Heidemarie M. STEFANYSHYN - PIPER (USA), Sandra MAGNUS (USA), Michael FINCKE (USA), Yury LONCHAKOV (Russia), Gregory CHAMITOFF (USA)

Spacecraft: NASA Space Shuttle Orbiter "Discovery"/ISS 1J/A
Date: 30.11.2008

Previous record: 367,964 kg (25.03.2008 Team, International)

STOP PRESS George Wills, flying a Duo Discus with Markus Lewandowski won the French Nationals in the two seater 20m class, story next time.

A to Z of how to register for the Online Contest

– from rec.aviation.soaring forum and passed on by Russell Thorne

- A) Register as an OLC competitor.
- B) If you don't have a logger, get a logger.
- C) If you don't have a glider, buy or rent a glider.
- D) Insert logger (B) into glider (C).
- E) If you are not approved to fly gliders, take lessons until the instructor approves you for solo.
- F) Get checked out to fly glider (C).
- G) Take glider (C) to someplace where they tow gliders into the air.
- H) If it needs assembly, assemble the glider.
- I) Arrange for a tow.
- J) Preflight the glider.
- K) Make sure that logger (B) is on and running.
- L) Close and lock the canopy.
- M) Take off, fly, land.
- N) If necessary, disassemble the glider and put it away.
- O) Do whatever is necessary to get the flight log from your logger onto your PC in .igc format. Most current loggers store directly into .igc format, but some (old Cambridge loggers, LX loggers) have their own proprietary formats that need to be converted. See the manual for your specific logger.
- P) Log onto OLC using your ID and password obtained in step (A).
- Q) Select Direct Claim from the "Claim flight" menu near the top of the page.
- R) Fill out the information on the Direct Claim page to identify yourself.
- S) Click on the "Choose flight" button on the Direct Claim page.
- T) Navigate to where you save the .igc file for your flight and select it.
- U) Follow additional instructions to provide relevant information about yourself and your flight to complete the process.
- V) Click on the "Upload" button to upload the flight.
- W) Follow any additional instructions and deal with errors as requested.
- X) Wait to hear back from OLC on the status of your flight approval via email.
- Y) Deal with any requests if there are issues with your flight.
- Z) Report back here on your success.

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151 COMPETITORS THE LARGEST GLIDING CONTEST IN THE PRIBINA CUP 2009



Polish pilot Sebastian Kawa is currently number two on the IGC world rankings. Kawa won the inaugural International Grand Prix held in New Zealand in 2007, his mountain flying skills are second to none. Flying his rather unusual Diana 2 with its side stick, he is off to a good start for the European summer soaring season with a win at the Pribina Cup in Slovakia. In an exclusive report for SoaringNZ Kawa shares his experiences flying in the world's largest gliding contest.

Where I fly in Poland in the Beskid mountains we envy the conditions of our neighbours just over our southern border in Slovakia. When the flat lands are blue, in the mountains you can get great cumulus streets with cloud bases at 11-12,000 ft. The mountains begin to rise in southern Poland and get higher as you head south.

The first time I was in Slovakia I flew the Club Class European Championships in Dubnica in 1994. I was delighted with thermals up to 12,000 feet over the Tatra Mountains, small airspace restrictions and a combination of great mountainous thermals and wide valleys with nation sized huge fields. It gave me a taste of what mountain flying could be, one you could not get in Poland. The Mountains Cup in Slovakia opened a small gate based on bilateral cooperation for flights over Slovakia before we joined the European community but for a great adventure I returned to Slovakia in 2003 to the Pribina cup in Nitra and have done so nearly each year since then.

The spiritus movens of this competition is Vladimir Foltin my former rival from Dubnica. Foltin has managed over the years to turn

this small local event into the largest competition in the world. When the number of competitors exceeded 120, Vladimir (working now as a Flight Safety Inspector with the Slovak authorities) found a way to manage this competition safely. Minimum bureaucracy, organisers that know most of the competitors by name, good flying conditions and safe landout fields this year attracted 151 competitors.

The Pribina Cup is held at Nitra only 200 km south of Poland and Germany. A barrier of mountains causes the place to get spring conditions nearly a month earlier than us as the sun warms Europe gradually from Spain and Italy to Scandinavia. This is the first possibility close to Poland to participate in a competition with good conditions. Even more, this year's spring was exceptional giving a

possibility of uninterrupted weeks of flying in four subsequent gliding events in the area – but the Pribina Cup is the first and the biggest. In Nitra only one day out of eight had to be cancelled.

How do you fly in such a big event where there are sixty-three gliders in one class? The airfield is split into two separate grids, one

“How do you fly in such a big event where there are sixty-three gliders in one class?”



By Sebastian Kawa

Photos Elfo.sk info@elfo.sk

where small ultralight aircraft tow out light club class gliders and one where powerful turbo tow planes pull the heavier birds from the ground. The whole operation takes place in radio silence guided only by two signallers with flags and a frequency left open for safety communication and in case of a glider landing back.

We had separate release and departure points for different classes but usually the gliders all released and flew straight to the thermals of Zobor, the nearest mountain, together. In the spring conditions the flat lands around Nitra were cold making it difficult for the ballasted gliders launched first to stay airborne. We had no obligatory circling to the left rule and this proved to be only of minor importance. Usually this rule is very problematic when you start circling low in a proximity to the mountain. In this competition, when separation was insufficient the gliders above had to circle in the direction of a lowest one and we barely heard any complaint. Sometimes it happened that the gliders from different classes combined but when you have some with 32 and others with 58 kg/sqm they separated themselves, leaving the heaviest below. Spring gave us a short time to complete tasks before sunset and as a result in my class you had to head into well developed conditions in the mountains as soon

as the first good thermal let you get to a relatively good height, often after an hour spent just above the roofs of Nitra City.

The airfield is surrounded with huge fields and in spring it was absolutely no problem to land out in the area. To avoid the crush on final the finish line was in a shape of a 3 km circle allowing competitors to slow down and land safely even in the nearby field. As a result we have only a few pictures of spectacular finishes even though there were often more than twenty gliders on short final.

Slovakia is no longer the paradise for gliding it was fifteen years ago with few airspace restrictions and possibilities to fly up to FL 115. Now we have to stay in the Valley of Prievidza tunnelled by the huge Bratislava TMA, Zylina TMA and the Sliac military TMA. Fortunately now as the borders are opened we can utilize the airspace in the Czech Republic and Poland, and the Sliac TMA will not be active during the European Gliding Contest. The other problem during this contest was an altitude restriction to FL 80 causing you to fly with the constant noise of alarms from your PDA, never getting close to cloudbase. Only over the Tatra mountains in Sector Martin could you fly to FL 90.

This competition saw several interesting night outlandings and



Sebastian Kawa on the winner's podium.





arrivals. It was not legal and the offenders got severe penalties but it brought to memory old times where night flights and cloud flying were common in gliding. There are probably few countries left in the world where you can get a rating for this kind of glider flying. Well in Poland you can. There is a difference between nightfall in Africa and Scandinavia in June where at midnight you can hardly tell if the sun has disappeared behind the horizon or not.

In mountains it is easy to encounter conditions permitting you to stay airborne after sunset. On the fifth competition day several pilots struggling for height in weak dying thermals suddenly found themselves in strong currents just after they had given the task away. They were heading to the middle of the valley looking for a possibility to land out or to get to Partizanskié airfield. Valley lift at the beginning and then a wave allowed them to get higher and higher in the last rays of the sun. But there is a trap in confusing light above inversion while on the ground lighted snakes of cars and cobwebs of city lights become visible. Some of the pilots landed out immediately in sufficient light but some decided to continue to the airfield as they had enough altitude. There was a situation when a pilot landed out near Nitra utilising lights of a working tractor in deep darkness. In this situation it is better I think to continue back to the airfield where a safer landing can be made with the help of car lights from

RESULTS

Reg	Pilot	Country	Glider	Pts
15-M CLASS AND DOUBLE, 63 GLIDERS IN CLASS				
1	RP Kawa Sebastian	POL	SZD 56 Diana 2	6465
2	BB Wojcik Lukasz	POL	SZD 56 Diana 2	5855
3	JBI Mracek Roman	CZE	LS 8/15M	5767
CLUB CLASS, 42 GLIDERS IN CLASS				
1	33 Göttler Steffen	DEU	ASW 19	5474
2	LC Akkermans Wim	BEL	LS 3	5256
3	UX Liebertz Helge	DEU	LS 1F	5187
OPEN CLASS, 36 GLIDERS IN CLASS				
1.	WO Janowitsch Wolfgang	AUT	Ventus 2C/18m	6212
2	PL Staryszak Karol	POL	ASG 29/18m	5849
3	LB Maciulis Vytautas	LTU	Nimbus 4	5590

friends still derigging their gliders. Better this than a collision with unlit obstacles.

I had a good start for this season in Nitra. I won five out of seven days and it gives me a good hope for the Europeans. But for me this competition was about easy flying in comfortable surroundings, good conditions and in a glider I could easily use to escape slower Discuses.

More official contest photos available online at www.pribinacup.sk





MALCOLM WALLS

By Jill McCaw

I have known Malcolm Walls since I first joined the North Otago Gliding Club in 1988. His cheery face was as welcoming as his precision towing. No tow with Malcolm was ever longer than it needed to be and if there was lift to release into, you could be sure that Malcolm would have you in exactly the right position to use it.

Malcolm's wife Roseann was also a valued member of the team. Roseann ran radios and start and finish lines at contests, co-ordinated outlandings and club activities with ease and made sure Malcolm, and quite a few of the rest of us, were fed and watered.

This article was originally printed in Pacific Wings in 2007 but due to Malcolm Walls' recent decision not to renew his pilot's license we felt it was worthwhile to update it and remind people what an exceptional tow pilot he has been.

The first day of the 2007 Nationals marked an amazing milestone for tow pilot Malcolm Walls. Walls, a familiar part of the gliding scene at Omarama, flew his sixteen thousandth glider tow. In New Zealand where towing is done predominantly voluntarily, this is an astounding number of tows.

Walls, a farmer from Twizel, first gained his tow rating in 1986 but had been flying his own Piper Cub in the mountainous region for many years. Initially a member of the Upper Waitaki Aero Club he received his PPL in 1971. His familiarity with tail draggers and knowledge of the mountains made him an ideal candidate for a tow pilot for gliding clubs visiting the area. Most of his twenty-plus year's towing experience has been based in and around the Mackenzie basin. He has come to have a vast understanding of the area and of the sport

of soaring. He became a vital part of camps and contests as soaring developed in the area.

Much of Walls' towing, and in his mind the most enjoyable parts of it, have been club flying and Air Training Corp camps. The World Gliding Championship held in Omarama in 1995 was an exciting highlight with seventeen tow planes (with pilots of all experience levels) launching one hundred gliders daily for three weeks. Some of the retrieves were pretty interesting too.

Retrieving gliders from unfamiliar paddocks is always a challenge. Obstacles, wind direction, paddock surface and slope must all be taken into consideration. If a farmer can't be found and briefed on wing running it may be necessary to prop the wings of the glider level on rocks, old fence posts or whatever else can be found. Shortening the tow rope to as little as thirty metres can help the combination to climb out of a short paddock with obstacles at the end, but the glider pilot has to be capable of the close formation flying required.

During the World Gliding Championships Walls flew a Cessna 182 borrowed from Drake Aviation. He spent his mornings flying visiting pilots out to look at the contest area, spotting landing areas and pointing out airstrips. The afternoons were spent towing the contest gliders, followed by what were often long retrieve flights into mountainous country. One day two-thirds of the field landed in the Ashburton Lakes area, in Walls' words, "Real interesting terrain." Fifteen towplanes flew out, launched the gliders back onto the ridges and hoped they would all make it back home. There were gliders and



tow planes in all directions. It was a testament to good lookouts and the professionalism of all involved that there were no mid-air incidents.

Safety always comes first with Walls. The knowledge that his wife Roseann and the children were at home waiting for him has always tempered his judgement. He has still had a few close calls. Getting distracted while hooking up a glider once meant running a tank dry on a Dakota at 700 feet climbing out over the Omarama golf course. It took him 200 feet to react, ditch the glider and select the correct tank. It was close. An engine failure, again with a glider on tow, was fortuitously over another airstrip.

He laughs about the B Cat instructor on a BFR who thought the day was a little rough, maybe even marginal for flying, when it was the sort of conditions Walls flies in all the time. Walls acknowledges Drake Aviation, Glide Omarama and Gavin Wills for providing him with aircraft to fly, along with North Otago and South Canterbury Gliding clubs, for all of whom he has made many tow flights. Recently he has been flying for Southern Soaring.

Malcolm and his wife Roseann retired to Timaru in 2007 although he kept flying for the South Canterbury Gliding Club and was still a familiar face in the towing line up at Omarama in the summer. Hip troubles have made it hard for him to get in and out of the aircraft and he is calling it a day. Happy retirement Malcolm.

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In preparation for last year's world gliding champs in Rieti, Italy, Dane Dickinson escaped the NZ winter and pursued flying opportunities in Europe. He writes about his experiences from the continent.

A EUROPEAN SUMMER

by Dane Dickinson

Valley fog being lifted by evening reheating at Klippenneck.

Warm sunny weather greeted my arrival in England in early May. But this was short-lived and the UK relapsed into a grey gloom after a couple days. London served as my logistical base to prepare for the World Championships, and with less than two months until day one, I wanted to go flying as much as possible. England was clearly not the place, and so after acquiring a car I was quickly off to collect my glider and head to the hotter drier possibilities in mainland Europe.

Spain

My first soaring stop was at Ocaña, a 45 minutes drive south of Madrid into the drought-prone Spanish interior. Here the British Overseas Championships are held each year and offer British pilots a chance to enjoy early season flying. Former world champion, Brian Spreckley has run this competition for many years, and it continues to be successful. This year however, the weather did not cooperate. Instead of 12 days of flat-out racing under 12000 ft thermals, we had to settle for 8 days of variable conditions.

The competition was still lively and fun with over 30 competitors, but the greatest interest of the competition was the presence of seven brand new ASG 29s and the testing of a new handicapping system. The handicapping attempted to eliminate not only pure performance differences, but also wing loading advantages. The idea was that when soaring conditions are good (when average task speeds are in excess of 85 kph by British standards), longer wing gliders (open and 18m) should have their handicaps reduced

because the 'high-energy' conditions mean shorter wing gliders (club, standard and 15m) have an advantage of higher wing loadings to allow faster cruise speeds. Like all handicap systems, the intentions are noble. However, this time the scheme really came unstuck.

ASG 29s are 18m superships, and when full of water, even at low MacCready settings, they have cruise speeds in excess of 100 knots. On every competition day except one, the already undervalued ASG 29 handicap was reduced several percentage points because the average task speeds exceeded 85 kph. The irony is that most of the ASG 29s were flying with a wing loading of 57 kg/m², which is far superior to the 50 kg/m² most short wing gliders can legally attain. Not surprisingly, an ASG 29 won every task, and six 29s finished in the top 10.

After a shaky start to the competition and an unfortunate landout, I managed to place tenth overall in my seemingly obsolete and out-handicapped LS8. With plenty of room for improvement, and many lessons learnt, the next stop was Serres, France.

The French Alps

Serres is a small town located amongst the baby mountains of the Hautes-Alpes region of Provence in south-eastern France. The entire surrounding area is a soaring paradise and littered with dozens of gliding clubs. Each of the clubs has particular advantages in location, facilities, equipment, people and pricing. For instance, Vinon and Puimoisson are known to be well placed for



Top L: Parc National des Ecrins. Top R: Running the Parcour Ridge east of Serres, France. Below both typical alpine soaring near Serres.

long distance flights, while Saint-Auban and Challes are renowned for having excellent fleets.

Serres La Batie is a beautiful, quiet, relaxed airfield with pleasant bungalow accommodation or camping. The operation at Serres is Klaus Ohlmann's very own Quo Vadis. Klaus and his team are excellent hosts and they have done away with most of the intrusive rulebook procedures that seem to plague gliding clubs. The commonsense atmosphere encourages and permits visiting pilots to simply enjoy flying. After a thorough 10 am weather briefing in up to four languages, pilots are left to fly when and where they wish. Occasionally, some pilots will launch early to pursue a distance goal, but mostly the launch commences just after lunch, once the day is established.

Beginning with small forested mountains, the terrain quickly develops into an extensive maze of 12000 ft+ high snow-covered peaks as you fly north. To the south, the mountains taper into hills and eventually flat lands are reached. The scale of flying in the area is immense, with range after range of mountains passing by your wings without thought. Even after flying in Omarama for several seasons, the French Alps demanded many days of familiarisation before the area began to feel even remotely comfortable to me.

The Alps are an amazing playground, and the French Alps in particular offer endless phenomena and puzzles for inquisitive pilots. The scenery is also sublime and nearly matches our Southern Alps - nearly! As well as the landscape, the mountains and

valleys are decorated with many castles, villages, ski fields, and historical fortresses.

Another remarkable feature of the Alps is the amount of air traffic. Quite literally, thousands of gliders, hang gliders, paragliders and microlights will be in the air throughout the Alps on a hot summer day. This was the one and only location where I was happy to be carrying a FLARM.

I spent two separate weeks in Serres, which were broken up by a weeklong competition across the border in Torino, Italy. Overall, the flying was fantastic with good thermals and convergences up to 14000 ft. There was even some late afternoon wave on a couple of occasions. During my latter week at Serres I flew with Ben Flewett and several English pilots on their annual gliding trip in a series of ridge races, glacier passes, and ambitious tasks to Mont Blanc or the Matterhorn. It probably ranks as the best week of flying I have experienced to date. The Alps are an essential visit for all glider pilots.

Torino Grand Prix

Torino (Turin) is the site for the 2009 World Air Games. This event is the successor of the event staged in Wanaka in December 2007. The main attraction is set to be a gliding grand prix, supposedly with current world champions invited to compete. This year, a qualifying grand prix was run as a practice event.

But before I arrived in Torino, troubles began. The fastest way to get to there was a three hour drive over the Alps and down into



the flat Piedmont basin of Northern Italy. Up until this time, my cheap Holden Vectra that I purchased in England had performed as an admirable towing car. However halfway up the Montegenève pass, I feared my budget choice in a vehicle could prove to be a serious over-sight. Coughing, shuddering, stalling and spluttering, I was just able to coach the Holden over the pass with the trailer and then coast the last 100 km downhill into Torino.

New sparkplugs and copious amounts of gasket sealant gave new life to my car, but going back to Serres via the same mountain pass was unappealing. Then came a brilliant suggestion: why not fly? It was only about 200 km. So, to save the car, I flew to Serres the following week, then subsequently returned to Torino to go onwards to Rieti. The extra flying helped with my training for the worlds, and I avoided risking the Holden on two further trips over 7000 ft mountain passes.

The downside to using a glider as a means of transport, is the sparse luggage space – I thought that 20 kg was small for commercial airliners, but try fitting a week's worth of clothes into the parcel tray of an LS8! At any rate, getting to France was surprisingly straightforward with a high tow, and returning to Italy a week later was an easy 20:1 final glide.

Host of the Winter Olympics in 2006, situated right at the foothills of the Alps, and selected for the air games, one might be forgiven for thinking that Torino would be an excellent, picturesque gliding site. Unfortunately this just wasn't the case. For the week of the grand prix in June, a thick brown smoggy haze engulfed the region and left thermals short and soft, with visibility less than 10 km, sometimes reducing to 2 km. This is a considerable concern for the media-orientated air games and apparently only in northwest winds does the air mass become clear.

This was my first serious grand prix event and I found the format to be very enjoyable, however the racing and scoring just didn't seem to work properly in the poor conditions. It was especially annoying to know that less than 80 km away, on the French side of the

Alps, conditions were booming. Supposedly the organisers at Torino intended to use long tows to allow the actual tasks to be flown in France, but for one reason or another this didn't happen.

Despite the weather, the Italians put on a good contest, and we managed four days out of a possible six. Placing third, I just missed out on a qualifying position in the final grand prix, but the experience was still worthwhile and served as 'another arrow in the quiver'.

Rieti

The Rieti world championships were a tumultuous affair for most of the pilots, and this was certainly true for Ben and myself. After such extensive preparation and considerable experience from the pre-worlds and junior worlds in 2007, I had expected to cope with the pressures of the real thing.

The weather throughout the contest was not classic Rieti, but it was certainly good, challenging, testing conditions. The organisation and contest direction by Leonardo Brigliadori and Giorgio Ballarati was impeccable. I also felt the task setting was nearly spot on.

The championships were blessed with 11 days of intense racing, and the contest became a marathon test of survival. The mounting pressure and stress got the best of many top pilots, and even the standard class favourite, Giorgio Galetto blew the contest in the later stages.

Unfortunately Ben lost out on an AAT lottery mid-contest after having worked himself into a reasonable position (after day six, Ben was in between the two German pilots whom eventually finished first and second). Each day I felt 100% ready for the task, but for some reason I continued to make basic but very expensive 'school boy' mistakes throughout the championships. Several times these occurred on the infamous Rieti final glide which I thought I knew so well.

Managing some reasonable flights and never landing out, I finished in the top half of the pack at 23rd. This was probably a



The Italian summer was a masked contrast to the English version.



A wonderful paddock near Klippeneck.



reasonable result, however it was still frustrating to know that had I avoided one or two simple mistakes I could have brought my final place much higher. But ‘what ifs’ are the hollow afterthoughts of all contests and count for nothing. Feeling that I had unfinished business, I decided to fly one more competition in Germany before putting the glider on the boat for home.

Klippeneck

After a week of recuperation from the worlds, I arrived in south-western Germany for a friendly competition held in the Swabian Alb at a prominent gliding site called Klippeneck. “Klippeneck” translated to English literally means “cliff-edge” and the site is aptly named. The airfield sits like an aircraft carrier on a mountain plateau at 3000 feet, about 1200 feet above the surrounding valleys.

The site offers good thermal flying over rolling terrain, and some gentle mountains. The landscape is covered in a patchwork of dark forests, small villages, and seemingly unfarmed, unfenced, perfectly smooth, rich green grass fields. Klippeneck must be the first location I have been where landing out is a pleasurable experience. With scores of gliding fields and many paddocks that are actually better than the airfields, Klippeneck offered very low-stress flying compared to the intensely terrifying Rieti valleys.

The Klippeneck competition saw mostly unstable weather, with several days being wiped out due to CBs. But the Germans certainly know how to put on a contest and I might rank Klippeneck as the best all-round competition that I have been part of. With some good day results, I placed 7th overall after completely missing out on the first contest day because of a traffic jam when driving through Switzerland.

Klippeneck was a great way to conclude my European summer and all that was left to do was load ZN onto a boat in Belgium. Of course on the way I was able to enjoy a leisurely stop at several German gliding sites and at the Schempp-Hirth and DG factories to see all the latest and greatest equipment.

I was also fortunate enough to be able to test fly an LS10 while

at the DG factory. The 10 is now in full production and stands to be an excellent 18m glider. Particularly impressive about the LS10 was DG’s research and development ethic, their attention to detail, and all the while also retaining the original LS character. The ASG 29 might have a serious rival! Also, with the development of the Antares, Ventus 2cxa, JS1 and HpH 304s, the 18m class will be interesting to watch over the next few years.

Europe offers some incredible soaring opportunities, and is quite rightly the powerhouse of world gliding. But true to its status, foreign pilots are made to feel very welcome by clubs and organisations. Touring the continent with a glider was an exceptional way to spend a summer, and I am tremendously indebted to the many people at home and abroad for helping to make it happen.

My advice from these experiences? If you get the opportunity to fly in mainland Europe, seize it. After all, it’s a great way to escape our winter!



Klippeneck airfield.



Grid at Klippeneck.

KIWI GIRL IN ENGLAND

by Abbey Delore



Eighteen year old Youth Glide Canterbury member Abbey Delore is in England on a Gap Year. She has recently moved to a new school placement at Seaford College and is located in Petworth, West Sussex, near Brighton on the coast. In between actually working at the school and taking trips to Switzerland, Italy and Ireland, she has been visiting Lasham Gliding Club, where she has had numerous flights. Abbey tells us a little of her Lasham experience.



Abbey and Luke Dale.



Lasham was amazing. "Wow," was my first reaction. This was different to anything I'd ever seen before in the gliding world. It's classed as an airfield but looks more like an airport! It's huge! Lasham is the biggest gliding club in Europe, with 600 acres of land, three runways, about six jumbos parked up on one side of the airfield as well as a billion glider trailers and gliders. On a very average soaring day there were so many gliders lined up for a tow/winch on both sides of the field that it looked rather like a contest was being held. I couldn't understand why they were so keen as there was only a 4,500 ft cloud base.

I met up with a few Kiwis such as Ben Flewett and Kat Hodge, John and Debs Goringe, Annie and G Dale, Chris and Annabelle Garton, and Luke Dale. Somehow only forty minutes after arriving I was a member of Lasham Gliding Club!

(They have a very good set-up for juniors under eighteen, with free membership, free use of all club gliders and half-price tows and winch.)

Shortly after that, a big jumbo jet headed in to land. After signing and forging parental consent, Luke got us a free glider and we launched into the low cloud base sky, gaining 2,000 ft on winch – only costing me 4 and a half pounds. I was stoked! We were thankfully flying an ASK-21, but the main training gliders were K-13s.

It had been a while since I'd been back in the skies flying my beloved libelle 'Shrek', let alone flying a twin, so I was very rusty. Up in the British skies it was just crazy! Massive clans of gliders flying extremely close to one another. My eyes were held open very wide. I was feeling rather anxious about traffic and flying so low. But to the Brits it was "booming" (HAHA I thought to myself).

Heading in to land was another story. The air traffic was crazy, no radio calls were needed. It was pretty much: if it's clear then head



Top: A jumbo jet comes in to land

Lasham from the air – crazy

in and land. Landing could be anywhere depending on the downwind side of the vector you used, and which strip you chose to land on.

Lasham has very good facilities with a restaurant, cabins, extended caravans, bar, club house, briefing rooms, 5 tow planes, 2 winches, 19 club gliders and roughly 500 members. It has a great social scene for all ages, often with weekend entertainment. Lasham literally has everything available for gliding, including many gliding courses for every level. If only there were mountains creating some great wave like in NZ, it would be even better. However without this England poses a great challenge for any glider pilot. A fantastic day has a cloud base of 6,000 ft above sea level. It takes a lot of skill to be able to soar lengths of 500 km in these conditions. Luckily there are many paddocks for safe landouts. The only ridge in the south of England is called the South Downs. This becomes quite popular when the weather is right, as pilots run up and down this ridge where they can do up to 300 km on it. I laughed so hard when I realised this was actually the 'slope' that my college is located on!!

I returned to Lasham a couple of weekends later and gained my winch rating. I am now able to soar and try to achieve some goals to broaden my gliding knowledge. I am sure I can adapt this into my flying back home in 'Shrek'. Ben Flewett has been a great mentor for me and I spend a lot of time with him at Lasham. He shares his knowledge and strategies with me, as the soaring is very different over here. Watching his finishes is my main priority. 'Wicked!'

Every weekend Lasham declares tasks of all classes, usually around 300-500 km depending on the weather. At the end of the day everyone does the lowest beat-ups/competition finishes over the club house. This provides some great entertainment and provides some amusement for the plane spotters (up to 100 of them). The pilots then upload their flight data and can see who won the day

from the average flight speed. This is great practice for competition pilots. (Plane spotters are really bizarre people whose hobby is to collect registrations to see who can get the biggest list.)

There are a large number of women pilots, which is fantastic. I always look forward to downtime with them to share stories and ambitions for the future.

The junior gliding scene is quite popular at many gliding clubs over here. They all have the chance to qualify for junior nationals and the chance to be in the British gliding team, giving the youth pilots something to aspire to. They have training camps away to the French Alps in the hope of attending future Junior Worlds.

With the amazing New Zealand talent of up and coming youth, and world class pilots as mentors and instructors, it should be on the list for a New Zealand Youth Glide team to give the World Junior pilots a real run for their money.

I am very thankful to those who have made my time at Lasham so far a memorable one. I highly recommend that if you are travelling the U.K. you stop in at Lasham and check it out. It is very different from anything at home.

Being a Kiwi, the daughter of a world record holder, and a Libelle pilot helps me out a lot with my flying here. Many love to hear stories of New Zealand soaring and the local flying conditions, where you can stay up until the sun sets at a comfortable 9,000 ft. Everyone I talk to would love to soar in New Zealand and I always get the reaction "Ohhh wow, you are so lucky!" This is definitely true. We take advantage of the amazing gliding at our doorstep, whilst having some of the best scenery in the world that people rarely get the chance to see from above. I think it is fair to say "we don't know how lucky we are". Take it, grasp it, and use it to your best potential.

Over and out Abbey

INTERVIEW WITH ULRICH KREMER MANAGING DIRECTOR SCHLEICHER SEGELFLUGZEUGBAU – GERMANY

By Bernard Eckey



The current worldwide economic downturn seems to impact heavily on the world's aircraft manufacturers. Reports of mass redundancies are almost daily occurrences and it is fair to assume that glider manufacturers are not immune to slowing demand either.

How are the major glider manufacturers coping with the new situation? This interview with Ulrich Kremer, translated from German by Bernard Eckey, was originally printed in *Soaring Australia* and is reprinted by SoaringNZ with permission.

Mr Kremer, Schleicher Segelflugzeugbau, as the world's oldest glider manufacturer must have seen a few ups and downs in its history, but how serious is the current economic downturn and how is Schleicher coping with falling demand?

You are right, the current recession seems to be the most severe I have personally experienced but so far there is still 'business as usual' for Schleicher due to a steady inflow of orders for our latest models. Although demand seems to have come back from the very high level of about 12 months ago, we cannot report a significant slowing of incoming orders. Our wide range of products ranging from a basic trainer all the way to top competition models has so far shielded us from the worst of this economic slowdown. I would also like to think that our efforts to build excellent working relationships with the worldwide gliding community have resulted in a very loyal customer base. Perhaps this policy has contributed to our satisfactory workload and a continuing inflow of new orders. Right now we have certainly no plans at all to slow down production.

It is good to hear that at least one manufacturer is weathering the storm reasonably well but how do you see the situation in the medium to long term?

That, of course, is the 64 (thousand) dollar question. No one really knows how long this recession is going to last and how severe it is going to be. However, I'm confident that our new models

are attractive enough to ensure a secure future for our company and its workforce. Well before the current downturn appeared on the horizon we had started to invest heavily in new models and now our new designs are almost ready for production. Rather than stretching the cockpit of our ASH 25 and incorporating a few refinements we decided to start from scratch and develop the ASH 30 Mi. This totally new design will become our new Open Class flagship. Its long list of features and its projected performance difference to current Open Class gliders have already resulted in more than 40 firm orders. Now our customers are eagerly awaiting its market introduction. We are well on the way to starting series production and will deliver the first ASH 30 Mi to our customers later in 2009. Initially we will build one ASH 30 Mi per month but we will soon need to increase production to 1 ½ aircraft per month in order to satisfy the brisk demand. And then, of course, we have the new ASH 31 Mi.

That was going to be my next question. What can you tell us about the ASH 31 Mi?

The ASH 31 Mi made her maiden flight, taking off under her own power on 21 April – after we received this interview transcript. Uli Kremer was the pilot for that first flight and is reported to be very impressed with the agility of the glider. - Ed

New aerodynamic research had shown us that our ASH 26 had quite a bit of untapped performance potential. But not only that, some of our customers also encouraged us to look past the



All photos are of the ASH 31Mi on its maiden flight.

current 18m FAI class. They wanted a glider which could also be flown in Open Class by fitting larger and exchangeable outer wing panels. This, of course, is a proven concept which we had already implemented with our ASW 28-18 and our ASG 29. Our design team developed a new inner wing with the aim of retaining the already existing outer wing panels of our proven ASG 29.

The first year of production is already sold.

You are retaining the existing ASH26 fuselage?

Yes and no! We have retained our roomy fuselage but we have opted to incorporate a number of refinements and integrated the latest research with regards to safety and pilot protection. To minimise interference drag we have implemented research conducted during the development of our ASW 27 and ASG 29 models but the changes are basically confined to the inner wing section. Last but not least we developed a new rudder for the increased wingspan in line with the latest aerodynamic findings. All these refinements make us very confident that our ASH 31 Mi will be a big step forward and compares favourably with the very best of gliders currently available.

That's very interesting, but I understand you are also fitting a fuel injected engine in future. Is that correct?

Yes, I can confirm that all our self launching gliders will in future be fitted with the same fuel injected rotary engine that is currently powering the ASK 21Mi. This power plant is built by Austro Engines and has already been installed in more than 400 of our gliders. Its

fuel injection system is even more user friendly and the automatic altitude compensation ensures that the power output of 41 kW (56 h.p.) is hardly compromised at altitude. It also offers many other advantages over conventional two-stroke technology and doesn't require special fuel such as AVGAS or two-stroke mixture. A very simple engine management system and a mechanical propeller stop eliminate the need for sensitive electronics, sensors and switches – a great contributor to overall reliability. Having said all of that I hasten to add that our gliders with turbo drives will retain the 2-stroke Solo engine. Just to avoid confusion, I'm talking about the ASW 28-18E and the ASG 29E here.

Schleicher is still the only manufacturer fitting modern technology engines to their self launching aircraft. Why is that?

Well, I can't speak for the other manufacturers but when we first developed the ASH 26E more than 15 years ago we felt that the rotary engine technology was far enough advanced to justify its use in self launching gliders. Rotary engines offer simplicity and reliability in a compact design while having a very high power output for their weight and size. At the time it might have been regarded as revolutionary but today its advantages are no longer under dispute. Vibration free running, a low noise level, low fuel consumption, reliability and the absence of regular maintenance requirements (or inspection intervals) has made the engine very popular. Of course, we have also learned a few lessons. Like every

other aircraft engine it doesn't like long periods of inactivity – especially not in a wet or overly humid environment. Therefore we now advise our customers to run the engine at least monthly or preserve it in accordance with our manual.

Back to the Schleicher range of sailplanes now. How is the demand for new trainers and are you still getting orders for the ASK 21?

Of course, we are still getting regular orders for the ASK 21. It is still as popular as ever and I would not be surprised if this trainer will achieve 4 digit production figures before long. Part of its ongoing success is the fact that it is the only glider certified for 18 000 hours. More and more clubs regard it as an investment for their future rather than an unavoidable expense. Our early customers have seen a major appreciation in the value of their ASK 21 and some 25 year old ASK 21s have recently changed hands for about twice the original purchase price. Quite amazing when you think about it!

Yes, Uli, we know that the ASK 21 has been a backbone of the Schleicher production program for some time but what about the self launching version?

We developed the ASK 21 Mi almost 5 years ago but experienced long delays with certification. This was partly due to the changes our European regulators went through. Fortunately these problems are behind us now and we are very pleased with the acceptance of our ASK 21 Mi and the demand for it. It seems not only popular with clubs but also with private operators. Clubs see it as a chance to open a new chapter in basic training and private operators utilise the aircraft to recoup their investment by introducing fare-paying passengers to gliding. Their business model seems to work – some of our customers operate their engines for 150 hours per year.

We see the primary role for the ASK 21 Mi as an independent basic trainer which can also be used for conventional training and for joy flights without any need for the usual gliding infrastructure. Several clubs in Europe have already made the switch to training new recruits in the self launching ASK 21 Mi and the concept seems to catch on. As you can imagine, we are watching these developments with great interest.



So far we have not discussed the ASG 29. What can you tell us about this glider?

There can't be any doubt that the ASG 29 is greatly contributing to our confident outlook for the medium to long term. This glider





All our self launching gliders will in future be fitted with the same fuel injected rotary engine that is currently powering the ASK 21Mi.

was basically developed from our ASW 27B and it seems that the team around Michael Greiner has done exceptionally well. We are currently building ASG 29s as fast as we possibly can and recently reached a milestone by dispatching ASG 29 number 100 after two years of production. Our agents are reporting that the ASG 29 is selling itself and the incredibly large number of first places in major competition seems to play a big role in this. We are very pleased that the long development period is finally paying off and that our customers seem to appreciate that the large number of man hours required for building such a highly tuned racing machine requires a small premium.

We understand that you have recently closed the production line for the ASH 25 and ASW 22. Why have you decided to discontinue these very successful gliders?

There is no doubt that both of these models have contributed greatly to Schleicher's reputation and their pilots' success on the competition scene. However, all potential customers for new ASH 25s were happy to wait for the introduction of our ASH 30Mi and have since placed firm orders for the new model. When we finally closed the production line for the ASH 25 we had little choice but to do the same with the ASW 22 as both aircraft share essentially the same wing. The large floor space required for the tooling forced us to store the moulds away from the main production plant. It should not concern our customers as it still allows us to provide after sales service and satisfy future spare part requirements. In fact we

take great pride in the fact that Schleicher is still supporting gliders built more than 50 years ago.

Thank you, Uli, can you also tell us what Schleicher has in store for us in the medium to long term?

Well, I think that you have already been given a fair insight into our plans for the future. We are only too aware that standing still means going backwards – especially in a world that seems to go faster and faster all the time. Therefore we have already put a lot of thought into our production program five years from now. However, nothing concrete has emerged so far and I ask for your understanding that we do not want to create speculation or unrealistic expectations. Our policy of releasing new gliders only after being certain that no design changes need to be implemented soon after will continue unabated. There is no room in our organisation for ad-hoc action or hasty product releases and this seems to be appreciated by our customers. The longevity of our designs has ensured that the value of Schleicher gliders is not only retained but is usually increasing with time – a very important issue especially in uncertain times like these. All I can say is that Schleicher will continue their tradition of offering highly competitive aircraft for every FAI competition class with the exception of 'World Class'.

Uli, many thank to you for sharing your thoughts and ideas with us. We are looking forward to talking to you again in a year or so.

You are welcome any time – thanks for visiting us.



Soaring_{NZ}

Ash Hurndell (front seat) and Justin Wills pilot a Duo Discus along the summit ridge of Mt Cook.



TARANAKI 50K FLIGHT

By Tim Hardwick-Smith

Cross country flights out of Taranaki don't happen very often; Tim Hardwick-Smith decided to have a go at breaking the drought. He introduces himself and then tells us about his flight.



Taranaki summit, Ruapahu in background

I started gliding in the early '80s while doing a mechanical engineering degree in Christchurch. My flatmate's boyfriend, Jim Rankin, took me for my first flight. I learned to fly with the Wiggies, Canterbury and Taranaki clubs. After doing 50 hours gliding, I got distracted by microlights before returning to gliding in the late '90s after watching the Wild South videos Lucy learns to fly and the '95 worlds at Omarama. I am now a sheep and beef farmer in Taranaki and I started instructing before doing any cross country flying – ever heard of that before? I had a bit of the 'go for it' attitude instilled in me when Roland Van der Wal dragged me around for 175 km on an 'off' day at the Taupo competition last November. You probably didn't realize how much I needed that Rolland. No one has done much cross country flying here, so even relatively short flights are something to talk about. This was written to show other Taranaki glider pilots it can be done and one way of doing it.

Thursday 26 February looked like it should be a good day. The previous two days had been a bit too good with instability extending well above cloud base making the clouds tall and overdeveloped with a few showers. For Thursday the tephigram showed the instability was still there but a light northerly was forecast along with high cloud coming in, preceding the tropical depression which should hit over the weekend. The northerly and the high cloud should tone down the overdevelopment – if they don't kill the thermals altogether.

The task was to start overhead Stratford airfield and head north-east to the first turnpoint where York Road meets the bush line. From there east to Whangamomona for the 51 km leg (the extra kilometer is to allow for the 500 m radius beer can turnpoints) and then back to Stratford airfield. Since the whole task was a little more than 100 km and I was going to land where I took off, using the 1% rule I could take a maximum 1000 m (3300 ft) tow.

Ralph Gibson towed me to cloud base 2500 ft above the airfield, a little to the east. After sampling a good thermal near

Toko I crossed the start line and tried to get to the first turnpoint by using thermals and avoiding the big mountain convergence that had set up to the south. The convergence draws all the warm air from a big area making it hard to get away from. Anyway the thermals weren't working and I had to retreat to the power station thermal which gave me a 1600 ft 3 knot climb. (We're lucky to have that.) This got me into the convergence which allowed an easy run into and out of the first turnpoint. After leaving the convergence I got a 1000 ft 3.3 knot climb between Toko and Douglas.

At this point I was really going to give up local flying and commit myself to going for it. Another spur was that Peter Miller, my glider syndicate partner, had just presented me with his new medical so this might be the last time I got to fly the Discus for a while. Peter had a bit of catching up to do. So off to Whangamomona. The next decent climb was just to the south of Te Wera where it had worked so well on our camp. Then a long glide to Whanga in the blue. Turning there, the GPS said I still had a 15:1 slope back to Te Wera airstrip which was reassuring. I took a 100



ft 1 knot climb near Whangamomona but left it thinking I could find something better than that – little did I know.

Gliding back to Te Wera there was a promising-looking cloud over the airstrip which didn't work – bummer. I had now been about 30 km without finding a decent thermal and I was down to 1300 ft agl. The high cloud was really starting to move in and the sun was getting dimmer. Some cloud over the Makahu tunnel was my only option. If that didn't work I was going to call Steve Barham on the radio to come and get me and then land at Te Wera. To cut a long story short, the cloud gave a nail-biting 1 knot climb back to cloud base at 4400 ft. The GPS went from saying I had a 58:1 slope back to Stratford to 25:1.

It was with some feeling of relief and elation that I set off on the final glide to Stratford using the 'speed to fly' thingy on the electric vario. The actual glide through what must have been mostly subsiding air was about 33:1 (either that or we paid too much for the Discus, Peter) which meant arriving overhead Stratford airfield at 1000 ft after a 29 km final glide. The club's PW5 should have

been able to manage that as there was a small thermal cloud near Douglas and I did fly through some lift over the hills near Peter Gain's airstrip.

After landing and putting the glider away I was able to shout Official Observer Steve a beer, download the flight off the flight recorder onto my laptop to see if I had 'dunnit' and give him a copy – modern technology! Landed at 1705 and total flight time 2 hours and 41 minutes. This might seem a bit mundane to other gliding clubs but this hasn't been done in Taranaki for a long time and it was certainly exciting for me.

This is a good route for 50 km flights with ample airstrips to make it safe. Also, inland Taranaki thermals are typically stronger and higher making it possible to get back to Stratford even from a long way out.

Thanks to Ralph for towing, Steve for waiting around and being OO and Peter for organising the day and letting me fly more than my half share of the Discus.

LANDOU



Mike's flight

By Paul Rockell on behalf of the Puhipuhi Riggers

Mimiwhangata beach is sweeping sandy bay in distance.

Rockell says he is the middle aged farmer on whose Puhipuhi farm the Whangarei Gliding Club is situated. He and wife Helen used to drag gliders and kids around the North Island as long ago as 1980 and now those kids milk the cows and he gets to fly the DG400 GNZ when not putting crops in. He says they now have another generation of potential Rockell glider pilots (the grandkids), helping push gliders. Family, farm and the gliding club make for a happy life. The Whangarei club has an enthusiastic new cross country pilot Mike Austin. Rockell tells us of one of his more interesting landouts.



Paul Rockell

So there we were, beating up and down seventy kilometres of a soaring milk run between the Bay Of Islands and Whangarei Heads. We were high fast and happy, in and out of a glorious convergence with the late summer sun shining on the fantastic coastline. There was a lot of chitchat on the radio, a siren call to those less fortunate elsewhere to endeavour to join us and ride that wedge of air.

Mike set forth towards that great long white cloud and proceeded to fly completely under and beyond it with not a puff

of lift as we, fortunate to be above him, wheeled and darted at a hundred knots struggling not to get devoured. You get the picture.

With no option of return, the Janus flew on to where the bush clad hills descend to the sea with mostly rocky cliffs and steep tussock sheep paddocks. Mike's only salvation was Mimiwhangata beach, a glorious landlocked bird sanctuary managed by DOC. From our high vantage, we could peep under the cloud and see man and machine were fine on that golden sand.

He was only twenty kilometres from home but still an hour's



Puhipuhi Riggers.



Top L: Whangarei Gliding Club from the air R: Paul Rockell flying DG NZ under sea breeze at 85 knots. Middle: The international yachting audience. Bottom L: The guilty party LANDOUT MIKE, Mike Austin. R: Derigg.

drive down a cow race masquerading as a country road and then a four-wheel drive over dunes onto a beach where TuaTua shellfish cram to the high tide mark. International yachties motored in to view the light entertainment of derigging a Janus. For Mike this was derigging a Janus yet again. About seven times thus far, this season. They all seem to merge in my mind to a collection of aching body parts. You see, Mike's got the cross country bug and we, his club mates are all consummate collectors, de-riggers and riggers of one busy Janus. Bless him some might say.

Three hours later through a light drizzle peppered with bullshit and banter, completely buggered, we arrived home to the last rays of a setting sun. Such are our joys. No seriously, we are so pleased to see another new member so enraptured with the thrill of cross country soaring and despite Mike prostrating himself in humiliation I felt we could share this little story with the nation.



A QUESTION OF SAFETY

DOUG HAMILTON NATIONAL OPERATIONS OFFICER, GNZ



This will be my last Ops report, as I will be standing down from the National Operations Officer position at the upcoming AGM. It has been an interesting five years, but it is time for someone else to have a go.

I have enjoyed most aspects of the role, particularly meeting people around the country when attending the instructor courses. It is always good to see an endless stream of enthusiasm flowing into the demanding role of being a club instructor.

We need more young pilots to come through the ranks to become senior instructors, as we are all getting older! We are lucky to have a good base of experienced instructors to pass on their knowledge to the new instructor recruits and I want to thank you all for your help.

This quote is from an email recently received from one of our very own older experienced instructors;

"[When I was young...] It always concerned me that many clubs were overpopulated with 'elderly' instructors. I vowed and declared at the time that I would never allow myself to reach that stage!! I appreciated that many clubs would struggle to survive without these instructors and suspect the situation is similar today. It seems to me that we urgently need a strenuous 'awareness' programme to educate older instructors to recognise that the aging process slows their reaction times and causes them to tire more easily."

Remember that as an instructor, you always have a duty of care toward the people you fly with, teach to fly and upskill to take your place. So we must always be aware of our own experience and currency levels. We all have shortcomings, so face up to them for the sake of everyone.

I have had ongoing concerns about instructors assuming that they can, by right, just go off and instruct anything just because they have an instructor rating. Not so ... please have a read of the previous article I wrote on this and read the MOAP.

I have also included the last batch of incident reports that have come to hand. There are a few reports relating to the recent, more serious accidents, which are still under investigation. Three of which have been during training flights, so again be careful when you instruct!

And finally, a thank you to the rest of the Operations team, particularly Brian, Ivan and Terry, for their support over the last few years.

Be careful out there.

SUMMARY OF INCIDENTS — 2008-2009

Date 18 November 2008 **Location** Omarama **Glider type** ASW 20
Nature of Flight Competition **Pilot hours** 160 **Last 90 days** N/A
Injuries Nil **Damage** Nil **POB** 1 **Details available on CAA web site:** No
Notes The pilot was landing back at the airfield having not been able to climb after release from the aerotow launch. He made the decision to land behind the grid of gliders on the airfield. The pilot did not make a good approach, realised too late there was not enough room left for a safe landing behind the grid. The pilot decided to modify the chosen landing path so the glider would land on the northern runway beside the grid. The glider landed heavily and very nearly ground-looped into the grid of gliders and the people standing among them.

Date 7 December 2008 **Location** Omarama **Glider type** Slingsby T-65 Vega
Nature of Flight Private local soaring **Pilot hours** 381 **Last 90 days** 17
Injuries Nil **Damage** Moderate **POB** 1 **Details available on CAA web site:** No
Notes Shortly after release from tow on a local soaring flight the pilot needed to land out on a local, but not frequently used, airstrip. The tow plane arrived shortly after to re-launch the glider. During the takeoff roll the glider's main wheel fell into a rabbit hole and the undercarriage collapsed. The pilot released from the tow plane and the glider skidded to a stop.

Date 30 December 2008 **Location** Omarama/ Lindis **Glider type** Twin Astir
Nature of Flight Private local **Pilot hours** 183 **Last 90 days** 29
Injuries Nil **Damage** Substantial **POB** 2 **Details available on CAA web site:** N/A
Notes After 3 hours of soaring the pilot flew the glider towards the Lindis valley, arriving at about 7000 ft. Some weak lift soon turned into heavy sink with moderate turbulence.

The pilot briefly searched for some lift but the time taken meant he could not now cross the ridgeline to vacate the valley in the direction he had entered from. The pilot flew north to get out of the valley but was in strong sink all the way. As the glider exited the valley it was down to about 1200 ft AGL and the pilot elected not to continue out of the valley to the east towards the intended out-landing strip as it may have required a landing into the riverbed if the strip could not be reached. The pilot turned back into the valley to make a landing onto one of a few paddocks that had been observed shortly beforehand. The chosen paddock required a steep approach over high-tension power lines, a touchdown before a further set of lower power lines and poles and a short landing roll to avoid a shallow ravine at the far end. The glider bounced on landing on the undulating ground and upon settling again the pilot initiated a ground loop fearing an overshoot into the power poles or ravine. Other pilots reported a marked wind shift around the time of the incident.

Date 4 January 2009 **Location** Lake Station **Glider type** DG200
Nature of Flight Private Local **Pilot hours** N/A **Last 90 days** N/A
Injuries Nil **Damage** Nil **POB** 1 **Details available on CAA web site:** No
Notes After landing the glider pitched nose down and swerved hard to the left, rolling into rough ground towards a fence. The pilots admitted to having flown the approach too slowly and possibly having the wheel brake partially applied during the touchdown.

Date March 2009 **Location** Omarama **Glider type** Twin Astir
Nature of Flight Training **Pilot hours** 913 **Last 90 days** 360
Injuries Nil **Damage** Nil **POB** 2 **Details available on CAA web site:** No
Notes During training on aerotow, while teaching "boxing the tow plane" the rope broke at the rings. The glider carried out a normal circuit.

YOUR PICTURE ON THE COVER!

SoaringNZ nationwide photo contest



We pride ourselves on the fantastic "look" of our magazine so only the best pictures are going to make the grade.

We want photos that showcase our sport. Be creative but show us how exciting and picturesque gliding can be.

The contest is open to any subscriber of SoaringNZ. New Zealand residency is not a requirement but the photos must be taken in New Zealand. They must have been taken within the twelve months running up to the competition deadline. Multiple submissions are welcome.

Photo and Video International in Christchurch is donating prizes.

A Nikon Coolpix S10 digital camera will be up for grabs. More details next issue.

Press photographer Martin Hunter will head the judging panel.

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Nikon Coolpix S10 Digital Camera

Photos will remain the property of the photographer but submitted photos may be used in SoaringNZ or the SoaringNZ calendar.

Photos must be digital and either TIFF or JPEG format.

Images need to be of at least 3MB.

Email your submissions to soaringnz@mccawmedia.co.nz or post a disc to:

Photo Competition, SoaringNZ, 430 Halswell Road, Halswell, Christchurch 8025

If emailing please put "photo competition" in the subject line. Please send only one large image per email.

In the message put photo caption, details on where, what and who the picture is of, camera details and your name and contact details. If sending a disc please include this information in a Word document on the disc. Print it out and include it in the package as well.

No responsibility will be taken for material not received.

Submission deadline is 31 August 2009. Winners will be notified and will feature in the September edition.

THE VINTAGE AND CLASSIC GLIDING CLUB OF NEW ZEALAND INC. WE HAVE ALL COME A LONG WAY!

By Roger Brown



Like Captain Cook many years before him, Ian Dunkley came to New Zealand from England on a voyage of discovery. Cook discovered an indigenous populated new land. Ian discovered that there was no Vintage Gliding movement operating!

However, unlike Cook, Ian decided to stay on and so late in 2003 in an attempt to redress this colony indiscretion he posted out an invitation to all registered glider owners for a rally to be held at Taupo in January 2004, with the intention of forming such a group here in NZ. A good turnout attended the rally and a meeting was held one evening after flying. It seems Ian's idea had certainly pressed a number of buttons, including my own I have to say, and all of the attendees gave Ian enthusiastic support to form such a group.

An approach was then made to GNZ to raise the possibility of a group being formed and ask whether they would be comfortable with such a movement operating in NZ as a member club. The GNZ executive were very supportive in their response and so The Vintage and Classic Gliding Club of NZ was born, to become better known simply as 'Vintage Kiwi'. A lot of work was done over the next fifteen months to set up the operating structures and rules of the organisation so it could become an Incorporated Society. In 2006 this was achieved with Vintage Kiwi then being admitted as a member to the GNZ.

The objectives of Vintage Kiwi are quite simple. In round terms the organisation was formed to try and 'stop the rot', to promote the preservation and restoration of vintage and classic gliders to either flying status or for permanent display. There are a number of

other prime objectives, including: to collect, preserve and publish information about the above, to locate and preserve documents and artefacts connected to our gliding history, and to co-ordinate and promote Vintage Kiwi to any other interested bodies.

Vintage Kiwi now has a membership of ninety and acts as an umbrella organisation for GNZ members who wish to contribute by becoming a member and operate their gliders under the Vintage Kiwi banner. In doing so are playing their part in preserving our gliding heritage.

There are now two well-established national rallies held each year, one at Taupo in January, and the other at Nelson Lakes in February. There are also a number of mini rallies scattered throughout the year. A mini rally is really just an excuse to get together and go flying at a variety of different venues. These have been held at Norfolk Rd Taranaki, Raglan (by the sea), Drury and Matamata. Future mini rallies that are being considered are Jury Hill Wairarapa, Taumaranui King Country, and the historic site of Simons Hill in the Mackenzie Country in the South Island.

Gliders which are now flying under the Vintage Kiwi banner also include an Elliot's of Newbury Eon Baby, NZ's oldest registered flying Glider ZK GAF (1949) and Vintage Kiwi's first syndicated glider, a Schleicher KA8 ZK GLE. Under the Classic section there



Slingsby T31 at Drury



Vintage Kiwi line up at Drury rally.



New Zealand's oldest glider GAF



Slingsby Skylark 4 awaiting a centre section to complete. Note high finish.

are a Standard Libelle, several ASW15s, a Bolkow Phoebus, SZD Cobra, SH Discus and the list continues.

The Norfolk Road Gliding Club seem to have become the main centre of restoration for some of our older and historic gliders. Norfolk Road are bringing them back to flying status for their own club's use, but are also flying them under the Vintage Kiwi banner.

As far as these aircraft are concerned the results have been quite impressive. We must start with the four Let Blaniks that have been resurrected back to full flying duties: ZK GFS, NZs first ever Blanik that was condemned many years ago when its spar life expired. Others brought back to life are the Blaniks GHT, GIS and GKN.

Slingsby T31 ZK KAU (1956)

is back to full flying status after a major overhaul and refurbishment – it is now in mint condition.

KA6cr ZK GEF (1965)

is back to full flying status after a major rebuild – superb, better than brand new.

Further ongoing projects at Norfolk Rd are:

Schneider Kookaburra ZK GBB (1957)

donated to VK. To be rebuilt back to flying status.

Bergfalke L Spatz ZK GBA (1957)

to be overhauled and refurbished back to flying status.

Slingsby Skylark 4 ZK GCY (1962)

only awaiting a centre section to complete back to flying status.

Imported to fly under the umbrella of Vintage Kiwi by Ian Dunkley:

Slingsby Skylark 3F flying.

Hans Jacob's Weihe (1944)

soon to be flying after an unexpected re-fabrication of the wings is complete.

Vintage Kiwi have also been active with preserving non flyable gliders to 'display' standard and the following are now on permanent display at the Classic Flyers Aviation Museum at the Tauranga airport:

Hall Cherokee ZK GBT – first post war 'home built glider'.

Foot launcher – from a deceased estate.

Slingsby Swallow ZK GCD (1961).

Schleicher Ka6cr ZK GFD (1966) –

holder of numerous women's record in the 1970s.



New Zealand's only Segitta – at the Matamata rally.

VK are also encouraging other museums to also display any gliders that they may have in their 'stock pile'.

Other gliders currently being returned to full flying status:

Slingsby T31 ZK GAD (1952)

Jury Hill-Gliding Manawatu

Eon Olympia 463 ZK GDJ (1963)

ZK GDK (1963)

SZD Bocian ZK GEB (1964)

Slingsby T61 Motor Falke ZK GOD

Auckland Gliding Club Drury – engine change, upgrade

The future of Vintage Kiwi I believe is a quite positive one, however the continuing saving and flying of our historic past is very much in our own hands.

If you own a Vintage or Classic glider then why not join us? Your \$35.00 contribution will go a long way towards stopping the rot. If you do not even own a glider but would like to, Vintage Kiwi could even put together a syndicate. Our older NZ glider fleet is certainly great value for money and is an inexpensive way to get flying and keep these sailplanes alive. Explore the possibilities and join us at one of the many mini rallies held each year. It really is a lot of fun, great flying, great camaraderie, great experiences and great cross country explorations. Yes, Vintage Kiwi has come a long way, and with your help it can only get better.

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Approaching Cape



SPECIAL INTEREST FLIGHT CAPE REINGA

by Bernie Massey of the Whangarei Gliding Club



Convergence



Approaching Kaitaia



Last climb

On Tuesday 13 April 2009 Bernie Massey flew a Mini Nimbus (KR) from Whangarei to the tip of Cape Reinga, returning to land at Kaikohe Airfield. What makes this such a special flight is that numerous unsuccessful attempts had been made previously. The only successful attempt recorded was by Tony Timmermans in 1984 where he rounded the cape at 2,500 ft in his DG400. Bernie himself has had four aborted attempts over a number of years. Other notable efforts are Mike Millington's flight in the '90s when he flew a K6 to Te Karo and in early 2000 Eric Gross in his LAK landed just short of Te Pahi.

Flying to the cape is so difficult because of the lack of land mass. Exposure to the surrounding sea makes soaring conditions very challenging. For Bernie to make this flight successful he needed more than just an unstable day. After monitoring forecasts for some time he noticed an approaching weak front travelling up the North Island. This condition might be the key to unlock the door. A plan was set for an attempt the next day.

Arriving at the Whangarei Gliding Club airfield at 9:00 am to no wind and 7/8 cloud cover was not encouraging. Bernie took a launch at 10:30 and at best could only just stay airborne with a cloud base of 2,500 ft. He spent the next hour flying locally waiting for conditions to improve.

Finally reaching 3,000 ft he set off at 11:30 am. Cloud cover was

still 6/8 and there was a slight indication that there was an easterly convergence. It wasn't long before he found himself at 1,500 ft, struggling in weak broken climbs. After two and a half hours of what felt like a cat and mouse game Bernie had only covered 100 km. This placed him close to Kaitaia and it was now 1:00 pm; there was still another 100 km between here and Cape Reinga. Fortunately, conditions had improved significantly with a convergence running towards Cape Reinga with a 3,500 ft base. Kaitaia was the last time Bernie stopped for a climb, dolphin soaring along the convergence for over 200 km.

He rounded Cape Reinga at 2:00 pm at 3,200 ft and stopped only long enough to get a few pictures. The 100 km run back to Kaitaia proved to be just as straightforward. At 3:30 pm Bernie took the last available climb over the Mangamuka Range to 4,500 ft. The approaching front had taken hold and now the sky had become totally overcast. The remaining 40 km involved a slow glide to Kaikohe Airfield landing 4:10 pm.

Total Distance covered 345 km. It was a great feeling to land on the lonely field knowing something very special had just taken place.

It's worth mentioning the people behind the scenes; without their help the flight would not have been possible. To Helen Rockell (wing runner), Bill Rossiter (winch master), Mike Austin (retrieve) and Peter Mulhare (glider owner): a very big thanks.

GLIDING WAIRARAPA'S ADVENTURES WITH DYNEEMA / DYNEX 75 / SPECTRA

by Jim Bidenell



During 1999, Gliding Wairarapa became interested in replacing the single strand 3.2 mm high tensile steel wire that had been in use on the winches since flying operations began in 1989. The wire was dangerous and at times a break under tension would drive loops many inches into the ground.

I often worried what it could do to a human body.

Wire was also conductive and would sometimes come in contact with the farm's electric fence system with shocking results for the club members retrieving the winch line. On one occasion a pilot during a launch drifted off course and carried the wire over adjacent 11,000 volt lines. The winch driver at the time coolly summed up the situation and 'flew' the parachute and winch wire safely back over the power lines without causing any damage. A strike from a charged cloud was also a possibility because at times a launch above 3000 ft would occur and even a small cumulonimbus cloud can pack a wallop.

Enquiries led the club to a Kevlar based product called Dyneema and we purchased a one kilometre length 5 mm in diameter. Its breaking strain is about two tonnes and its weight is one tenth that of steel wire of an equal breaking strain.

This one km length was added to the wire on the winch. The club pilots were amazed at the way the glider climbed away during the launch. This was largely due to the much lighter weight of the Kevlar cable. With wire we must have been adding an extra 200 kg of weight to the aircraft when we were already filling the cockpits with two bulky pilots. There was also a large reduction of noise in the aircraft due to the fact that the Dyneema blocked all the vibrations that had previously travelled along the wire from the winch.

We did experience many over-speed launches and a number of slow ones. Also the odd pilot would hang in there with the nose above the horizon verging on a stall. Why we did not have a spin off a launch I will never know.

About a year later the club purchased another kilometre of Dyneema, 6 mm diameter this time. The extra bulk filled the drum and at times a loop would form after a launch which tended to add to the winch driver's woes. The original drum was built for wire and was only five inches wide, so thoughts turned to designing a new drum.

A rear wheel rim from a Ford tractor was selected. The dimensions were 12 inches wide and 36 inches in diameter. Observation of the Dyneema when it was being recovered after a launch showed that the braid became semi rigid and that loops would rise about 250 mm off the drum, so it was reasoned that the drum would need rims about a foot high to stop the loops from escaping and breaking the cord.

At this stage two agriculture wheels from a defunct silage wagon were used to lift the winch another 18 inches to accommodate the five foot diameter drum. A larger parachute was added to increase the recovery load on the cord.

A cable pay-on system has also been installed on the winch. It consists of an oscillating arm that moves the cable across the width of the drum. This has solved the cable stacking problem that had generated loops and tangles in the past. Evenly laid and tightly packed cable makes a 50 kph return to the glider launch end possible but a 100 kg weak link must be placed between the car and the winch line and the winch automatic transmission must be disengaged for speeds over 20 kph.

Kevlar, unless it is protected from UV radiation, will eventually fail. During 2007 the Club started to experience a number of cable breaks so we purchased a 200 metre length of 4mm Dynex

Gliding Wairarapa are very proud of their winch. Often achieving heights of around 3000 feet it has got to be one of the best winch launch systems in the country. Jim Bicknell tells us how moving away from number 8 wire has made their winch even more successful.

75 for evaluation. The Club has recently obtained three kilometres of 5mm Dynex 75. This cable has a UV protective coating but unlike the Dyneema is stretchable and it crushed the winch drum quite spectacularly when first used. Fifty per cent of the original drum was salvageable and after some intense effort in a local engineering shop an improved model is now in service.

A weak link has always been placed in the winch line near the parachute. (The breaking strain is recommended by the glider manufacturer and is also determined by the weight of the glider that is being launched.) It would appear that the weight of the launch cable was added to the weight of the glider in calculating the strength of the weak link. 5000 feet of cable or wire can weigh about 200 kg, whereas 5000 feet of Dyneema or Dynex 75 will only weigh about 25 kg. So it is possible to reduce the weak link load factor and improve the glider's overload protection.

Until recently it has not been possible to measure the winch line loads during a launch unless a known weak link had failed. Some months ago a Gallagher livestock weighing unit was installed on the winch and a continuous readout is now available during a launch. Further improvements to this system are underway and in the near future it will be possible to graph the launch data and compare pilot and glider performance.

Joining lengths of Dyneema is best accomplished with a splice. A fisherman's knot will weaken the line strength by about 50%. To produce a splice overlap the ends of the braid by about 400 mm. Use a ball point pen or a Phillips screw driver to form an opening in the braid about 300 mm from the end of each section of line. Thread each end of line through the adjacent opening in the other line. Make two more openings about 12 mm from the original openings and thread the braid back through the line. Repeat the process about four times so an inter-leave is produced. Apply some tension to the short free ends so the inter-leaved section is firmly drawn together. Take a 600 mm length of 2.5 mm high tensile steel wire and fold it in half to form a bodkin. The folded end needs to be quite narrow, about 4 mm. About 200 mm down-line from the inter-leave, introduce the folded end of the bodkin into the centre of the braid and work the bodkin back towards the inter-leave; allow the end of the bodkin to emerge from the braid about 4 mm from the interleave and on the same side as the free end of the braid. Take the free end of the braid, slide it through the bodkin loop then draw the bodkin back through the braid taking the free end with it. Repeat the process on the other free end. The resulting splice should have no lumps and the free ends should be contained inside the braid. The first few efforts at forming a splice will probably look a bit hairy but a little practice will work wonders.

Diagram of an interleave splice. Note the free ends are drawn into the main line braid with a bodkin.



Kevlar can be damaged by prolonged exposure to UV so a cover should be placed over the drum if the winch is parked outside when not in use.

As already stated, early in February 2009 the original Dyneema was replaced with 3000 metres of Dynex 75. This is a new coated product with improved strength and abrasion resistance. The 5 mm braid has a working load of 6000 lb and a weight of 16 kg per kilometre. After ten weeks of use and just over two hundred launches everyone feels more than happy with the cable's performance.

Finally a few comments about training winch drivers. Gone are the days when a potential driver observed five launches then was permitted to perform five launches before being signed off as a qualified winch driver. Experience at Gliding Wairarapa has shown that at least thirty to forty launches are necessary before a driver can produce consistent launches in varying conditions. Trainee pilots can quickly become unsettled if the launch speeds are too erratic; this also makes the instructors' tasks a little more difficult.

One training method the club uses at Papawai is to substitute a car in place of a glider. The car's motor is kept running to power the steering and brakes but is not in gear. If the winch is equipped with wire it will be necessary to use about fifty feet of rope between the car and the winch. The car is fitted with a radio although a handheld will suffice. The car driver plays the part of a pilot with the usual commands and responses between the pilot and winch driver taking place. The main aim of the exercise is to train the winch driver to accelerate the car at about ten knots a second so that in five seconds the car is moving at fifty knots which is about right for a K7 or a K13. Once this speed is reached the winch is powered down and the car stopped. The process is repeated a number of times until most of the runway is utilised. I suggest you leave plenty of room between the winch and the car on the final run until you become accomplished at the procedure. After about ten 'car launches' the trainee winch driver should be able to handle a glider launch. The next stages are to train the driver to gradually reduce the winch power so the glider is not over speed at the end of the launch, and to recover the cable and parachute.

In summary the use of Dyneema and Dynex 75 has resulted in higher launches. When coupled with the winch improvements it has greatly enhanced safety and efficiency. Simulated cable breaks and winch engine failures are still practiced as part of the pilot training program.

TRIMMING

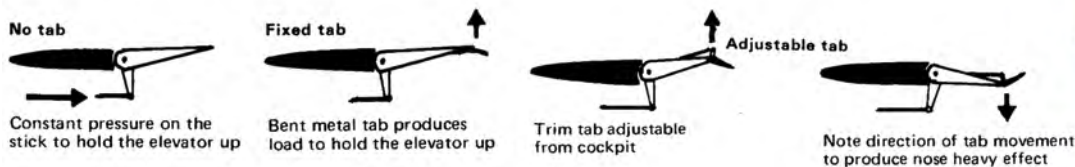
Accurate trimming greatly reduces pilot fatigue and improves your flying accuracy and performance. Roger Read runs through the drills designed to develop your skills

One of our early training exercises involves learning the function and use of the trim system fitted to our glider. This exercise is usually introduced once we have learnt and practised control of the glider and are developing a good feel for the control inputs necessary to achieve the desired flight performance. You will have noticed that as we fly around, there is little load on the ailerons and rudder as they sit in their faired, neutral position, apart from when actually maneuvering. On the other hand, the elevator has a load on it that changes for any desired change in speed / attitude. When turning ... it's that light backpressure required to hold the attitude as we turn.

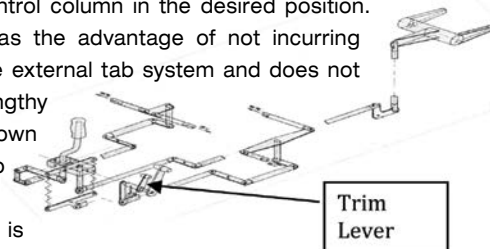
Any push or pull loading can become tiring and relaxation of any load that is required to hold an attitude leads to a change in attitude and an undesired speed excursion. To solve this problem, designers put a trim system on the elevator control that can be set by the pilot to relieve any load necessary to hold an attitude. The aim of all such trim systems is to therefore apply a force to the elevator that would otherwise be applied through the control column by the pilot.

Let's look at a few different elevator trim systems used in gliders. They include:

- Tab trimmers - here a small aerodynamic tab is attached to the elevator and linked back to a lever in the cockpit in such a way that when the pilot has to apply a load to the control column, they can move the trim lever in the same sense until the load is neutralized. Back at the tab, it actually moves in the opposite direction to the elevator movement required and provides an aerodynamic force to hold the elevator in the desired position. See examples in the diagrams below.



- Spring trimmers - instead of having an external tab, a spring system is attached to the elevator control and the trim control in the cockpit simply adjusts the tension on the spring in order to hold the control column in the desired position. This system has the advantage of not incurring the drag of the external tab system and does not require lengthy control runs down the fuselage to the elevator. The system is now common on modern gliders.



- Anti-balance devices - anti-balance devices are sometimes added to gliders with very light control loads to add some feel to the control. An anti-balance tab moves in the same direction as the control surface and increases the load required by the pilot to hold a desired attitude. If fitted with a trim tab it can be set to relieve the load required on the control column.

All trimming systems will have a neutral position that is usually marked in the cockpit so as to provide a datum for the pilot to refer any setting to. This is useful when pre-setting the trim for takeoff. The takeoff begins with no airflow over the elevator so the pilot has no real feel for where to set the trim. The manufacturer will recommend a setting and your Instructor will also advise where to pre-set the trim for takeoff with your combined weights and the type of launch. Once the launch is underway and speed has stabilised, the pilot is free to retrim to offload any residual loading. Remember, for every attitude and speed, there will be a corresponding trim setting to relieve the load on the control column.

The training exercise starts on the ground with your Instructor taking you around your glider, showing you what sort of trim system is installed and how it works. Next, sit in the cockpit and look at where the trim lever / actuator is located, what colour it is (usually green) and practise moving it / setting it. You want to be able to look, identify and operate it in flight with minimum delay when desired. Check where it is to be set for takeoff.

Now the fun bit ... go flying! Once the launch phase is complete, your Instructor will set the glider up in a steady glide at 45 knots, in trim. Relaxing their hold on the control column, they will point out that there is no loading on the control column as evidenced by

the pitch attitude not changing and the speed remaining constant. Magic! ... not really ... but they will now give you control and get you to select a lower nose attitude which requires holding a forward pressure on the control column. Feel how much loading is required and imagine how easy it is to relax and allow the attitude to change back towards the original higher nose attitude or how tiring it would be to have to hold that load for some time. Now, moving the trim lever in the same direction as the load required will gradually reduce the load required till it is fully removed. The glider is now trimmed for the new attitude. Relaxing your grasp of the control column will allow you to check that the glider does not want to pitch away from the desired attitude.



Roger Read

Now your Instructor will ask you to select an attitude for a slower speed, say 40 knots, and once it is achieved, to retrim to hold it with no load on the control column. So, we first ease back to pitch the nose up to the attitude we think will see the glider settle at 40 knots. Then move the trim lever back to reduce the backpressure we are holding on the control column. Check if it is correct by relaxing your hold on the control column. If the glider wants to pitch away from the desired attitude, reselect the attitude, hold it and retrim.

Next select an attitude for a higher speed, say 60 knots, and go through the trimming sequence:

Select the attitude, let the speed settle at the new speed of 60 knots, make a small attitude correction if necessary, sense the load required to hold the attitude and move the trim to relieve the load being held. Relax to check the load has been trimmed out, make a small attitude adjustment if required and again retrim and check. Simple as that!!

Your instructor will get you to practise some more so you will gradually get used to retrimming each time you wish to fly at a different speed.

Let's now explore the power of the trim to see what speed range can be trimmed for. Your instructor will get you to accelerate to a higher speed, say 100 knots, and retrim the glider. At some point, the glider will not be able to be trimmed for the speed desired so flight at any higher speed will require holding the load. Similarly, the Instructor will ask you to reduce speed to just above the stall and try to trim the load required to hold it. Depending on the glider and the cockpit weight, the glider may not be able to be trimmed for this speed; that is, even with the trim set at full aft, the glider still

wants to pitch nose down and accelerate if the stick is let go.

Your Instructor will periodically check that you are flying in trim, that is, you are not holding any residual load on the control column for the desired speed. They will either take control to check or ask you to relax your hold on the control column to see if the glider pitches away from the desired attitude. Aim to always fly in trim. If just doing a single turn, it may not be worth retrimming as any backpressure required in the turn will only be for a short time. However, if circling for some time, like in lift, retrimming is a good idea. I often see pilots struggling to maintain the Safe Speed Near The Ground they select and achieve when in the circuit. This is often caused by their failure to accurately retrim the glider for the new speed. So, form the habit ... change the attitude ... retrim. It will become second nature ... but in doing so, avoid leading with the trim.

Accurate trimming greatly reduces pilot fatigue and improves your flying accuracy and performance. It also allows you to concentrate on tasks like lookout, checking outside for what's happening, checking instruments, changing radio frequencies ... any such tasks that take us away from the primary task of controlling the glider.

TRIM

TRAINING EXERCISE

- ① Launch and set glider for steady 45kt glide
- ② Lower nose note increased pressure on control column to maintain attitude
- ③ Move trim lever until load is fully removed
- ④ Relax grasp on control column to check attitude maintained with no pitching
- ⑤ Raise nose note increased pressure on control column to maintain attitude
- ⑥ Repeat steps 3 and 4
- ⑦ Practise selecting attitude and retrimming to both a higher and lower speed

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CLUB DIRECTORY

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

Auckland Aviation Sports Club

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

Auckland Gliding Club

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

Canterbury Gliding Club

Club Website www.glideringcanterbury.co.nz
Club Contact Kevin Bethwaite kevin.bethwaite@airways.co.nz
Ph (03) 384 3196

Base Hororata Road, Hororata
Flying Weekends, Public Holidays

Central Otago Flying Club (Inc)

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

Glide Omarama.com

Website www.GlideOmarama.com
Contact Gavin Wills gtmwills@xtra.co.nz

Base Omarama Airfield
Flying October through April 7 days per week

Gliding Hutt Valley (Upper Valley Gliding Club)

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

Gliding Manawatu

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

Gliding South

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

Gliding Wairarapa

Club Website <http://www.glideringwairarapa.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 Gliding Club

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

Kaikohe Gliding Club

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

Marlborough Gliding Club

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

Nelson Lakes Gliding Club

Club Website www.glideringnelson.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.co.nz>
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.glideringmatamata.co.nz
Club Contact Phil Smith phil.r.smith@xtra.co.nz
Ph (027) 486-4761
Base Matamata Airfield, Ph (07) 888-5972
Flying Weekends, Wednesdays and Public Holidays

Rotorua Gliding Club

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

South Canterbury Gliding Club

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

Southern Soaring

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

Taranaki Gliding Club

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

Waipukurau Gliding Club

Base Waipukurau Airfield Ph (06) 858-8226
Flying Weekends and Public Holidays

Wellington Gliding Club

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

Whangarei District Gliding Club

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

GLIDING NEW ZEALAND CLUB NEWS

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

CANTERBURY

Several weekends have been lost to bad weather over the last period but members have managed to keep active. The busiest weekend took place during the last school holidays when the club was host again to many young people. Mike Oakley's Hororata Scout Group ran another Aviation weekend for about 40 scouts from around Canterbury who enjoyed flights in gliders and hot air balloons. They were given talks about all aspects of aviation and Canterbury Youth Glide member Toby Read was a guest speaker informing them about the opportunities for young folk to become engaged with flying. All of them had a winch launch as did their leaders and parents who give their time so generously to helping these young boys and girls.

Fine weather during the last week of the holidays allowed several Youth Glide members to enjoy some advanced instruction with Roger Read.

Matt Aldridge who had soloed at Omarama was the latest Youth Glide member to get checked out for solo at Hororata. Well done.

Our club would like to thank Southern Soaring's Les and Irene Lamb and Chris Rudge for their generous donation of \$1,000 to Youth Glide Canterbury. Other club members also quietly donate from time to time. Great people.

In case readers may think that all these young ones do is fly, let me tell you that they also help in keeping the club active – keeping times, retrieving gliders, sweeping out our large hangar etc. – and they do so willingly. Great.

As I write this, another bitterly cold southerly is blowing but some hardy members under the watchful eye of Roger Harris are polishing the fuselage of our Janus which is undergoing an annual inspection.

Stewart

Stewart has also spent some time in hospital recently and the club is very pleased to have him back on his feet and healthy again – ed

CENTRAL OTAGO FLYING CLUB

Winter has arrived and there is already a thick covering of snow on the Dunstan and Old Man ranges. We have managed to get in the air most Sundays although deep inversions and elusive wave have limited flight times. Congratulations to Vivienne Bryner who recently gained her Gold Badge in Australia, with a 300 km flight from Benalla in an Astir CS77. Well done!

At the end of March, Pete McKenzie and John Robinson joined other local pilots and enjoyed a weekend flying from the Earnslaw strip near Paradise at the head of Lake Wakatipu. On the Saturday, flying was restricted to ridge soaring because of cloudy conditions. The weather cleared on Sunday and, after a struggle, they managed to contact the wave and were rewarded with spectacular views as they flew over Mt Earnslaw.

PAS

Central Otago Flying Club: Earnslaw strip, Paradise, at the head of Lake Wakatipu.





Glide Omarama: top L: The Glide Omarama grid in December. R: Two Glide Omarama Duo's entering the Shotover. Bottom L: Andrew Ettinghausen and Gavin being filmed for the Discovery documentary with Richie McCaw.

GLIDE OMARAMA

In reviewing the 08/09 activity at Omarama the stand-out successes for GlideOmarama have been the large numbers of returning guests, watching our cross country adventures spread around the world and capturing increasingly significant business from passing wanabe pilots touring NZ. In spite of the recession, we had up to eight two seaters launching off the Soaring School grid for some weeks.

It was a season for some excellent wave, mainly from the SW. Some interesting wave flights included: an hour long flight to 20,000 feet and back, a flight with a climb rate of 22 knots from 9,000 feet to 14,000 in the lee of the Ben Ohau Range (with up to 26 knots on the averager) and a 1200 km flight in EE our Discus CS.

Good thermal conditions saw Gavin and G make a number of adventurous flights deep into South Westland and beyond Milford Sound. The prevailing SW flow also encouraged flights in the long convergences to the east of Omarama.

Sport stars Richie McCaw and Andrew Ettingshausen got together in December with Gavin and the Discovery Channel to make a gliding documentary. The storyline has Richie introducing Andrew to his passion for flying gliders. Together with Gavin, two gliders and with a helicopter in tow they go into the mountains for some great flying adventures. The film is due for release in October.

Still on the TV front, 'What Now?' came to town in October and featured live broadcasts of Youth Glide Omarama pilots. It was lots of fun and all good grist for gliding's publicity mill.

One of the features of flying out of Omarama compared to many other NZ and overseas seating sites is that it is relatively free of restrictive airspace. Trevor Mollard, convenor of the GNZ Airspace committee and his team are doing a great job fighting to protect gliding airspace interests throughout NZ. We are hopeful in the near future that Omarama pilots will see reduced airspace restrictions around Queenstown particularly in the Cromwell and Shotover valleys.

The autumn flying enterprises were dominated by extensive Youth Glide

training sorties over Easter to Anzac Day during the school holidays. Thanks to generous support from numerous Omarama pilots most of the 14 youngsters made exceptional flights to Mount Cook and beyond. We do thank all those who contribute in so many ways to help us promote this worthwhile cause. Youth Glide Omarama now has 3 more solo pilots, 7 youngsters in various stages of training and 7 single seat pilots.

The Omarama hangars are winterised and our kit is packed away. But hey, we are close to the winter solstice and the brave and hardy could make easy use of the occasional midwinter soaring opportunities. Just call the office if you want a tow!

Piilate

MARLBOROUGH

Welcome to winter. The last two months have been marked by difficult, barely soarable days. The gliders that have been picketed out over summer are now back in their trailers. One particular day was so mediocre that the hawks were joining us to see if we had found anything good. Chris Richards did go out to the Nelson Lakes on one of those days but reported feeling very "brave" when up some of those valleys at ridge top height, and did the last 30 miles home in dead calm air.

There have been a few wave days; but it took some serious persistence to get into it, and it didn't look inviting enough to go too far.

One of those days was Monday 6th April when Carl Jackson and Mike Dekker took off early for a 500 km and 1000 km attempt respectively. After more than 3 hrs of trying to work weak wave in the local valleys, they finally managed to escape over the hill and off to the southwest. Carl found the norwest arch and had a great flight to the Waimakariri River at heights up to 25,000 ft to claim his Diamond height and distance. He reported feeling nervous as he passed overhead Hanmer Springs at 12,000 ft. From further west, the arch looked truly magnificent with layer upon layer of cloud stacked up for miles as far south as the eye could see; and the Canterbury Plains shrouded in the darkness of its shadow. Ray Lynskey was also out that day and flew further south to just short of the Rangitata River.

A spectacular southerly front provided some good local soaring recently, but airspace restrictions made it impossible to follow the front northwards overhead busy Blenheim airport.

Some likely changes to local airspace will be positive for us. The airspace southwest and west of us will become uncontrolled all the way up to 9500 ft, removing some awkward 3500 ft, 5500 ft and 7500 ft blocks of controlled airspace. In addition, we are likely to be able to do most of our flying in and out of Omaka without reference to air traffic control. All good stuff.

The next few months will consist of looking out for norwesters.

Mike



Norfolk Aviation Sports Club



NORFOLK AVIATION SPORTS CLUB

Norfolk Aviation sports club has a member who has recently achieved QGP level, congratulations Phil O'Connor.

We are to receive some new Becker radios, of a new design, with two head units, allowing the radio to be controlled from either the front or back seat of the glider. These were supplied by Nick Wisniewski at Aviation Radio, who requested Becker to design and produce this radio for use in two seat gliders.

We have a new member Peter Smith, who is just starting through the training syllabus.

Peter has recently been introduced to the wave

with a flight of almost two hours over Inglewood up to 6,500 ft with an instructor.

The club had great pleasure in hosting the Vintage Kiwi gliding over the Easter weekend; most pilots had some good flights, with thermal and convergence over Taranaki. We all enjoyed the social atmosphere around the airfield, the club room and the evening meals.

We were lucky enough to have visiting instructors Roger Brown, Seamus Breen and Tony Van Dyk. We used their expertise to get the locals current and rated at double towing, thanks guys. It's becoming a common site to see two Blaniks being towed by

the Wilga over Taranaki.

The club also attended a 'fly in' at the Hawera airfield. It was great to see a range of different aircraft attending. Norfolk thanks the people of Hawera aeroclub for their hospitality.

C.S

PIAKO GLIDING CLUB

Like many gliding clubs we share our airfield at Matamata with other aeronautical users. Mid April was chosen to enlighten the masses and an amalgamation of microlights, gyrocopters, scale-replicas, radio controlled aircraft, Yaks and you guessed ... gliders! "Those magnificent men and their flying machines" certainly put on a show. For our contribution, Steve Care flew a beautifully coordinated sequence of aerobatics, followed by Bill Mace and Tim Bromhead displaying simultaneously a high energy finish with synchronised water dumping to boot (you could hear the crowd, estimated between 750 to 1000 spectators, sigh a loud "wow" all together!). It just so happened that we held our annual 'Landout BBQ' at the same time, as a thank you gesture for the 49 recorded paddock landings amassed from our present soaring season.

Piako Gliding Club





Southland: L: Mid-Dome wave entry. C: West – Long Shadows. R: ZP shadow centred in circular rainbow.

With regard to the landout BBQ: the majority declined the invitation, with about 18 farmers and family showing up. However the phone call following the posted invites (to attain attending numbers) gave us another chance to thank those who were not coming. Absolutely none had any complaints about having a glider land on their property, most felt rather privileged for the experience and everybody really appreciated the invite to our BBQ. The way I see it: stay on the right side of the farming community and our sport is in safe hands.

Our AGM waded through its obligatory reports with little hindrance and a few coming and goings to those in charge, with the general consensus that we're being well looked after.

During late April there was a serious glider accident during a training course at our airfield, however the organisers had no attachment to our club. We wish the pilots well, and a full and rapid recovery. Hopefully the investigation can discover the cause and review training techniques to help prevent a reoccurrence.

Dom.

SOUTHLAND

Recent months have seen long gaps between soaring days at Five Rivers. The weather has really not been cooperating for weekend ops. Apart from a couple of wave days, a lot of circuit bashing has been the main attraction. Hence this will be a very short report!

Looking forward to better soaring conditions and an aerotow 'FLYIN' weekend scheduled for weekend of 6-7 June. Annually this has been a very popular weekend, with an invite extended to all visiting pilots. The club's Libelle insurance claim is making slow but positive progress and the replacement single-seater should be in action very soon.

BM

SOUTH CANTERBURY

Half the year gone and the depths of what might be shaping up to be a cold winter. We have had some reasonable flying and Easter at Omarama was one of the best this year. Numbers were light but those who made it were rewarded with great conditions Saturday/Sunday and Monday. The attached photos were taken on the cross country tow from Timaru showing plenty of

the global warming (in the head of the Haka) we had that week. The following week on the return tow it had all cleared away. As Mark Twain said "Climate is what we expect and weather is what we get"!

John Eggers managed to do something he hadn't done for 18 months and in a paddock recently vacated by cows. That stuff sure does stick when you leave it to cure in the trailer for a week. It was a good flight though, along a

convergence nearly to Waimate and a good attempt to get back landing only 16 km short.

We were audited by the NOO in late April and had a useful afternoon running through processes and procedures. Apart from a small 'blue' by the President we came out on the OK side of the ledger. Competitions to come over winter and continued training for our students will keep us busy if the weather co-operates.

FMSG

South Canterbury:





Rob Sherlock in Southern Soaring's Duo Discus.

SOUTHERN SOARING

With the 2008/2009 soaring season now behind us, it has been good to reflect on another successful season. Just prior to Easter, Patrick Musters (UK) went solo, thanks to the efforts of Darren Smith who was his instructor. Over the Easter period it was a delight to have Rob Sherlock (Canterbury) back with us to do a mountain soaring course. Rob initially went solo with Southern Soaring four years ago and has now progressed to the point where he is doing a lot of cross country flying, both in New Zealand and Australia. Although the soaring conditions are not normally brilliant in April, Rob was fortunate to have wave on every day he flew. The best day saw some excellent wave lines running across the Basin which made for an easy 350 km flight. He is looking forward to doing some more flying with us in spring.

The season's success was a direct result of having an excellent team behind us. Les and Irene put in huge hours running the office, and Darren, Mike, Marc, Don, Adam and Gavin continued to provide quality instruction and a fun experience for people trying gliding for the first time. The anchor to our operation was Rod Dew who kept things running smoothly on the ground. Initially Rod came to Omarama to help out for a "couple of weeks". Three years later he is still trying to figure out how he has ended up working from mid-September to mid-April each season.

Other people helping out at the end of the season included Roger Harris, who flew our Pawnee for four days between doing maintenance on Mike November. Over Easter, Malcolm Walls was back

with Roseann. Sadly, Malcolm may have completed his last tow from Omarama as his medical expires in June and he has chosen not to renew it. Having completed over 16,000 tows, we wish to take this opportunity to thank him on behalf of the New Zealand gliding community for everything he has done for the sport.

Chris

TARANAKI GLIDING CLUB

Not much to report on this time. A couple of days with some good local thermal flights to keep people happy. A within-club competition as to who gets to fly the PW5 is hotting up. I hasten to add that it's all quite gentlemanly. Well so far at least.

The annual round of QGP lectures has begun, to acclaim from those attending. The lectures are held at our club president's home amid much prompting for him to feed the attendees in a manner to which they'd like to become accustomed.

Winter seems to have begun a bit earlier this year and with another thermal power station now under construction near the Stratford airfield, our

Taranaki



club urges the rest of NZ to be generously profligate in their electricity consumption, thus assuring our pilots of reliable mid-winter soaring.

Sadly, we note the passing of Mrs Betty Cunningham and of Des Temple-Cox, the latter having trained as an assault glider pilot in WW2. Our sympathy to Bruce, his family and to the Temple-Cox family.

PJM

TAUPO

Relatively quiet around Taupo at the present with the winter seemingly coming early this year. However, as many of you will be aware, one of our instructors and our PW6 glider were involved in an accident at the annual ATC camp at Matamata on Thursday 23rd April. Instructor Tom Orr was flying with Ryan Hodgkinson of Christchurch when the accident happened. Both Ryan and Tom were injured, Ryan more seriously. We understand Ryan is progressing very well as is Tom, and we wish them both a speedy recovery.

The PW6 glider GPW was very badly damaged and at this time we are unsure of its future.

In an exciting development for the Club, Taupo has been confirmed as the venue for the Nationals from the 14th to 26th February 2010. In eager anticipation we approached and were granted a very generous grant from the Craters of the Moon Trust to extend our operational area at Centennial Park. Some newly acquired land on the eastern edge of the 06 and 04 vectors has been smoothed and will soon be re-grassed to give us a wider and straighter area. This will enable us to have additional space for the grid, tug operations and the



Taupo: Top L: Groundwork at Centennial Park. R: Mike Wilson at the Central Plateau Soaring Contest November 2008.
Below L: One of the MASH teams. John Curtis, Julia Hayman, Darryl 'Hot Lips' Norman, Tim 'Radar' Norman, Colin Deeker and Alan Land.



WELLINGTON

It's been a very long time since we've had any Club notes for publication. We're still here but have been distracted by a lengthy and tiresome period dealing with a new Airport regime and the aftermath of the fatal Cessna/helicopter mid-air collision summer before last. Paraparamu Airport is now "certified". The last year or so has been a never ending round of meetings, more meetings, emails and protests (still ongoing) with our "freedom" being steadily eroded. Our field now is a blazing sight of timber signs poking up about 800mm above ground, white painted tyre markers lying about, glider pilots and ground crews compulsorily gaily bedecked in yellow hi-viz vests, a strict security regime for visitors and permits for driving cars on to our site. We are awaiting the outcome of a joint submission with GNZ to CAA protesting the airport management's proposal for a transponder mandatory zone active down to ground level rather than 1500 ft.

But the show must go on, yellow vests 'n' all. (actually they're quite fetching - think Village People -Y-M-C-A eee) .

Our overseas full-time summer instructors had a relatively quiet time. A sign of the recession? But they fell madly in love with our DG1000s. They really are a delight to fly and at 40:1 anything is possible and as trainers they are superb. We have had some great soaring days this autumn, with flights up into the Ruahines, Hawkes Bay and when the westerly is blowing, down the coastal bluffs to Cape Terawhiti a.k.a. Terrorwhiti. About 106k o & r, most of it on bluffs about 500 -800' high with a mean rocky coast below- no beaches to land on. The oft heard question "what happens when the wind stops blowing" takes on a real urgent meaning. When things go wrong it's unforgiving. Over the years, one fatality, one glider on the stony shore at Terawhiti, two gliders on a sports field in Titahi Bay, another over the ridge on to a ski-jump top dressing strip and several white knuckle return crossings at Titahi Bay.

Recently several "first timers" have been escorted down there by Mike Thornbury and they're

inevitable re-lights. Our annual Central Plateau Soaring Contest, 31st October to 7th November this year will give contestants in the Nationals an invaluable opportunity to get to know our soaring area. We greatly appreciate the support of the Craters of the Moon Trust.

As is the way of the world nowadays we have been in amicable discussion with Taupo Airport Users Group and CAA on the make-up of the airspace around the airport and northern end of the lake and district, particularly the MBZ. This is ongoing and is a matter of balancing operational safety concerns with reasonable access to airspace. We believe we have a workable solution and anticipate this being promulgated in the near future. The process has highlighted that good communication between all users of the national airspace is essential as we all seek to have our interests protected.

For the third year running Taupo Gliding Club was very pleased to once again provide Check Point 6 for the Oxfam 100 km Trail Walk. It's a great opportunity to assist a very worthwhile cause (last year they raised over \$1 million dollars and hope

to have done as well if not better this year) but also a fun way to raise money for the club. As a check point we provide warmth, shelter, first aid, food and entertainment for over 1000 participants for which we are paid a donation toward club funds but we can also compete for the 'Best Check Point' cash prize. This year we chose a very apt MASH 4077th theme. Lots of fun dressing up in surgical gowns with Hot Lips, Klinger and Radar lookalikes. A helicopter and authentic army jeeps added to the atmosphere, and if the voting follows the feedback we are very hopeful. The results of the competition aren't in yet but we have our fingers crossed.

No new solos since last edition but we welcome four new members to the club: Julia Hayman, Alan Turner, Stewart Campbell and James Jordan.

Sadly we must also acknowledge the passing of long time member and onetime CFI Mike Wilson. Mike passed away suddenly on April 26th in Rotorua and will be greatly missed. The Club extends our sympathy and condolences to Jann and to Mike's family.

Tim Norman



Wellington: YMCA!

still “fizzing at the bung”. Mike (The Terawhiti Terror) has made the Southern Run his own and as the Director of Terawhiti Tours offers escorted tours to Cape Terawhiti.

We have a crop of new junior members which is encouraging, and we’re investigating setting up a “Youthglide” system here, although it seems to be happening de-facto.

Our budding cross-country pilots are all logging/ uploading into the on-line competition website— according to one of the users we are now second to Omarama in NZ in usage of this site.

We had an away weekend visit to the Gliding Manawatu at Feilding at the end of April – the weather didn’t play ball but it was a great social outing.

KC

Wellington announce: We have had a change at the top. Mike Tucker has handed the presidential reins over to Warwick Walbran who will act as President until our AGM in a couple of months time. Our thanks to Mike who has done a great job over the past two years, having to deal with all sorts of issues. – ed

WHANGAREI GLIDING CLUB

The Northland peninsula has had a good soaring season with equal amounts of southwest and

northeast conditions culminating in many thousands of cross country kilometres. From Helensville and Cape Rodney in the south to Cape Reinga in the north, sea breeze convergences have featured regularly with long dolphin soaring flights. Several flights have been flown to the west coast dune ridge and back late when the thermals have died away, by the inland ridge. Most were successful but there have also been a few late retrievals. A lot of midweek flying has been achieved because a goodly proportion of the membership is of the summer wine vintage, so, convivial sunny afternoons in the clubroom or pottering about with club

maintenance is as enjoyable as flying a couple a hundred kilometres. Club projects completed lately have been the concreting of hangar floors, the installation of underground power cabling to the club rooms, construction of a supersize BBQ large enough to cook a whole beast and the upgrading of the second backup winch.

Contrary to rumour, the Whangarei CFI does not need to check visiting pilots for undersized gonads before providing a cross country clearance and declares that we would be pleased to host any glider pilots brave enough to venture past Auckland.

Paul Rockel



Whangarei: L: Club members Dan Flynn, Lester Chapman, Mike Austin with visitors around bbq. R: Hangar as seen through clubroom tropical gardens.



Whangarei: Top L: Family R: May thermals and on track to Tangihua hills.
Centre L: John Lowe serenading Bill and Alison Rossiter, Peter Berger and Geoff Rockel. R: Whangarei winch can make your eyes water to two thousand feet agl; being on a thousand foot plateau already swiftly puts a glider at cloud base.
Bottom: After flying BS in clubroom conservatory.

Below: Morning DI. Gliders janus SH and mini nimbus KR in front of clubrooms



GNZ AWARDS OFFICER

Edouard Devenoges

Ed's contact address is gnzawards@xtra.co.nz
40 Eversham Road, Mt Maunganui 3116.

GNZ AWARDS & CERTIFICATES

APRIL 2009 – MAY 2009

QGP

3056	Steve Ancsell	Tauranga	28/02/09
3057	Paul Murphy	Glide Omarama	02/04/09
3058	Bevin Buchanan	Aviation S.C.	05/04/09
3059	Ashley Hurndell	Glide Omarama	27/04/09
3060	Kerry Eggers	Nelson Lakes	27/04/09
3061	Graeme Cawte	Tauranga	01/05/09
3062	Phillip O'Connor	Norfolk ASC	01/05/09
3063	Ockert Davel	Taupo	09/05/09
3064	Jason Kelly	Hawkes Bay	11/05/09

SILVER DURATION

Ashley Hurndell	Glide Omarama	07/02/09	Discus CS
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SILVER HEIGHT

Ashley Hurndell	Glide Omarama	07/02/09	Discus CS
Maurice Weaver	Tauranga	25/02/09	LS4

SILVER BADGE

1136	Maurice Weaver	Tauranga	01/05/09
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GOLD DURATION

Ashley Hurndell	Glide Omarama	07/02/09	Discus CS
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GOLD DISTANCE

Maurice Weaver	Tauranga	25/02/09	LS4
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DIAMOND GOAL

322	Russell Thorne	Auckland	25/02/09	ASG 29e
323	Maurice Weaver	Tauranga	25/02/09	LS4

AIRNZ CROSS COUNTRY CHAMPIONSHIP FINAL RESULTS

OPEN CLASS 2008-2009

Pilot	Distance / km	Points	Glider		
Jenny Wilkinson	1276.980	2574.392	Ventus 2b	1	2 Flights
Doug Hamilton	1517.280	2395.705	ASH 25	2	
Adam Dalziel	1000.000	1770.833	LS 4	3	
David Tillman	1018.690	1666.947	ASH 26e		
Max Stevens	553.100	1219.078	Discus b		
Paul Barrett	546.670	968.061	Astir 2b		
Mark Aldridge	522.350	930.921	DG 400		
Jamie Halstead	526.780	831.758	ASH 25		
Russell Thorne	332.000	543.273	ASG 29e		

SPORTS CLASS 2008-2009

Maurice Weaver	332.00	622.500	LS 4	1
Tobias Read	360.94	612.917	LS 6	2
Don Howard	324.76	602.647	T65-A Vega	3
George Deans	367.37	567.754	DG 800 cc	
Alex McCaw	301.50	565.313	LS 4	
Kerry Greig	327.13	535.304	DG 800b	
Kerry Eggers	125.56	244.144	Cirrus	
Steven Green	131.20	210.415	LS 6	
Tim Hardwick- Smith		119.99	208.146	Discus b
Mats Henrikson	57.10	59.479	LS 4b	

UNOFFICIAL CONTESTS RANKINGS

	Name	2007				2008				Total
		South Island Regionals	Central Districts	North Island Regionals	Nationals	South Island Regionals	North Island Regionals	Central Districts	Nationals	
1	T Van Dyk			402	923				1830	4042
2	B Hunter			357	824				1567	3748
3	C Richards	473				967			2000	3440
4	D Hamilton	490				1000			1577	3067
5	L Stephens			397	1000				1507	2904
6	T Newfield	495				901			1338	2734
7	D Dickinson					996			1722	2718
8	D Speight	444				844			1377	2665
9	G Dale					908			1706	2614
10	T Mollard	360				667			1331	2358
11	B Walker	367				847			1049	2263
12	T Terry			417	880					2223
13	T Jones	432				632			1144	2208
14	M Stevens	500				275			1347	2122
15	T Timmermans			400	767				911	2078
16	R Didsbury			368	631				975	1974
17	B O'Brien			218	828				909	1955
18	M Honey			316	736				858	1910
19	A Cable			500						1877
20	M Oakley								1380	1877
21	B Flewett								1877	1877
22	V Ruddick								1835	1835
23	R Gray			322	631				1734	1734
24	H McCaw								760	1713
25	B Martin								463	1674
26	G Deans	107				274			1211	1674
27	M Weaver			254	888				879	1604
28	George Wills					641			789	1537
29	J Bayliss					525			1005	1530
30	T Passmore				626					1530
31	I Finlayson				620					1480
32	W Ellery								854	1473
33	W Mace		0	285	477				852	1473
34	G Harrison								852	1472
35	D Kraak	151				348			1114	1462
36	W Dickinson								640	1402
37	R Gaddes				655					1402
38	S Cameron			376	974					1402
39	M Wilson									1385
40	S Wallace			344					560	1385
41	R de Abaffy	295							928	1381
42	R Sparks	410							1358	1381
43	E Gosse			142	667				702	1358
44	W Bethwaite	331								1357
45	J Tapper	367							1334	1350
46	L Tanner									1334
47	C Melvin								889	1334
48	J McCaw	360								1233
49	J Foreman		321							1233
50	D Jensen			283						1233



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

GLIDERS

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

LS 8, ZK-GXS, COMPLETE WITH TRAILER • Fully equipped. Refinished in urethane paint. NZ\$150,000. Contact: Graham White, e-mail: g-p-white@xtra.co.nz, phone: (06) 877-6073

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

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

GERMAN ASW20A GTL 1/2 SHARE • \$25K. Flaptastic! Yours 2fly while owner goes o/seas for work & JWGC. LNav+GPS, EDS 02, FLARM, Ballast kit, Transponder. re-painted Komet Trailor. Currently based in Omarama. contact: wingswinewomen@gmail.com

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

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

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

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

COBRA 15 GLIDER (ZK-GJE) FOR SALE • Best condition Cobra in the country, complete with trailer in good condition. It is fitted with an Icom radio and a Borgelt B40 vario. This glider is fully aerobatic, easy to fly and has a 38:1 glide ratio comparable with a Libelle or Standard Cirrus. Price: \$17,000 ono. Contact Russell Jones, (09) 527-3430 or email: PrismConsult@gmail.com

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

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offer. Good condition, parachute good trailer. Phone Ian Barber (04) 904-9443 evenings or email ian.barber@paradise.net.nz

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

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

CAMBRIDGE L-NAV + GPS NAV + WIRING + CONNECTIONS • Price \$3,800.00

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