

NEW ZEALAND'S PREMIER SOARING MAGAZINE

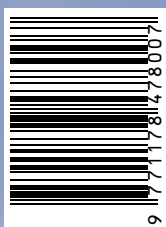
Soaring NZ



FOSSETT & DELORE

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Soaring_{NZ}

Publisher

McCaw Media Ltd

Editor

Jill McCaw

Annual Subscription Rates

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

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subscription enquiries

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Spectrum Print Ltd

Design

Rgbdesign & Print Ltd

SoaringNZ is a bi monthly publication
produced by McCaw Media. Advertising
statements and editorial opinions
expressed in SoaringNZ do not
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ISSN 1178-4784

Welcome to the inaugural issue of SoaringNZ. As the new official Gliding New Zealand magazine, SoaringNZ is going to be arriving in your letter box every two months from now on and I hope you will be waiting with anticipation for every issue. It is your magazine and we will be looking for lots of input from NZ pilots as to what you want to see in it. More about that in a moment.

SoaringNZ is now the official journal of Gliding New Zealand, taking over the role of the Gliding Kiwi.

I need to introduce myself. My name is Jill McCaw and I've been around the gliding movement for a long time now. I first joined the Auckland Gliding Club in 1982 and flew solo in January '83. I am married to John McCaw, one of the McCaw clan who used to dominate the North Otago Club. We are currently members of the Canterbury Gliding Club where I am on the committee. Alex, our oldest son, having grown up on airfields, soloed last January. We are very proud.

I have a background in writing, having written for The Otago Daily Times, the Christchurch Press, and recently for Pacific Wings Magazine. John also contributes photographs to Wings and various newspapers. We have a photography and writing business, McCaw Media which is providing the platform from which we are producing SoaringNZ. I admit to knowing nothing about publishing but I am learning fast.

I am fortunate to have vital input on printing practices and protocols from Nick Reekie, another enthusiastic Canterbury soaring pilot whose day job involves magazine publishing. He has been a key player in getting the project off the ground and I want to publicly acknowledge the hours and efforts he has put in to help us win the tender, and ever since in getting this issue underway.



Nick Reekie

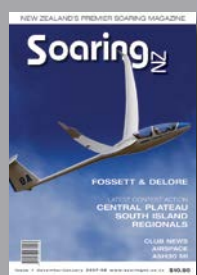
Photo: John McCaw

I must also thank John Roake for mentoring me over the years. My first fledgling articles, back when I was thinking I might be able

to be a journalist, were printed in the Kiwi. John has encouraged my writing development and been very supportive of (husband) John and my efforts to set up McCaw Media. I am sorry he doesn't feel able to work with us at the moment but the door will remain open. Should he wish to join the team at a later stage we would be delighted to have him on board.

You now have your first issue of SoaringNZ in front of you and I hope you will find something of interest, regardless of what level of flying you are at. We have a wonderful readers' story of a landout through the eyes of a pre solo pilot. It puts a different perspective on what many experienced pilots take for granted. There are pictures of Richie McCaw to keep the women happy, and I think the story that goes with it is pretty interesting too. Terry Delore has put down on paper the details of how he and Steve Fossett achieved their last gliding record together. Of course they didn't know it was to be their last and when Terry initially wrote the story he didn't know either. Steve's disappearance makes the story poignant reading.

We introduce many of our regular columns and I will put a call out here for people to contribute to them. We need instructors, tow pilots, meteorologists, club scribes, and generally interested parties to keep these spots filled with up to date news. I would like to thank the writers of this issue's columns as they put in a fantastic effort. We had a very short deadline and they came through and have produced excellent work. We want to hear of club events, fantastic flights, lessons learnt and about new and exciting products, kit and of course gliders. It was wonderful to have had so many responses to our first call for club news, see page 45. We want your pictures, the higher the resolution the better. Trevor Atkins (GNZ web master) and I are thinking of ways to make contributions to the magazine easier and more interactive. For instance the website's primo pics may be reprinted in the magazine. It may be possible to submit articles online. Watch the web site www.gliding.co.nz for updates. SoaringNZ is your magazine and we



Cover Photo: Terry and Max Delore showing off the capabilities of Terry's GOA.

Photo: John McCaw

next issue

The next issue will be themed around the GrandPrix and should be in your letter box mid February.. It is after all a world class event right here in New Zealand. We will cover the racing, discuss the technology and use a people based approach to keep it all interesting. There will be interviews with the pilots and other prominent people.

Terry Delore will bring us any fresh news in the search for his missing soaring partner Steve Fossett.

Ian William's CEB saga continues and we have Mark Wilson of Wellington in our instructor's spot.

Ross Gaddes is going to report on the new Discus 2c that he flew in the Central Plateau contest. It is a really

versatile glider with tips that allow it to fly in both 15m and 18m configurations.

We will have all our regular features and cover the Northern Regionals—any potential scribes for that please get in touch.

Deadline dates for the next issue are 15 January for articles and pictures and 22 January for advertising.



Portrait of the photographer
- John McCaw caught in
action by his son Alex.

want it to reflect the vibrant sport of gliding in NZ. We feel we need to pay our contributors for their efforts, while currently unable to afford this due to our start up costs, we hope to be offering up to \$80 for a feature article and up to \$50 for regular columns from issue two.

We want to use SoaringNZ as a showcase for our sport. Apparently in the process of printing a run of around 1000 issues, such as ours, there are always around 100-200 over runs. We intend to place these for sale in supermarkets, essentially as advertising for NZ gliding. If supermarket sales are successful, then we can look at a larger print run which will mean a cheaper price overall and members' subscriptions will be reduced. We will need a print run of around 3,000 for that to occur but we do think that is possible in time.

Letters to the editor are welcome. We will endeavor to print all correspondence but reserve the right to reject unsuitable letters. We welcome your feedback.

It has been a great pleasure putting the magazine together. I hope you enjoy it. Summer is here - go flying. Don't forget to stay hydrated, wear a good hat and use sunscreen. Have a long and pleasurable summer soaring.

Happy reading.
Jill McCaw



Following discussion at the last two AGMs concerning the absence of a formal agreement between the publisher of the "Gliding Kiwi", John Roake, and GNZ, the Executive initiated a tender process for the publication of an official gliding journal for the coming five years. Five expressions of interest were received and four tenders were eventually submitted, two of which were from within the gliding movement.

The tenders were all of a high quality, but the clear contenders were McCaw Media and John Roake Ltd. Before coming to a final decision, and in recognition of John's long involvement with "Gliding Kiwi" and his 50 year record of service to the gliding movement in New Zealand, two members of the Executive flew to Tauranga to meet with John and discuss aspects of his tender. In the course of the meeting John informed them that even if awarded the five year contract he intended "transitioning out" within two or three years. In view of this expressed intention and to maintain good faith with the other tenderers, the Executive has decided to award the contract now to McCaw Media.

When considering these leading tenders the Executive took a strategic approach in the belief that it needed to set the scene for the next generation within gliding, and McCaw Media (Jill McCaw) was seen as offering enhanced continuity into the foreseeable future. The "Gliding Kiwi" under John's editorship has evolved into a well known and respected publication, but the submission by McCaw Media gave the Executive confidence that a magazine of similar quality would be delivered.

The decision was taken with due regard to John Roake's dedication and proven track record. The Executive acknowledges John's contribution over five decades and has the greatest of respect for this.

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

A request to motor glider owners from Jonas De Rese in the Netherlands.

I am doing my final thesis in Aerospace Engineering at the Technical University of Delft (Netherlands).

As an introductory part of this thesis I am doing some research to the performance and reliability of engines in sailplanes. This research is done by means of a questionnaire. This small questionnaire (it takes max. 15min. to fill it out) is posted on my website:

http://www.caezar.be/jonas.derese/jonas/english/index_en.html

I would like to ask you kindly to fill out this list, the more results I have, the better my final conclusions will be.

I thank you all in advance!

Jonas De Rese

Congratulations

Congratulations on securing the GNZ contract. We are looking forward to a great magazine.

We will contribute with news and photos as regularly as we can. With the summer weather coming, hopefully we will have something interesting to offer. We find it hard to be fresh with club news, when there hasn't been much happening.

Looking forward to the mag.

Clinton
President Norfolk Aviation



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Photo Jim van Aalst

PINK PANTHER

Jochen Ewald in Graham Saw's Slingsby T-8 'Tutor', at the VGC Rally 2007 at Nitra/Slowakia.

EVENTS CALENDAR			
EVENT	LOCATION	PRACTICE	CONTEST DAYS
World Sailplane Grand Prix	Omarama		19 - 24 Dec 2007
Multi Sport Expo	Wanaka		27 - 28 Dec 2007
Omarama Cup	Omarama		29 Dec 07 - 5 Jan 08
National Gliding Championships - all classes	Matamata	3 Feb 2008	4 - 15 Feb 2008
Central Districts Championships	Masterton	1 March	2 - 8 March



Photo Terry Delore

Delore, Ohlmann and Fossett relax between record attempts in Argentina in 2003.

Klaus Ohlmann and his wife Sidonie are aiming to bag more Argentinean records this season. They have now arrived in Argentina having flown their Stemme all the way from Mexico to Argentina, an amazing effort that involved flying across three countries. It is not a trip to be undertaken lightly. It took them two weeks of what Klaus describes as exciting flying to arrive in St Martin in Argentina. Due to the weather and South American bureaucracy most of the trip was made with the motor. A little soaring was possible in Mexico and for the last 3 days from Chile to St Martin.

We will endeavour to keep you updated on their record attempts.

Manufactured in 1994 by the Australian firm Gippsland Aero, the GA200 Fatman was a star performer at the 95 World Championships. It was recently purchased by GlideOmarama.com as another high powered tow plane for its Omarama based soaring operations.

Described as a Pawnee on steroids the GA200 is powered by a 265hp Lycoming 0540 and has a small passenger seat beside the pilot making it ideal for glider retrieve operations. Its all metal wing is a metre longer than the Pawnee's and with powerful lifting flaps the Fatman is expected to really get up and go. Designed as a strong, simple agricultural aircraft with clip on fuselage panels and plenty of spare parts from across the Tasman it is hoped that the Fatman will be easier and cheaper to maintain than the more complex and older technology Pawnees.

Fatman operators in Australia and NZ particularly love their aircraft, claiming them to be a real pilot's aeroplane, wonderful to fly as well as easy to maintain. This has made them a rare commodity on the second hand market. This example has come out of the North Island where it was spraying and spreading super phosphate and was about to be sold out of the country.

Gavin Wills, who ferried the aircraft down from Fielding, said



FATMAN, ALL-OUT
is what it takes to get this new Omarama tow plane rolling.

Something new to spot at Omarama this summer. It should compare well to the more familiar Pawnees.

it was a delight to fly and handled "like a big Piper Cub". He said that he hopes it will make the ideal tow plane at Omarama; powerful, safe, great for retrieves and simple to operate. It will also take some pressure off their 180 hp Super Cub which currently tows for GlideOmarama.com's cross country soaring operation.

By Gavin Wills

Steve Fosset's car

The LSR team are continuing the preparation of the car in the hope that this project will be completed. They are looking for someone to take over the project and find sponsorship. Apparently there are a few interested buyers/drivers.

This photo was taken when the car was out on the playa at Black Rock for a photo shoot for one of the car magazines.



Photo John Ahearn

VACANCY GLIDING NEW ZEALAND REGIONAL OPERATIONS OFFICER CENTRAL REGION



The appointee will be required to enter into a contract with the GNZ.
Send your application, with your CV, to the GNZ Executive Officer gnzsecretary@scorch.co.nz by 31 January 2008.

This is an important GNZ position, responsible to the National Operations Officer for ensuring that all gliding operations within the Central region conform to the relevant standards and procedures.

Information on the appointment of Regional Operations Officers and their Terms of Reference is contained in the GNZ Advisory Circular AC 2-1 "Operations Officers".

To be eligible, you must hold at least a GNZ B Category Instructor Rating and have experience in training instructors. Extensive cross-country gliding experience and a Towing Rating is desirable although not essential.

GNZ annually budgets a sum to cover expenses incurred in carrying out the duties of the position such as telephone, stationery, vehicle running, accommodation, meals, etc.

No-one had a clue that this would be our last flight together. There is no-one I would rather have been flying records with than Steve, and now he is gone. Wendy and I joined the search for Steve on Day 3 at the Hilton Ranch and left feeling absolutely shattered and deflated on the end of Day 8. We knew we had lost a very dear friend.

Where is Steve? Why no trace?

There is still no closure for the family as he is still missing but there are some theories. When the search for Steve is called off then we can talk about it.

Our two ASH 25s have arrived in South America and we were due to be flying now but sadly our team is finished.

Terry Delore 31 Oct 2007

A photograph of an ASH 25 glider in flight, viewed from a low angle. The glider is a long, slender, white aircraft with a high-wing configuration and a T-tail. It is flying from the bottom right towards the top left of the frame. The background shows a clear blue sky with some light clouds. In the foreground, there is a field of green and brown vegetation. In the middle ground, there are several buildings, including a large hangar-like structure on the left and a smaller building on the right. A tall, thin tower is visible in the distance. The overall scene is a mix of natural and man-made elements, suggesting an airfield or a similar location.

STRIVING FOR THE
PERFECT FLIGHT



FOSSETT AND DELORE'S Last Record Flight

Editors note — This story had been written and I had added an introduction back in August. On the 4th September Steve Fossett left Barron Hilton's Flying M Ranch for what was presumed to be a local flight. He never returned.

Terry Delore has written a small update. The rest of the story is as it was originally written, a piece about a wonderful flight that the two pilots expected to be only part of their achievements this year.



Fossett and Delore celebrate their achievement with a fast run along the airfield at Ely.

On the 13 July 2007 Fossett and Delore gained the world speed record for the 1250km 25% FAI triangle. It has been a long term ambition for Delore, probably the last available world record using thermals; all others being better done in Argentinean wave! It was also the oldest standing world record being previously set by Hans Werner Grosse, an icon of world record flying in 1987. He flew from Alice Springs Australia using thermals. Fossett and Delore, after many attempts achieved a speed of 149.20kph, five kph better than the existing record flying in thermals from Ely Nevada. On the 5th November the FAI formally ratified the speed triangle record. It is possibly the only time this has ever happened posthumously.

Fossett and Delore are the most successful partnership in gliding record history. Flying together for five years they have an impressive list of achievements including the World open straight distance, an awesome flight of 2192.9km set in Argentina in 2004. The 1250km triangle however was a special goal, which in a tribute to Grosse they wanted to achieve in thermals. To give impetus to their attempt, fellow record seeker Klaus Ohlmann was also working his way through available records and sooner or later was likely to try for the big speed triangle. This is Delore's story of the flight.

It was an awesome soaring flight. I had nearly forgotten the feeling. It wasn't a ripper Nevada day but good and steady, even though there was no cloud for a lot of the flight, but all our preparations came together and we did it. We've come so close many times and actually bettered the previous record twice but not by the 2kph margin needed to claim a new record. This margin has now been lowered to 1kph. In total we have had forty three serious attempts in Australia, South Africa, Nevada, USA and Argentina.

Our preparation for this flight was substantial. People don't generally appreciate what is involved in a flight like this. You can't just get up in the morning and think, I'll have a crack at that. We have had to learn the weather in many different areas of the world. We've spent hours studying maps and analyzing previous flight traces. We had to find the best flight tracks to avoid controlled airspace, to ensure the best task for the weather patterns and then pick the best tracks to turn points. We had to position the turn points at reliable thermal sources. Patience and persistence were very important. A flight of this type can't be achieved in a hurry.

For this campaign in Ely we were really

missing the expertise of our usual crew chief Tim Harrison who unfortunately had other commitments. This meant the difficult challenge of programming the GPS and flight computers, not to mention declaring the tasks fell on me. I hate it! I believe the GPS and flight computer designers need to get out here and try to use their tools in real life situations. The IGC and FAI increased the difficulties with their increasingly complex requirements. There must be a simpler way to record that an actual flight has been done. I wasted far too much time that would have been better spent out on track soaring. We had Carl Herald, ex NASA rocket scientist and GPS systems designer as our Official Observer and we still had difficulty up and downloading flights and declarations.

My other "minor" problem was to stay focused and alert on a nine hour intense thermal flight. Practice certainly helps but encouragement from a positive fellow pilot helps the most. Steve is an expert at putting a positive spin on things and glossing over negatives. His interpretation of the day's weather was a good example of a positive Fossett spin. It was flowered up a little and the bad patches glossed over. He is a realist, but with a positive spin. His way of putting things definitely motivates his crew.



Flying home into the sunset. The end of a long and successful day

The flight, to us, was almost easy. We had flown this route from Ely several times and fallen short on many more attempts. We had had an interesting road retrieve that had taken us till the next day to get home and more than one motor retrieve (the glider has an engine for just such an occasion) had finished in the pitch dark desert night.

Ely Nevada is situated in the Great Basin desert area of the central west side of the USA. The terrain consists of long mountain ranges up to 12- 14 thousand feet. They run roughly in a north/south direction with the odd dry lake and very occasional farmed area.

Ely is a small town with several hotels and restaurants, all of average nature, three star maximum. It has highway 51, the loneliest road in the USA running through it and is populated by residents working in the local copper mine or men's prison.

But what we like about the place is cloud bases up to 22,000 feet and cloud streets that stretch from horizon to vanishing point. During the hot dry days of mid summer the temperatures reach the low 40's C. It is a fantastic place for long thermal triangle flights and the mountains line up roughly along two legs of the triangle.

The weather this day was only average

by Nevada standards and we thought we'd just go through the procedures. When we loaded the glider we were close to all up weight. We took off at 10.15 behind a towplane and released at 700 feet above the field. We thought we would use the day to check out our GPS and flight declarations on the computers. We would be ready for the really good forecast the next day.

Our first leg of the triangle was 100k south along the mountain ranges then west across the desert to a place we called Teals Marsh. There were blue thermals but no cumulus this whole leg. The thermal tops were not very high, 11-13,000ft and the valley floor is up to 7,000ft. The low thermal tops were possibly an advantage because thermals get closer together when they are not very high and the sink in between is not as intense. The thermals were broken and frustrating. Steve was flying and at one point I insisted I take the controls. I instantly halved his average climb rate. As usual he said nothing. In spite of the conditions we managed to average 130kph using the "it will be good up ahead theory".

At our second turn at Teal's Marsh we got a reasonable climb to 14,000ft. That was lucky as for the next 40km we were crossing the ridges at right angles and didn't find



A perfect partnership celebrates a near perfect flight. Delore on left, Fossett on R

any lift. We finally hit clouds after 420 plus kms. By then we were into the long 612km northern leg. Getting low and needing a climb we found one at Austin, cranking into a mighty 8-10 knotter. We took it all the way to cloud base at 17,500ft. It was like going on vacation! The thermals were round and steady, from this point. Just the way we like them. At this point our average task speed was 134kph and rising.

As usual we shared the flying on all legs but as the target speed came up Steve became very intent on the technical side of things. Steve had been relaxed about the task speed in the earlier part of the flight but now he got interested in doing the numbers, navigating and giving positive advice on cloud streeting rather than in doing the stick and rudder flying. He was intent on checking out where the Cu Nims were around the last turn point near Jackpot and in setting us up for the final and crucial 300km leg home.



A delighted duo touch down at Ely after finally achieving their goal of bettering Hans Werner Grosse's 1250km speed triangle record. Fossett flies from the back, with Delore in front.

Steve received the weather information on the satellite phone from Mark Marshall, his Citation pilot and our Argentinean crew mate Tago De Pietro. Approaching our last turn just south of Jackpot airfield it looked as if the weather might let us down and we would once again be screwed on the final leg. As we got closer we found a massive Cu Nim sucking dust up like a vacuum cleaner. It was positioned beautifully just 200m clear of our turn and running straight on track for home.!

Man what a great feeling!!! Doing the numbers when we rounded the turn showed we were on target for a record with our average speed so far 145.3kph. And now the cloud base was 18,000 ft with strong well developed flat black bases stretching out ahead of us. The fast part was still ahead!

The best lift was marked by tendrils of cloud forming as the low pressure fast rising air condensed before meeting cloud base. We flew just a few feet to the west of these nice little markers, just staying on the warm air side so we had no need to stop and climb. It was magic. We could just pull up and cruise, in the fast lane at last.

With 350kms to go we decided to go conservatively and get on the glide slope early (as we should on any cross country flight). We wanted to keep some height in the bank in case of any unexpected down bursts from building Cu Nim cells. These were being reported from the Ely region and were now coming into view. We could now see light around the end of each cell so we diverted our track early enough to avoid the sinking air and precipitation around them and avoid adding additional track miles to our course.

At 150kms from the finish line we were on the thin edge of cracking the world record speed. We could see a way through the precipitation of the large Cu Nims and the developing cells ahead. I could just about taste the Stella beer waiting for me. Finally at

7.35pm we crossed the finish line with a record average speed of 149.23kph. About 5kph better than the existing record! Sierra Foxtrot finished nicely over Ely Airport as Tago recorded us with his camera.

This was not the perfect flight but the best we could do on the day.

Shit bloody hot!! Fast enough at last. But it is due to the help of our dedicated crew, tow pilots and helpers that Steve and I were able to achieve this goal that we set for ourselves five years ago. Steve and I can say that it has not been easy to complete this 1250km speed triangle and we believe Hans Werner's 1250km would have been even more difficult in the Alice Springs Australian Outback. I believe Ely Nevada was the best place in the world for us to try big thermal flights. I love the place. However Steve has decided that by his calculations all other open records are better flown in Argentina so our campaign will not return to Nevada. Our next mission is Argentina in November where we aim to extend the long distance flights and speed records. The big goals are the 3000km free three turn point distance and the 2500km straight distance.

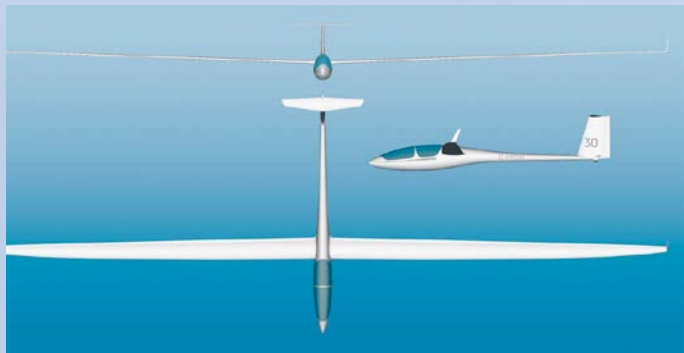


A happy Steve Fossett enjoys a well earned beer.

Hot off the press from Schleicher comes the following information on the

ASH 30 Mi

Reported to be an uncompromising redevelopment, rather than just a rebuild of the ASH 25 it is designed to maintain the company's leading position in the Open Class well into the future.



After our ASG 29 proved itself impressively on the competition scene we decided to incorporate its outer wing geometry and outer wing profile in the ASH 30 Mi. In terms of performance an elliptical lift distribution (and a modern wing section of only 13% thickness) are by far more important than a significant increase in wing span.

For top performance—especially in the mid to high speed range—a wingspan of 26.5 meter and a wing area of 17.4m² is offering the optimum solution. It permits the widest possible range of wing loadings and allows pilots to adapt the ASH 30 Mi to vastly different weather conditions—an advantage not only for competition pilots.

The four part wing comes with detachable winglets as a standard feature. Laminar airflow is maintained over an unprecedented 95% of the lower surface and blowhole turbulator technology minimizes drag even further. All control surface gaps are carefully sealed by Mylar tape which allows the blowholes to be located much further back. In fact they are no longer positioned in the wing but in ailerons and flaps. The result is a significantly flatter polar curve. For example, at a wing loading of 48.8 kg/m² (10 lbs/ft²) and at speeds of around 200km/h (110 kts) ASH 30 Mi pilots can fly almost 20km/h (11 kts) faster than their ASH 25 counterparts for the same sink rate. The speed polar comparison below tells the full story.

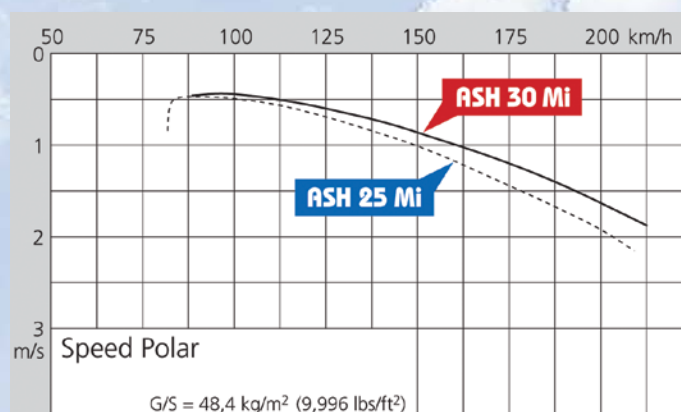
The fuselage is also an entirely new development. Recent aerodynamic research was incorporated but occupant safety and pilot comfort played an equally important role. For the first time in the history of open class 2-seaters front and back seat pilots can enjoy generous amounts of space. In fact the ASH 30 Mi front seat was closely modeled on the ASH 26—a glider renown for its roomy cockpit. The front canopy was also lengthened for much improved forward visibility.

Thanks to a significantly enlarged back seat even two meter tall pilots can enjoy comfortable flying for long periods of time. Leg room is comparable with our ASK 21 trainer and lower fuselage side walls have not only improved visibility but also made access to both cockpits much easier. Incorporating the latest research on harness attachment has further enhanced occupant safety and comfort. Other safety relevant details such as a hinged instrument

panel (attached to the front hinged canopy) remain standard on the ASH 30 Mi. The same applies to the dual canopies. They not only make entering and exiting the glider more comfortable but they also ensure a much better canopy seal and allow an easier emergency escape.

Automatic control connections are factory standard and so is the sprung, robust and large diameter main wheel. When extended it reaches far enough forward to make a small nose wheel obsolete. Pilots will appreciate this design feature. It not only avoids unnecessary drag but has also other significant advantages, especially when self launching on softer runways.

The only item not new is the drive unit. We have selected the rotary engine from Diamond engines which is already powering over 400 Schleicher self launching gliders worldwide. Its reputation for reliability, vibration free running, quietness, low maintenance requirements and its 41 kW of smooth rotary power makes this modern power plant ideal for aircraft of this size. Engine management is easy thanks to its fuel injection system and our new propeller (optimized for good take off performance) gives the ASH 30 Mi a short ground run and an impressive climb rate.



It may be possible that an option on one of the first 30's will be available in New Zealand. Terry Delore is interested in reserving that option and would like to hear from any record seeking pilots interested in a share in the glider. Please contact him directly. Email Terry-Wendy-Delore@xtra.co.nz



RICHIE McCAW

By Jill McCaw

Our All Black Captain is a Glider Pilot.

Richie McCaw has just bought a Discus 2c. He is passionate about gliding but also holds a PPL. Our All Black Captain has logged gliders, various light aircraft, a DC3 and extraordinarily at the other end of the scale, a BAE Hawk Jet! He has been known to admit that sometimes he prefers flying to rugby. To most New Zealanders that just sounds wrong. Rugby balls and aviation don't seem to go together.

If you knew Richie it wouldn't surprise you. He grew up on a gliding strip. It is the rugby that is surprising. Where did that come from?

I do know Richie McCaw but to me and the rest of the family his name is Richard. I have known him since he was eight years old when I first became involved with the North Otago Gliding Club. When I started going out with his uncle John, Richard was the kid on the farm next door. John and his brother Ian farmed in the Haketaramea Valley. Their older brother Donald and his wife Margaret, parents of Richard and the now Canterbury Flames player Joanna were on the farm next door. Richard and Joanna were ordinary kids.

Our farm had an airstrip and on weekends it became the base for the North Otago Gliding Club. There was a Blanik training glider GMK, and a towplane, Piper Cub, ZK CEX. John, Donald, their brother Hamish and their uncle John owned a Cirrus and Donald was also the towpilot. The club had hangers, a winch and a relocated ElectroCorp house for the clubrooms.

The strip was downhill and sometimes into wind. To the west was the Kirkleston range with ridge lift and wave to 20,000 plus feet in good conditions. Flying was good year round, although winter flights could necessitate several hours in a hot bath to recover. Flights over the Waitaki lakes were very scenic and the Mackenzie basin and all of its attractions could be reached on a good day. On a good day you could fly anywhere. Southerly wave provided an interesting soaring experience down the Waitaki valley and well out to sea.

Richard was often around the strip hoping for a ride. He would help Dad fuel the plane, pumping the handle vigorously. He was often plonked in the front seat of the Blanik to hold the stick steady as it was towed back up the strip. He was frequently told to keep



Mission accomplished! A quiet smile of contentment after achieving his first solo in a glider

Photo: John McCaw



Preparing to hook on for his Dad Donald McCaw (front seat) and Mike Oakley (rear)



Joanna and Richard "helping" one of their uncles prepare the Cirrus for a badge flight

out of the way and not to touch canopies, tailplanes, watch out for propellers and other things. The tellings off made such an impression that he was initially wary about getting involved in flying as an adult.

Once Richard reached secondary school age he went to board at Otago Boys High School. There he was in both the 1st Eleven and the 1st Fifteen but was better, he says, at rugby. The secondary schools rugby final in 1998 first brought him to attention and he went on to play for the NZ under 19s the following year. For the next two years he played in the NZ under 21 team co-captaining the 2001 team with Aaron Mauger as they won the Under 21 World Cup. An Academic Scholarship (not a sports scholarship as is often stated) brought him to Lincoln University and the Christchurch Rugby club. From there he was picked up by Canterbury for both NPC and the Crusaders. The rest is, as they say, history.

I decided to talk to him about flying.

You've just bought a new glider. Tell me about it.

It's a Discus 2c, an ex demo from Australia that just happened to be available. Ross Gaddes thought someone might be interested

in it here. There was some complicated thing about GST which meant he had to have a guaranteed buyer, I don't know, maybe I had 'mug' tattooed on my forehead.

What's the glider like?

Well I haven't actually flown it yet but it should be great. It comes with 2 sets of tips so it can be 15m or 18m. Apparently it handles better as an 18m.

It is going to be great to fly when I want to.

Your Dad's got a share in it. How is that going to work?

No doubt Dad will spend a fair bit of time down there too. We'll just have to learn to share. I've got spare time Christmas through to New Year. There'll be a few weekends leading up to the Super 14 too. I'm sure we can fit in around each other. We'll keep the glider at Omarama and I can fly down when I have a day to spare.

I'm glad you're getting into gliding. It's a family thing after all.

I know, but I wasn't keen to start with. (Uncle) John dragged me out there. I was a bit apprehensive. I remember all these grumpy old guys who used to tell me off. Some of them are still around. But once I got into it, it was fine. Being a power pilot I was

used to being in the air and I didn't find it hard to learn to fly it.

Do you think you might get into competition flying at some stage?

Well I wouldn't rule it out, especially now I've got the glider. But to fly competitions you need to have plenty of time and I haven't got that at the moment. In the near future I just want to enjoy it. The one thing that really appeals to me about gliding is it has a real sport element. You set goals and work towards them. My goal at the moment is to get good enough to be confident to go (cross country) and know that I'll get there. It takes several years to do that. At the end of this summer I want to have had fun and be better than when I started.

You've done a little solo cross-country. How did that go?

I've done a few and had a few close calls but so far so good. One flight I set myself a task. It was from Omarama, across to the Dingle, up to Mt Cook and back. I got low at the end of the Ben Ohaus and I was sweating a bit. There was this thin wee thermal (that saved the flight). The day before I went into the Maitland. There were good clouds working and it should have been okay but as I went in it got worse and worse. I ended up spending an hour (ridge soaring) on a shingle slope. That was lucky.

It is good to have a goal, to set a task. I enjoy that. I enjoy floating around too sometimes but if you have a task, even if you don't achieve it, you can ask yourself what you did wrong and what you could have done better. If you do land out then you can think about what you did wrong there. You need to land out to get confident with it. You need to know strips and where you can land too. That gives you lots more confidence.

How come you got into power flying first? I mean we're all glider pilots here.

Yes, but Dad was the tow pilot. I never got many rides in gliders. He used to take me in the back seat of the Cub when he did his warm up flights. I loved those rides so much I even went to Omarama when the club started flying there because I might get a ride. It was a really boring day.

Obviously you like power flying.

I find it a bit mundane really. It's just like driving somewhere. The thrill I get out of power flying is giving other people a thrill. Some people are so scared of being up there and I say to them 'What's your biggest fear.' And they say something about losing the engine and I say, 'You mean like this?' and I pull the power off. They go, 'Ohh. Oh.' And then they realise that it's not so bad. We're not about to die. And then they start to relax and enjoy themselves.

You're patron of the Southern DC3 Trust. How did that come about?

I met Dave Horsburgh (one of the trustees) out at Wigram and he offered to let me fly his Archer. He and a few others were passionate about the DC3 and were raising money and asked if I



Photo Martin Hunter

Soaring his troubles away. Richie McCaw plans to spend his summer relaxing and flying at

could help. They offered for me to be the Patron in return for being taught to fly it. Once I became involved I've developed a real interest in it. It is a really lovely aircraft. It was my first multi-engine entry.

What's it like to fly?

Well it's all mechanical linkages so it's big movements on the controls. Really big. It is similar to a tail dragger to land but you're higher up. I did a really good circuit but I think it was a fluke. Someone got it on video; it looked really good.

So tell us about your other exciting log book entry.

The Hawk jet?

That's right, with the Royal Navy. How on earth did you manage that?

That was about who you know. There is an Adidas guy who deals with me and he's friends with a Kiwi guy who flies in the Royal Navy. One thing led to another. They agreed to take me for a flight in exchange for me spending half a day with the navy rugby team. I was fine with that.

It was in 2005 and they took me to Yeovilton Navy Base. I had an hour and a half and it was just the most amazing flight. We flew high down to north west Wales and then we went low through the



Omarama.



Discussing the weather with fellow pilot Mike Oakely.



Assisting another pilot to prepare to fly

valleys and Swansea at 400 knots! We were flying at 200 feet! It was awesome. We went out over the Bristol Straight and then did some tail chasing back up the country. In some of the turns we were pulling seven and a half G. But we had G suits and it felt fine.

I had a go at flying. It responds super quick and you have to have your eyes everywhere. I tried chasing the other plane and I'd be doing fine and then suddenly he just wasn't there and you looked around and he'd be way back over there. They just go so fast.

I was really lucky. That was a really neat experience. I'm glad you realise that. You've flown stuff with our Airforce here too?

Yep. I've flown in the air trainers and the Harvard. That was quite cool. They brought the planes and helicopters to Wigram for a display day and I got to fly. I liked the Harvard, it was a great big cockpit with a big stick. My pilot let me do some circuits. There is hardly any visibility from the back seat though.

You're patron for Youth Glide. Tell me about that.

Well Youth Glide aims to get kids flying and coming into the sport. At the moment Youth Glide Omarama is really successful

and the Canterbury Gliding Club, where I'm a member, are looking at setting up a Youth Glide organisation too. There aren't a lot of young people involved in gliding anymore. Youth Glide should help to get a new group of keen young people coming along. It gives kids an interest too; some of them, it really makes their wheels spin. The kids will move through and keep the clubs going and strengthen the sport. If we get a few then they'll tell their mates and more will be told about it. It is a really positive thing for kids to do.

We've talked flying but I suppose I'd better ask. Where did the rugby come from?

Well I guess it was the only sport in Kurow with any following at all. I played for Kurow and I did okay at it. At Haka school it was all anyone did. My uncles Peter and John (McLay) both played for mid-Canterbury. Uncle John had more than 100 games for mid-Canterbury. So I guess that was all part of it.

At boarding school rugby was the main sport. I played cricket at school too but I wasn't so good. I was lucky to get into the First Eleven. Rugby was it really. I've had a lot of good luck too. I'm really fortunate how things have turned out.

Yes you are, but you've worked really hard too. Enjoy your summer with your new glider.



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Dave Horsburgh gives Richard some training in the DC3

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Auckland Aviation Sports Club went to Matamata for Labour Weekend. Member Roberta Robles was there. It was a great experience for Roberta who has been gliding for about one year and has sixteen hours under her belt. She and her boyfriend Adam Dershewitz both fly with the club. They have lived in Auckland for about a year and a half and previously lived in Costa Rica and the United States. They both went to Matamata and Roberta had the most exciting flight of her soaring career.



ROBERTA'S LANDOUT

The Piako gliding club flies out of Waharoa Airfield just north of Matamata. On Saturday there were a lot of gliders on the field and there were some vintage aircraft pilots who were showing off.

For most of the day I was duty pilot, writing down the names and times of everybody else gliding. The Kaimai ranges just to the east were pumpin' and nobody wanted to come down. I don't blame them. It was obvious that I wasn't going to get up in our club's Twin Astir MW, and it seemed unlikely I was going to get a flight.

The Piako club invited me to go up in their PW6 with one of their instructors. I initially said "no" because I wanted to continue training in the glider I knew with an instructor from my club. However I really wanted to get in the air so I thought that I might as well give it a go.

Before I knew it, I was strapped in with Trevor Atkins in the back, we were attached to the tug rope and off we went. The PW6 has a notch trim so I set that forward. There was a heavy cross wind but the Pawnee powered us through the wind (as opposed to the tired old Cessna DML). I flew most of the tow. I remembered that I had flown a PW6 before with the Taupo club. It is much easier than the Twin Astir.

We released at, I think 2500 feet, and headed straight to the nursery hills. I'm not used to flying faster than 60 knots at Whenuapai so Trevor took over and we headed straight for the ridge at about 70-80 knots. When I say straight, I mean literally straight for the range, in what felt like a crash course trajectory and at very high speed. I could hear the wind going much faster and the plane felt 'tighter'. About a 1000 or so meters before the ridge the wind picked us up and sent us up, just as Trevor had said it would.

We experienced some turbulence, but overall it was smooth

upward sailing. We cruised over to the waterfall. I told Trevor that I was pretty happy just doing turns around the waterfall. We practiced emergency turns with air brakes, useful for getting out of cloudy conditions and losing height quickly. I don't usually practise this, as it is usually not a problem in Whenuapai, where we are typically eking out additional height on fleeting thermals.

The weather was picking up, meaning more clouds were coming in and starting to 'sock-in' the range and the cloud base was starting to drop. We were told that we probably should not leave the range for the return flight under 3500 feet. Having reached cloud level we came off the range just short of that, hoping to pick up height on the way back. Unfortunately the cloud base was starting to drop clear across the valley. All the while Trevor was chuckling in the back, 'The gps unit is no good when it's in the car, haha.'

What? It didn't help my confidence as we were continually doing 'practice' emergency breaking through the clouds. Trevor took over and we headed back to the range to get more height and travel north along the ridge, closer to the field.

We got some more height and our bearings. We had passed north across the railroad crossing and tunnel. These landmarks are of course no use to me because I didn't check out a map before take-off. So I just kept telling Trevor every landmark I saw in hope that he would remember how to get us back home.

We left the ridge the second time and headed back. I "think" we left the ridge at 3000 feet. We quickly lost a lot of height avoiding clouds. Trevor was no longer chuckling. At about 2000 feet I started getting worried. There was no airfield in sight and the clouds were dropping quickly. At this point I was starting to get nervous. My instructor seemed to be doing the best with the conditions that rolled in but I still didn't know his skill level and if he had

ever outlanded before this flight. I was mentally preparing myself to take over control and land the glider in the paddock if anything went wrong. All I could remember in my head was Adam mentioning it was best to land on the west side of the river because it's less bumpy.

We were losing height and at about 1800 feet I knew we were going to outland. Luckily, last weekend at Whenuapai, our instructors had devised a simulated out landing with soft pickets. I wasn't at that stage in my instruction but I was certainly glad I had eavesdropped. We were now on the west side of the river getting into flat territory. Still no airfield and I think at around 1500 feet Trevor made the decision to outland. We circled around and found a cluster of good pastures. We were both communicating, we agreed on a pasture and both confirmed there were no wires or fences. We circled back and then we landed.

It happened so quickly, and Trevor did it really well. It was a very smooth landing and we only took up half the paddock. Though I do remember the fence getting a lot closer during the landing than it turned out actually to be upon ground inspection. I'll have to remember that for next time. Trevor started chuckling again, muttering how his wife was going to kill him for having this happen again and the club was not going to let him live it down. My heart was beating so fast at that time I didn't find it funny. I could feel my cheeks were really flushed and I was very hot. I physically felt the same way I did after I almost drowned while rafting the Upper Klamath River in Oregon. During that experience I recall thinking my mom would be very upset if I drowned, likewise this time I was thinking about how worried Adam must have been.

We had lost radio contact with the Piako club shortly after leaving the ridge the second time. We got out of the glider and the paddock turned out to be quite bumpy and full of cow droppings. I couldn't figure out how the landing was so smooth. I wonder if my brain is just remembering a smooth landing because it was one that didn't end in a crash?

We tried to radio again to no avail. We didn't have any tie down pickets so I was left with the glider to make sure it didn't blow around. I hopped in the back seat to be near the radio. I made

another attempt at radio contact. That's when I noticed how little the instructor can see from the back seat. It was hard to imagine how he must have been to navigate with that small view window. At that point I noticed water dripping down my pants. I had sat on the mouthpiece to a camelback! Uggh. Wet cold jeans and who knew how long until rescue. Piako Club called again and I responded, at which time I was able to let them know I was OK. Luckily I just got done with my FRTO training so I sounded real legit.

Matamata traffic this is glider Papa Kilo.....

Luckily Trevor was able to call in the location, because at the glider I was unable to tell anybody where

I was. Next thing you know a farmer and all his kids pulled up



No GPS—Trevor found this on the board in the clubrooms on his return.

Photo Trevor Atkins

in a pick-up wanting to take a look at the glider. So I acted cool and showed the kids the glider. They assured me that help was just a few minutes away. Nevertheless it was freakin' cold so at this point I hopped in the glider again waiting for support.

Adam had hitched a ride with an advance crew and walked in to give me a beer. The Piako club didn't make me derig the plane in the rain but sent me back to the clubhouse where I had to tell the story to everybody a number of times. I was so amped this wasn't a problem. It wasn't until after five more beers that I was able to have a reasonable nights rest. I usually don't drink but my adrenaline was not going to let me sleep easily. I had to get my rest for the next day, just in case the ridge was pumpin' and it was. The following day I had a few runs along the ridge and we soared close to 8000 feet (3500 is our limit at Whenuapai). Adam was afraid that because of the outlanding I would never want to glide again, luckily it had the opposite effect and I am now anxious to go solo.

If anyone is keen to read more of Roberta's exploits then see her blog at <http://kingnerd.blogspot.com>

As an aside, Trevor has now publicly admitted that he is a lousy navigator and that they were only 2 miles from home. - Ed



A Tiger Moth, one of the visiting vintage aircraft



Adam and Roberta and the glider in the paddock

SOUTHERN SOARING TAKES FLIGHT

The Omarama-based commercial gliding company, Southern Soaring, has changed hands. ROD DEW, talks to two of the new directors, Scotsman Les Lamb, and current chief flying instructor Chris Rudge.

Les Lamb and his wife, Irene, from the Scottish Highlands, have jointly purchased Southern Soaring from the Wellington-based former owner, Peter Hehir. His vision for the future includes expanding the aircraft fleet, and marketing Omarama internationally as one of the finest soaring sites in the world. The company manager and chief flying instructor, Chris Rudge, has a one-third financial interest in the revamped company and is the third director.

Lamb describes the potential of the gliding business as 'tremendous'. "Chris and I want to expand the business and continue to improve the services we provide visitors and clients."

A keen dry fly fisherman, Les Lamb started visiting Omarama ten years ago. Last season, after spending years looking up at the aerial ballet of the gliders high above, he decided to find out first-hand what it was all about. A trial flight with Southern Soaring led to a learn-to-fly course, and he was hooked. "I discovered the company was for sale, and I could see that it had tremendous potential. I became determined to buy it. There was a great camaraderie among the staff, who were clearly very talented and knowledgeable."

Les Lamb has always been fascinated by flying. "Purchasing Southern Soaring has given me the chance to become involved in a business I never thought I would be a part of. I am absolutely delighted." Chris Rudge, who is now into his third season as manager of Southern Soaring, is just as enthusiastic about the future of the company.

"Southern Soaring has huge potential for growth. Last season we saw a steady increase in the demand for our flying courses and passenger flights. Both our learn-to-fly and mountain soaring courses have been highly successful and much of this is due to the experience of our instructors, our modern fleet and the use of our unique flight simulator to allow pilots to orientate to features around Omarama.

Chris Rudge is adamant that the company's greatest asset however remains its team of people. These include Don Mallinson, who has spent a lifetime in aviation. He has flown everything from

World War II fighters to cold war jets and airliners. Another senior instructor, Mike Till, has over 9000hrs gliding and 2000hrs towing.

Canadian Marc Crozier is in his third season with Southern Soaring. He flies as an instructor and tow pilot for the Canadian Armed Services during the northern summer. "I come because of the brilliant soaring which Omarama offers, day after day," said Crozier.

On the part-time list are tow pilot and instructor Darren Smith, CFI for the South Canterbury Gliding Club, and Malcolm Walls, arguably the most experienced tow pilot in the sport, with more than 16,000 launches to his credit.

Chris Rudge also has an impressive background in aviation. He has been a gliding instructor for more than 20 years, with 4500 launches as a tow pilot. He has New Zealand and Canada CPLs for both powered aircraft and balloons. He spent 12 years and over 1000hrs flying hot-air balloons in New Zealand and Canada carrying over 8000 passengers. Rudge jointly holds the New Zealand absolute records for height (25,000ft), distance (116km), and duration (over 5hrs) for hot air balloons.

Rudge came through the club system in gliding, and is still a member of the Canterbury Gliding Club, where he has been a member since 1984. As a result he can see that clubs and commercial organisations compliment each other.

"Southern Soaring wouldn't be where it is today without the huge support we have had from Gliding New Zealand, Drake Aviation and various gliding clubs. We also need to acknowledge the big efforts put in by people over the years to develop the facilities at Omarama. We are now in the position to put some of our turnover back into airfield irrigation and maintenance.

Chris is philosophical about the future of Omarama: "I think the thing we need to keep in focus is that we all have equal rights to use the airfield. There is no room for grandstanding or anyone being above anyone else. It all comes down to consideration for others, good communication and working together. More than anything else,

I value the good relationship we have with the airfield company, the Soaring Centre, Glide Omarama, landowners and the various gliding clubs. I have no doubt that if we continue to work together, the future will remain bright."

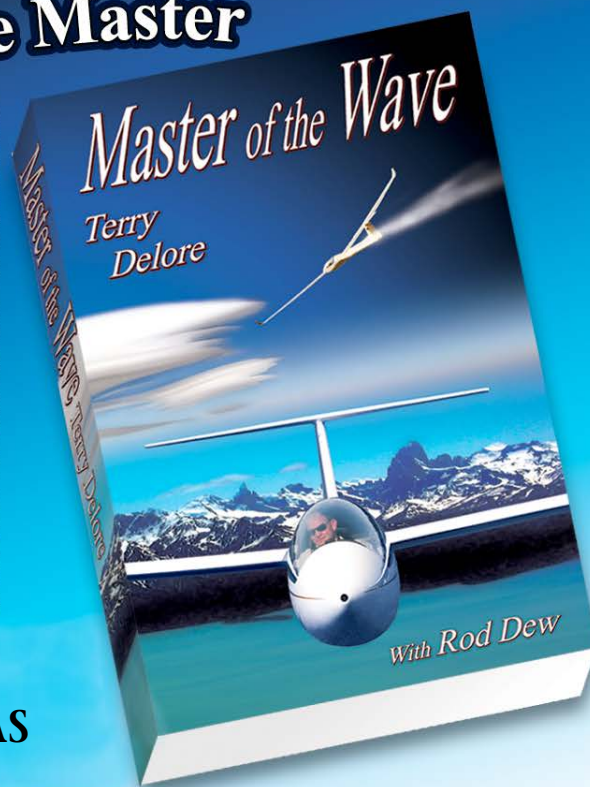


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MAIDEN FLIGHT OF THE LS-10-st



The LS10-st slipped quietly into the sky on its maiden flight in May this year.

It is the first type completely manufactured by DG at their new factory at Bruchsal.

It is available as a glider or motor-glider with SOLO-2350 engine, the same as the LS-8.

DG make much of this being a high tech glider. It comes with integrated solar panels, bug wipers, aluminium-carbon flaperons as well as a luxury interior. It has a unique water ballast system designed for competition and record flying. - see the details below.

TECHNICAL DATA	LS 10-S AND LS 10-ST			
	LS 10-s	LS 10-st	LS 10-s	LS 10-st
span	15m	(49.2ft)	18m	(59.06ft)
wing area	10.27m ²	(110.5ft ²)	11.45	(123.3 ft ²)
aspect ratio	21.9		28.3	
fuselage length	6.763m	(22.19ft)		
fuselage height	1.374m	(4.51ft)		
water-ballast wings	190kg	(50.2US.gal)		
water-ballast fin tanks	10kg	(2.64US.gal)		
max. weight	540kg	(1190lbs)	600kg	(1323lbs)
max. wing loading	52.6 kg/m ²	(10.8 lbs/ft ²)	52.4kg/m ²	(10.7 lbs/ft ²)
max. speed VNE	280km/h	(151kts)		
stall speed (W=420 kg, 926 lbs)	71km/h	(38kts)	67km/h	(36 kts)
best glide ratio (W=525kg)	1:45	1:50		
min. sink (W=420 kg, 926 lbs)	0.61	(120ft/min)	0.51m/s	(100ft/min)
LS 10-s				
empty weight (with min. instrumentation)				
approx.	268kg	(591lbs)	275kg	(606lbs)
wing loading with 80 kg payload	33.9kg/m ²	(6.94 lbs/ft ²)	31.0kg/m ²	(6.35 lbs/ft ²)
LS 10-st				
empty weight (with min. instrumentation)				
approx.	313kg	(690 lbs)	320kg	(705 lbs)
wing loading with 80 kg payload	38.3 kg/m ²	(8.17 lbs/ft ²)	34.9 kg/m ²	(7.46 lbs/ft ²)
engine	SOLO 2350 b			
power	31 kW/23 hp			
fuel tank (fuselage)	17 litre (4.5 US.gal) or 13 litre (3.4 US.gal) on choice			
climb rate	1.3 m/s (256 ft/min)		W= 420kg (926 lbs),	
18 m span				

Data power on for MSL, 15°C Optional equipment raises the empty mass accordingly

LS 10-S AND LS 10-ST

The new uncompromising high performance sailplanes

The LS 10 is the latest development for the 15m and 18m classes:

- Wing profiles especially designed for the LS10 provide highest performance especially in the high speed range. Very important is that the low rain and bug sensitivity known from LS6 and LS8 could be maintained.
- Well proven components from the LS8 like fuselage and horizontal tailplane and the retractable powerplant will be used for the LS 10 models.
- The LS 10-s is a sailplane which will be delivered already with an engine compartment for easy engine retrofit.
- The LS 10-st is a self-sustaining sailplane with retractable powerplant actuated by an electrically spindle drive. Engine data display and engine control are via the DEI-NT to meet the "DG ease of use standard".
- Wing parting at $y = 7m$ is standard.
- Typical LS winglets are standard equipment for the 18m wingtip extensions.
- Wing tips with 50cm high latest technology winglets for 15m span are optionally.
- The LS 10 features a unique new waterballast system which has been especially designed for competition and record flying. The new waterballast system consists of two watertanks in the fin and two separate integral tanks in each wing. The unique feature of the new system is that the LS 10 is equipped with two completely independent waterballast systems which can be drained separately. With both systems the respective fin tank compensates the C.G. shift due to the wing-ballast. The respective fin tank will be drained together with its wingtanks by operation of one handle only. By dumping one of the systems you can adopt the glider to changing weather conditions but still fly with the same C.G..
- preparation for integrated bug-wipers as standard equipment.
- Well proven spring mounted LS- main landing gear now with large five inch wheel and wheel brake connected to the airbrake handle.
- Special safety features as Röger-hook and Piggott-hook are standard equipment.
- For the LS 10-st you may chose between a large fuel tank (17 Litre) same as for the LS 8-st) or a smaller (13 Litre) tank which increases the baggage compartment size.
- NOAH emergency rescue aid is optionally available.
- An additional baggage compartment accessible from the engine compartment is optionally available.



A SOLO-2350 engine, solar panel, and bug wiper "garage" are all features of the LS-10. The bug wipers retract into a recess in the fuse so they sit flush. If the optional bug wipers are not installed when you buy an LS10 or DG 808cc there is a little cover the same shape stuck over the recess. DG is the only manufacturer that supplies this as an option.

MAIDEN FLIGHT

Sales manager Volker Halbe says, "The LS10 will set standards in the competitions of the next months and years."

With the LS product line DG aims especially at top pilots flying at competitions and cross-country within the 15m and 18m class. The LS-10-st made its debut in the 18m class of the German gliding championships where pilots Claus Triebel and Holger Back achieved 4th and 5th placings.

Holger Back took time out on a rainy day to make the following comments. After describing the championship as a swimming contest he proceeded:

If I do have to report anything about the weather conditions at the German Gliding Championship, I could not tell much positive about it.

Completely different are my impressions of the "new" LS10-st. (I am) Continually explaining some more technical features of the glider (to onlookers) like the installed NOAH or the 2-chamber system of the water tail tank for an optimal placement of the centre of gravity, the low empty weight of only 324kg including the complete propulsion system (fuel tank + engine) as well as all accessories. One can recognise from the reaction of the listeners that the effort was worth doing it.

When flying the LS10-st I recognised the smooth-running steering, furthermore that only little counter-steering is necessary during circling and the somewhat more softer wings, besides this the "new" is still the "old" - pure LS feeling!

Due to the governing weather conditions I could also test the propulsion system in detail (I guess I have more engine duration than gliding time!). However, the turbo always started immediately and the entire system worked trouble-free.

Only the tight handling of the water controls or the different filling levels of the water tail tank gave rise for some criticism, but I already handed it to the construction team.

Cheers Holger





FIRST TRAVERSE OF THE OLIVINE ICE PLATEAU BY GLIDER

Olivine plateau — The pristine snowfield of the Olivine glacier is a spectacular feature to soar over – and something rarely seen from a glider.

The 7,000 foot high Olivine icefield is a remote wilderness in Fiordland National Park just north of the Hollyford Valley. G Dale tip-toes after Gavin Wills in two Duo Discuses as they show their guests some adventurous soaring in South Westland. The two gliders set off from Omarama on a four hour flight and routed down the west side of Mount Aspiring.

The icefield is entered from the north by flying up a tortuous glacier that plunges into a tributary of the Arawhata River. Rounding a rock tower the icefield is revealed with its high exit pass at the far end. Land-out possibilities are limited to the Arawhata river bed and to Big Bay, the same west coast beach that Lucy lands on in the

film Windborn.

Gavin Wills says that flights like these into remote south Westland are rare and difficult. They require light east or south east winds and cloud bases over 7,000 feet. The stunning scenery is certainly worth the trouble.



Entering the Olivine

the LS 10s has arrived



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Soaring^{NZ}

Phillip Plane ridge soaring above the Ohau ski field in the DG 1000 ZK GDG





SOUTH ISLAND REGIONAL GLIDING CONTEST

It is the people that make a contest and the Southern Regionals had a lot of good people.

Canterbury Gliding Club took on the job of running the Southern Regionals this year. Geoff Soper led an able team that set out to make the contest fun. The emphasis was on training new people to fulfil the necessary roles and tasks, with guest task setters and new people in other roles. Twenty three contestants signed up, not a large field but nice numbers for a Regionals. There were a lot of the old hands around, some who have been competing in this contest for more than twenty years. There were also new comers who learnt a great deal from the experience.

Ivan Evans, possibly the oldest contest pilot in the world, showed his skills by winning the 18m class. From Nelson, Ivan just keeps going, coming back every year and always flying well. At the

other end of the spectrum Rob Campbell (possibly the youngest competitor in the contest) was flying the oldest glider. Libelle IU is thirty two years old (still younger than Ivan).

Under the supervision of Nigel Ackroyd guest task setters took turns at sending everyone out into the wide blue yonder. In some cases their tasks had to be modified for safety or the usual changes of weather but over all it worked very well and increases the pool of people able to do this job another time.

The pilots all flew their hearts out and there were some fantastic speeds recorded. On Day Two wave developed and Matt Dimock in the 15m class scorched around the task in what must be one of the fastest contest times ever set in New Zealand - 182.9 km/h! Unfortunately due to an inadvertent rule breach he received no points for the day.



Rob Campbell programming the modern equipment fitted into his old Libelle▶

◀ Warwick Bethwaite winner Club Class
Red and Black and proud of it. The Canterbury "chorus" on the final night. ▶



He's a cheeky devil. Nigel Ackroyd leads the chorus ▶



▲ Winners of the Open Class Theo Newfield and Alan Holgate.



	PILOT	REGO	GLIDER TYPE	H CAP	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	TOTAL
OPEN/18M	Theo Newfield	ZZ	ASH 25M	114	1000	647	994	821	907	4369
	Doug Hamilton / Karen Morgan	TF	ASH 25	114	987	851	924	789	778	4329
	Ivan Evans	IE	LS 6c	106	910	777	886	850	802	4225
	Chris Richards	XL	Ventus CM	106	784	1000	1000	450	933	4167
	David Speight	YJ	ASH 25M	114	842	780	897	697	698	3914
	Roger Sparks	VT	Ventus 2CT	110	950	651	825	731	454	3611
	Bill Walker / Jules Tapper	XR	ASH 25M	114	460	488	520	1000	766	3234
	Jerry O'Neill	PY	DG 808b	110	696	570	444	515	776	3001
	Gavin Wills / John Hodgson	DD	Duo Discus	102	861	130	591	195	1000	2777
	Chris Streat	WC	LS 6c	106	293	0	450	534	586	1863
	George Deans	WD	DG 808c	110	291	0	420	150	85	946
	STANDARD/15M	Max Stevens	XN	Discus B	98	1000	570	632	1000	1000
Terry Jones		TK	LS 8-18	100	749	647	596	884	672	3548
Nick Reekie / Matt Dimock		ZK	LS 6-18w	102	828	0	515	931	911	3185
Trevor Mollard / C/J McCaw		UO	Duo Discus	102	580	604	449	728	602	2963
Michael Dekker		LN	Mini-Nimbus	98	792	206	379	514	871	2762
Paul Barrett		UB	Speed Astir	96	536	460	0	401	678	2075
Mark Robertson		RY	Ventus 2CT	103	545	0	522	542	0	1609
Derek Kraak	KW	ASW 27	104	463	0	0	133	857	1453	
CLUB CLASS	Warwick Bethwaite	CC	LS 4b	96	779	991	0	880	796	3446
	Rangi de Abaffy	YH	LS 4a	96	1000	1000	0	804	135	2939
	Robert Campbell	IU	Standard Libelle	89	500	406	0	689	461	2056
	Frank Saxton	TH	Discus b	98	571	667	0	0	586	1824

Day two saw some other super fast speeds with Chris Richards in the open class winning the day with 182.1 km/h. Karen Morgan, flying back seat with Doug Hamilton reported the flight home from Tekapo, which takes 45 minutes flat out by road, took them 12 minutes.

Airspace issues loomed large. The old glider flying areas are gone and height restrictions and radio rules make flying in the Queenstown area very complicated. Kevin Bethwaite, himself an airtraffic controller did his best to ease the process but even so there were problems. The issue is so important that Kevin has agreed to write on the subject – his article appears on page 30.

The kindest thing that can be said for the weather is that it was variable, but we still managed five flying days. It was very challenging on some days but great fun if you could get things right.

A barbeque was planned for Tuesday night so of course the weather went bad. Tuesday afternoon a huge thunderstorm developed over the airfield. It started dropping hail as the finishers came home. The rain really set in after that with snow low on the hills that night.

The final task was set, successfully, to get everyone home in time for the final night do. Which was a good one. With nibbles running into supper the “do” was a deliberate change from a sit down dinner to allow everyone to mix and mingle. The official parts of the evening were intermingled with skits and a great deal of hilarity ensued.

It was a good contest and many thanks go to Geoff and his team.

For a complete report including tasks, weather and day winners see <http://glidingcomps.42.net.nz/SIReg2007/index.php>



Max Stephens ▲ winner Std/15m Class



Lex McPhail – Scorer extraordinaire an invaluable part of the ground crew. ►

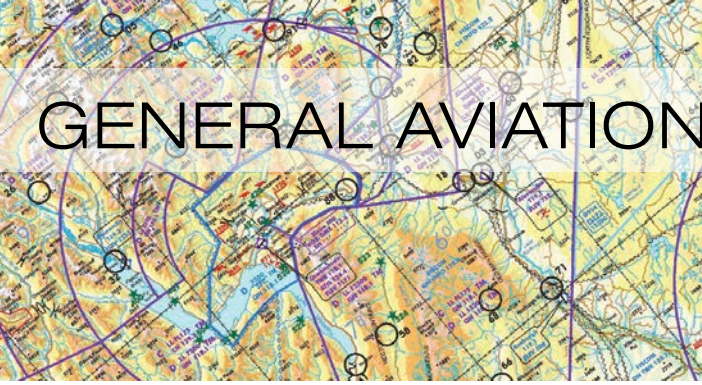
◀ 20 years of retirement obviously isn't good for a man. Dave Speights enjoys the final night.



▼ “Hello, hello. Can you hear me Joe?” Ivan Evans and Contest Director Geoff Soper check their radios.



GENERAL AVIATION AIRSPACE going going gone...



Queenstown airspace 2007



It seems to me that most members have a very limited knowledge of how the airspace thing works but as it is important that we do know about it I thought I'd get something going with this article and hope that others will contribute in due course.

The discussion at Omarama was centred on what is happening at Queenstown. Pilots have had a reality check on what the changes to controlled airspace in general in this area, and the loss of the previous Memorandum of Understanding (MOU) between Gliding NZ and Airways has done to competition tasking.

For those a little out of the loop, changes have been occurring at Queenstown where larger volumes of airspace have been designated controlled airspace. This is in order for the controllers at Queenstown to have a greater number of approach and departure routes available for use by commercial passenger flights. While this has been encroaching (restricting) airspace traditionally used by glider pilots there was some relief at times of competitions as GNZ had a MOU with Airways allowing added access for these short periods.

Most of this changed significantly this year when Airways cancelled the previous MOU. This was because of difficulties they now have in managing separation between arriving and departing IFR flights at Queenstown, with the introduction of additional Instrument Procedures commissioned by Air New Zealand and Qantas. A new MOU was proposed (and agreed to) but the reality is this new MOU only gives access to a tiny bit of space and it is almost more trouble than benefit.

If one is to seriously consider safety then my view is that competition gliding

tasks in the vicinity of Queenstown are just about impossible to set. Especially for pilots who are not right up to the top echelon. Gliders are forced too low or too wide of known lift in areas they need height to achieve a decent task.

On day one of these Regionals we did in fact set one task to Cromwell. The task setters spent a lot of time debating the merits of it as the airspace here is now exceptionally confusing to GA. (This is the area where the new MOU gives us an area called NZG995 which can be opened on approval of Queenstown ATC).

I won't go into details but suffice to say it caused problems for many trying to fly this task on this day and I would not recommend this again.

The three points are questions I get asked regularly.

Where is the airspace going?

The answer to the first question is relatively easy, the changes have almost entirely been uncontrolled airspace changing to become controlled and the manager of the controlled airspace is Airways. So I say it has gone to Airways.

Why is it going?

The second question is not so easy to put a finger on and I'd have to say I am not really sure why.

I do know that CAANZ are the body tasked with determining what the dimensions/volumes are and what category they all have. I do know that any party can petition CAANZ to change the existing



determination at any time. I also know that in 1988 a report entitled the Swedavia-McGregor report was commissioned by the government to lay down how airspace should be governed with a commercial entity (Airways) managing it. I'll have to dig this report out and confirm some details but my memory tells me that the report stated:

- That the airspace above New Zealand was a national resource. (I assume this to mean like the sea bed and fore shore, waterways etc)
- That busy airports with jets as the majority operation should have greater "protection" in the way of controlled airspace.
- That at smaller airports with propeller aircraft as the majority operator this volume of controlled airspace would be less.
- That in both cases the "instrument" approach sector would have the greatest degree of "protection".

Someone else may know the answer but I have not seen any documented policy from CAANZ saying exactly how they go about deciding to agree to a petition or decline it.

In the absence of this it is just a guess as to what decision will be made.

What could we be doing to prevent it going? .

This is the most critical one. Again I do not have any magical answer to this and for the purpose of this piece will just make the following points:

There is an airspace committee as part of GNZ, and I am now a part of this, but I would have to say it is asking far too much of a very limited number of volunteers to manage this.

I think that we need significant legal and financial assistance to confront this problem.

Without airspace we do not have a sport!

Queenstown airspace 1995



Report and photographs Ross Gaddes

CENTRAL PLATEAU CONTEST

As the first competition of the season approached those of us intending to attend were keen but a little apprehensive. This early in the season can be dicey and this particular season (in Auckland at least) has been slow to start. However a good high system started to move onto the North Island at just the right time and unbelievably the first day dawned sunny and many smiling pilots were to be seen at the field.

The usual safety briefings and introductions to the officials were held and soon we were on our way. At the final count we had six in Club Class and thirteen in the Fast Class. This event is suited to those entering their first competition so those attending made a good mix of experience levels. It is really great to see young (and some not so young) keen pilots chatting and gaining knowledge from such experienced pilots as Ian Finlayson, Trev Terry and Tony Timmermans who are only too willing to give pointers to those with much less knowledge. I have just listed the turnpoints so check them out on the map and you'll see we get to fly over some interesting countryside around here. Also notice the tasks had quite big circles to cope with the assortment of skill and glider performance and it seemed to work well, at least in this low key comp.

On the 1st day Roland Van der Val our weatherman expected moderate to good soaring so the task was set as an AAT task — 202 Start B - 179 Kawerau - 154 Boyd A/S - 120 Te Awa C - 301 Finish N Task length: 202.2km/394.3km.

Once in the air it was apparent that this day was better than Roland's forecast. Six knot's before the start and about 7000' base was fairly easy to obtain. Also reports from Vaughn Ruddick in Zulu One (who just visited for a few days) confirmed that conditions on task were booming.

Anyone who has flown Taupo before will know that the area can be quite daunting, especially as this task takes pilots through some scary landscapes and large forest areas. Trev's advice to

run between landout areas made sense as I crossed Kiangaroa and Murupara into the higher country in the Rangataiki Plains. Most got around the tasks in the fast class, but none in Club, but all had a great time and reports of 10kt thermals and 7000ft bases were common. Geoff Gaddes managed his second ever outlanding (in about as many xc flights) at Rewewhakaatu with Hadleigh Bognuda there to keep him company. Peter Ryan 170km (XD) won Club and Stu Cameron 341km(KZ) won the Fast class.

The next day still looked at least as good and Roland was on a roll — 201 Start A - 159 Old Taup - 192 Matamata - 153 Pureora - 301 Finish N Task length: 183.3km/318.0km

I wish I felt as good about this day as some, I crapped out at Arohena coming back from Matamata and trying to cross a very blue gap. The only thing to give me comfort was the drone of Trev's engine starting directly above as I watched Stu land a kilometre or so away. However those that scratched away or made a more intelligent decision (Ian Fin) got around and had a great flight. Bhrent Guy (UY) won Club and that sly sea breeze specialist Ian Finlayson (ZO) collected the Fast prize.

Another fine day, are we spoilt or what! Roland was starting to grin — 201 Start A - 175 Waiohou - 120 Te Awa C - 153 Pureora - 301 Finish N Task length: 153.8km/393.8km

The trip to Waiohou in the west was not as good as conditions were on the earlier days but still really good soaring was had in fine sunny weather. The western side of Pureora had a great convergence which I personally enjoyed immensely only turning back after realising how hostile the countryside was underneath. Bhrent Guy in Club was the only one to finish and so won his class and Ian Fin narrowly beat Stu Cameron in Fast Class.

The next day turned very blue and some went flying and had a lot of fun. The rest of us took a break and did some touring, which is not so bad in a place such as Taupo.



Trevor Terry (who makes the contest happen) and other Taupo members



Bhrent Guy shows off his perfect registration.



Stu Cameron prepares to fly.



View of Lake Taupo and the contest area

The following day was actually drizzling but Roland's assurance of a possible improvement on Fri proved to be correct and we waited anxiously for what would be the last task of the event. **201 Start A - 142 Kaingaro - 154 Boyd A/S - 153 Pureora - 301 Finish N Task length: 99.8km/464.7km**

As the launch time grew closer the blue conditions to the west and South encouraged the setters to increase the last circle by 10km. However great soaring (again) was out to the East if you could reach it and those clever enough to work it out (not me) went well past Kiangaroa and out towards the East coast by Kawerau. This long convergence really created some fun but crossing the high country to the South was not so great and most nudged the Southern circle, turned West and flew as far as they dared into the last zone. The sad part was that the fast run to the first turn meant that many landed too soon due to the blue conditions which made running into the last two circles far too risky. Brett Hunter flew his brand new Discus 2cT hard but not quite enough as Stu narrowly won the Fast class and Bhrent again won Club.

The great meal and party that night was as good as it gets and despite waiting till Middy on Saturday the event was finalised and the final standings made known.

Winner of Club class was Brent Guy in his DG100 and Stu Cameron in his trusty ASW20 took the Fast class out but not by much. Winning is great but not the "be all" at this competition and I never noticed a gloomy face (except maybe in recovery mode on Sat morning).

To start to name those who made Taupo so successful would take far too many pages but the Terry duo and Tom Anderson (our master of ceremony) really need to be congratulated along with all those that help just for the sake of it. Also worth mention are those who took the step to try competing for the first time. The club class suits this first venture and Hadleigh Bognuda (Cirrus XA), Geoff Gaddes (ASW15 GO), Martin Lindley (Phobus HI) all got to try competing in a laid back encouraging environment. It's not so easy to bridge that gap but hopefully they learned that if they stick at it the bigger flights and rewards will come and these events are the fastest way to learn cross country soaring. All these people have helped make the Central Plateau Comp 2007, another successful, fun event. Thanks folks.

Competition Results appear on page 50 of this issue.

INSTRUCTORS COLUMN

JERRY O'NEIL

Jerry O'Neil's Cross Country Soaring courses are very popular. At the GNZ AGM he explained his philosophy and the ideas behind the way he structures his courses. Here is an edited version of that talk.

Background

When I became president of the Canterbury Club in 1993 I noted that the membership had been declining for some time. To gain a better understanding of the cause of this decline I analysed the membership records for the previous nine years. I was alarmed to find that of the people that went solo during this period, 60% left the club within two years of going solo. A further 20% left during the following two years and only 20% remained club members after four years. Also I found that 60% of the club's revenue came from ab initio pupils. When I looked at those who remained in the club after four years I found that over half had obtained a silver C badge and most of the others were flying the club's single seat glider.

After seeing this information I thought the way to solve the declining membership problem would be to just retain more of the members that had joined the club and gone solo. When I considered this problem further I formed the opinion that the excellent NZGA/GNZ ab initio training system was a contributing factor. Going solo had become an end in itself. This was the destination rather than the start of the journey in many people's minds. It became obvious that if we wanted to retain members we had to provide them with a journey rather than a destination. (Don't get me wrong as I believe the GNZ have done an excellent job with the ab initio training syllabus.) I thought that the best way to provide a continuing journey is to train new pilots in cross country soaring and hopefully that journey would last a lifetime. We had to get new members to at least Silver C level if we wanted to keep them.

When I looked at the Canterbury Club over this period, (I guess that Canterbury would be typical of most clubs) interest in cross country flying at flying committee level had been declining for a number of years, although the Club has some of the best

Where shall I land? In country like this landing areas are not a problem, but even here paddock s





Jerry started gliding in the 60s and has been involved in the sport ever since. One of the early Otago soaring pioneers he is passionate about x country soaring. He has been an instructor since the late 60s

cross country pilots in New Zealand. Most of the active instructors were not current cross country pilots. When I started my gliding career cross country flying and attaining all you FAI badges were the big goals and I was actively encouraged to fly cross country.

What has changed?

The main change that has occurred over this period has been the more intensive use of the countryside for agricultural purposes. There has been huge growth in dairy farming, horticulture and viticulture in many areas to mention a few. This has greatly reduced the available field options for landing. The other factor has been the change in construction and performance of the gliders we fly. We largely fly high performance gliders of glass fiber construction. These have a smaller approach window, higher approach speeds, carry more energy on touch down and have a longer landing roll. We know that the greatest risk of accident in gliding occurs during out landing. There is no doubt that these changes have increased this risk. Aspiring soaring pilots recognise this risk and are reluctant and apprehensive to learn cross country soaring skills for this reason. The days have gone where you can blithely fly around in an unknown area, get low and by divine providence there is a field beneath you to land in.

The Philosophy

To encourage new pilots to learn cross country soaring by making it as safe and risk free as possible so they will stay involved in our challenging and exciting sport for a long time. You can safely fly cross country in New Zealand as there are still plenty of places to land. The difference today is that you have to know where they are before you take off and remain within safe gliding range of a known landing field throughout the flight. I call this operating within cones of safety. The whole idea is to fly from one safe landing place to another. It is a logical and safe concept and once pupils have grasped it their fear of flying cross country is greatly diminished.

Object of the course

To teach pilots skills to enable them to safely fly cross country in gliders.

selection criteria and decision making are critical.



Course Preparation

Identify, inspect and obtain permission to use a number of safe landing places in the area where the course is to be held. The landing places need to be about 15km apart. In the case of Hororata the area was approx 20km wide by 60km south as a 50km silver C badge flight to Mayfield was planned.

Obtain permission to use a number of farmer's paddocks near the home airfield for out landing training.

Produce good land out maps for all of these fields. It is most important that good accurate maps of the landing fields are available to the students.

5 DAY COURSE FORMAT

Day 1

Morning Introduction – Individual course expectations
Cross country concepts and safety philosophy
The risks in cross country soaring.
How to manage the risks
How and when to make land out decisions.
Field selection
How to judge wind direction from signs on the ground, and drift.
Learn the 6 x S's and W rule for field selection
Size, Surface, Shape, Slope, Surroundings, Sun, Wind
How to judge height from objects on the ground and surroundings
How to plan a circuit, and approach into a chosen field

Afternoon Dual out landing field selection and landing in one of the chosen fields

Day 2 -

Morning Reading weather maps
Soaring conditions for cross country soaring
Reading the sky
Thermal soaring techniques and etiquette
Glider performance and understanding the glider polar
Making a simple glide calculator using glider polar curves

Afternoon More dual out landing checks
Solo out landings
Local soaring

Day 3

Morning General look at charts and navigation
NZ Aeronautical charts
Airspace
FAI Badge flights and sporting code
Preparation for badge and cross country flights

Afternoon More dual and solo out landings
Local soaring and looking at selected landing fields from the air

Day 4 -

Morning More dual and solo out landing checks
Afternoon Dual and solo follow the leader cross country soaring

Day 5

Morning Check the weather and if on, plan a 50km flight
Make route map and mark landing fields on route with distance radius around them
Declare a 50km Silver C flight

Afternoon Attempt a 50km Silver C flight



SOMETHING FOR NOTHING



A visible reminder that air carries water vapour. Cumulus cloud over the Canterbury Plains.

These days it is rare for people to get something for nothing. Handouts and special offers, like 'Free Downloads', nearly always have a catch to them, and in the end one has to pay or go without. As glider pilots, we are particularly privileged, the air we fly in comes for free, as does the energy which keeps us up, and gravity which enables us to go fast. Air is quite remarkable. Despite being a melange of gases, it is invisible to our eyes. This is a good thing! It is also a good insulator, and can be compressed or expanded. Fortunately it has just about the right density to allow us to move about freely whilst providing resistance if one goes fast. Fast moving air can be damaging and yet we need it to stay alive.

One of the common gases in air is water vapour. It is a good thing this is invisible too or we wouldn't see very far. However, if the air containing the water vapour gets cooled enough, the vapour condenses into water droplets or ice crystals. A common result of this phenomenon is cloud, and one cannot see very far in cloud! Again it is fortunate that cloud is not very dense, otherwise it would hurt if one flew into it. For glider pilots, clouds have some importance. The white fluffy cumulus clouds indicate good soaring weather, as do the long, lens-like clouds that appear stationary over the ground.

Knowing what sort of weather is required for good gliding is one thing. Being able to predict that weather is another, far more risky occupation. A famous occasion was when Michael Fish, a BBC weatherman dismissed ideas of a great storm one evening,

but in the morning most of the trees on the south coast of UK were lying on the ground. Few people have forgotten that!

Let us be honest. Weather forecasting is guess work! One may have a very educated guess, but we do not have all of the facts to make really accurate predictions, particularly with regard to the specialist requirements of glider pilots. There was a time, not many years ago, when atmospheric information was collected by observers who recorded pressure, temperature, dew point and wind velocity every hour. This was relayed by telex to the central met office and the forecasters would plot all the data on a chart and come up with the most likely prediction. Nowadays, the observations are automated and a computer sifts through the data and the result is broadcast on TV, radio and other networks. Much of this forecasting is of a superficial nature e.g. 'Tomorrow will be dry with sunny intervals!' A glider pilot might translate this as 'There will be cumulus, so it will be soarable!' What isn't known is the height of the cumulus base, how much cumulus, what rate of climb there might be and whether there will be wave influence.

With the advent of the internet, a mass of data is available for the average pilot to sort through. Websites such as metvuw.com; metservice.co.nz; arl.noaa.gov/ready; weather.co.uk and others, provide most of what one needs to have a good guess at what is going to happen weatherwise. All of these sites are free, and glider pilots love 'Something for nothing!'

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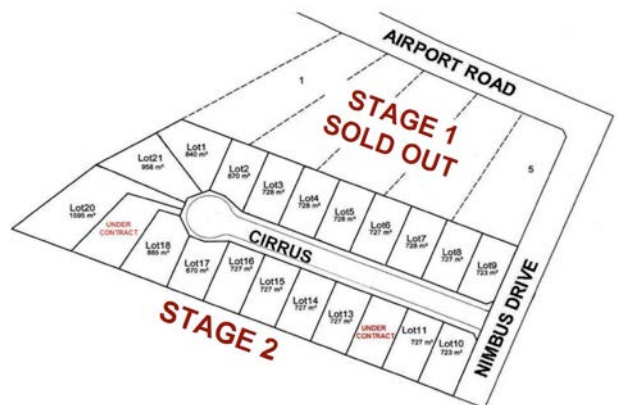
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5	\$95,000	15	\$95,000		
6	\$95,000	16	\$95,000		
7	\$95,000	17	\$95,000		
8	\$95,000	18	\$90,000		
9	\$105,000	19	\$105,000		

N.B. All measurements are approximate and subject to final survey.

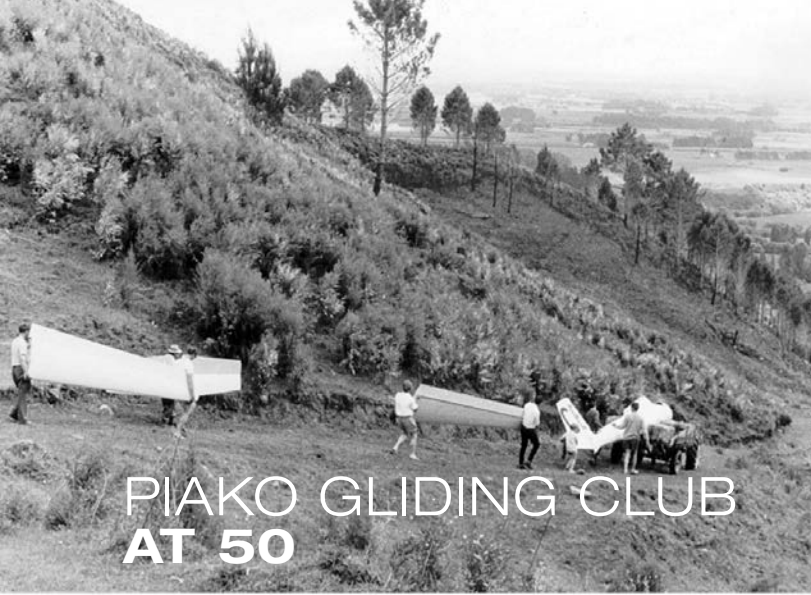
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The highly abridged, unofficial, and whimsical history of Piako Gliding Club's first 50 years
Trevor Atkins with help from Ian Finlayson and Roger Brown

How do you start a gliding club with no aircraft?

In the Waikato it all began with an advertisement in the Matamata Chronicle, a brightly painted model glider to demonstrate the concept, and a great deal of enthusiasm when in 1957 Lew Hale started the ball rolling to drum up interest. Lew became the first Secretary of the Piako Gliding Club with Bob Connor serving as the first President.

Flying commenced in 1958 with Piako's first ever glider Rhonlerche ZK-GBO arriving by aerotow on 23 March. Its very first launch from Waharoa that day produced a 28 minute thermal flight - a taste of things to come! Over the next few years GBO was flown in snow to 10,650' by Peter De Renzy, soared across the Kaimais to Tauranga by Peter Blakeborough, pranged (taking the Club's Tiger Moth tug along with it), flown at high speed for 80kms by Alan Irving from Hamilton to Thames in 1 hour 35 minutes, and - of course - pranged again! GBO was sold in 1965 to the Southland Gliding Club after seven year's of faithful service totaling 1902hrs over some 9300 flights.

Piako has been well served by a long list of members willing to ensure the continuing wise stewardship of the club. Over its 50 years the Piako Gliding Club has been steered by 123 different people under 20 presidents, while 16 CFIs and 14 Tug masters have kept us airborne. Over the years the club has created 11 Life Members to acknowledge their contributions, with Lew Hale receiving his well deserved Life Membership at the club's 50th birthday celebration.

Life Member	Appointed	Life Member	Appointed
Tony Fowke	1967	Les Riesterer	1992
Colin Ross	1969	Ralph Gore	1996
Sandy Norman	1979	Shirley Finlayson	1997
Bruce Fowler	1981	Harold Oates	2002
Ralph Insoll	1984	Lew Hale	2007
Ian Finlayson	1988		

Much of the story of Piako includes the story of the wider gliding community exploring the Waikato skies and learning to race sailplanes cross country. The development of the Matamata Soaring

Centre driven by the incredible enthusiasm of Auckland Gliding Club's Ian Pryde has been critical to the development of soaring in the Waikato. For the past 25 years the Soaring Centre has been ably sheperded by its President, Piako club member Ralph Gore.

Piako Gliding Club members such as Sandy Norman have also made invaluable contributions beyond the local club scene helping to develop the training systems and infrastructure of the New Zealand Gliding Association (now Gliding New Zealand); while Piako's Dennis Crequer was at the helm as President of NZGA through the more recent CAA-driven revamp of aviation in NZ helping to protect soaring as a legitimate aviation activity in the new world we find ourselves.

The club's trophies and committee minute books, along with the Gliding Kiwi, hold the names of many Piako pilots through the years who have explored and opened up the Waikato skies to soaring. Pilots from this pioneering time included Tony Fowke, Brian Kosoof, Ross Carmichael, Peter De Renzy and many others.

The 1960s and 1970s are considered by many to be the heyday of development of soaring both in the Waikato and more generally in New Zealand. The July 1963 edition of Gliding Kiwi captures the story of early exploration of the Kaimai wave from Matamata with flights to 30,000'. National gliding championships at Matamata during this era attracted pilots numbering 50 to 60, including strong representation from the South Island.

Piako Club member Ian Finlayson is a past New Zealand Champion, and also held the national Rothman's Challenge Cup from 1973-1991 (until the rules were changed to give someone else a chance!), held a number of National Speed Records, and flew to 7th place in the Open Class at the 1978 World Gliding Championships. Ann Johnson in 1979 soared from Matamata to Gisborne to claim the National Women's Record for Straight Distance To A Goal - while flying over some of New Zealand's true tiger country. Other notable Piako pilots from the 1980s to present day include Phil E. Smith, David Reid, and Bryan O'Brien; all keen cross country pilots who made their presence known winning National Titles in their respective classes.

TOW PILOT



Over time the gliders change, the instructors change, and new club members arrive to learn to soar. The one thing that never changes – the smiles and sense of wonder! Class photo from a recent Piako "Learn to Fly Course".



165 people turned out for the Piako Gliding Club's 50th Birthday Dinner. Here Chris Hector proposes the Toast To Absent Friends.

The man who started it all, Lew Hale entertains the crowd at Piako's 50th Birthday Dinner – complete with the model that he used in 1957 to explain the concept of gliding to the uninitiated.



The social side of the earlier days of soaring is legendary, and the combination best exemplifying that

spirit of adventure and camaraderie was the Air New Zealand Derby of the 1970s which saw gliders and crews – including a strong contingent from Piako – charging up and down the North Island between Kaitia and Wellington being amiably and extravagantly hosted by clubs along the way.

Perhaps the romance seems to be going out of soaring these days with less swashbuckling and less time in modern life available for the pursuit of aerial activities. Piako, though, finds itself bucking the trend with membership growing slowly. With course-based training for members now becoming well entrenched at Piako, with new tools such as simulators being explored as an aid to training, and with our next single-seater on order for the club fleet we are confident that the Piako Gliding Club will be thriving when it is time to celebrate our 60th birthday and beyond.

The challenges of moving our sport forward may have changed over the past 50 years, but the commitment to meeting them head on has most assuredly continued. While many of the current challenges appear to be ground based, it is heartening to recently see Piako's Steve Care set a new National Record for 100km Out and Return in both the Open and 15m Classes on the Kaimais proving that there are definitely still new limits to be explored in the Waikato skies, and pilots willing to push them.

Happy Birthday Piako.

The prototype Pawnee first flew 50 years ago (this year) and the Auckland club has owned CEB now for 40 years last July. While it may be a freak of design, have the aerodynamics of a powered brick and to the average glider pilot, is just a means to an end, for a 50 year old design to still be performing well, still providing a great service, puts it in a class of its own.

I was appointed the Auckland CTP in early 1987. In June of that year, we decided to take CEB out of the air for a major airframe overhaul. While the memory is getting a bit dim, there are a few things that still stand out in my mind. The main one was the terrible condition of the airframe when stripped... almost a basket case.

A downside with a Pawnee is that it was designed at a time when cotton fabric was used. In normal use, it would be replaced every 5 to 10 years or so depending on use, which enables regular in depth inspections. However "Modern" ceconite fabric tends to last longer than the structure it is covering, making in depth inspections quite difficult.

Six months of effort in 1987 saw the following work completed. The fuse was completely stripped of everything (except the flap lever) and sand blasted. We found no less than six holes in the tube structure forward of the cockpit and behind the engine caused by internal corrosion. We discovered a disused crew window, hinged up from below to allow a passenger in the little bay behind the engine to have some limited vision. The hinge points had not been welded correctly and were not sealed, allowing water inside the tube structure in that area. So as well as replacing all affected tubes, we took the opportunity to remove all the equipment from that area which was not needed. This included the crew door and frame, the floor and everything else. A new stainless steel battery box was made for this area and attaching points welded to the airframe. All tubes were then internally filled/ washed with linseed oil. New side panels were made, along with a new titanium alloy firewall and a new instrument panel.

There were two significant changes made. The first was to remove the wing tanks and install a hopper tank. There had been a succession of engine stoppages on take off when using Mogas. An even earlier installation of a cowl flap changed the engine cooling

Hard to miss due to its new colour scheme Auckland's Pawnee's attractions are more than skin deep.



Ian Williams has been involved with the Auckland Gliding Clubs Pawnee CEB as the towmaster for the last 20 years. He has had his arm twisted and is writing about the technical challenges and experiences he has been involved with over the years. This is the first of a two part story.



The little yellow button with CHT on it flashes to show the pilot when the max cylinder head temperature is exceeded.

outlet profile subjecting the two electric fuel pumps mounted on the lower edge of the firewall to excessive heat soak, especially on hot days with prolonged ground engine running. Thus with high demand on takeoff and a little head loss through the delivery pipes from the wing tanks, fuel would vaporize inside the pumps. This was real heart attack material because the engine would croak generally just as the plane was leaving the ground. I can still remember that the fuel pressure would always drop to almost zero on take off. My view was that the fuel system was always a bit dodgy anyway and Mogas just tipped it over the edge.

We installed the 140 litre hopper tank and installed the fuel filter and just one pump on the inside of the firewall. With a combination of gravity feed and just the one electric pump, the resultant high demand fuel pressure drop was minimal ... so problem solved, except then we went away from using Mogas.

The other significant change was with the cockpit doors. Some years earlier, we had another Pawnee CIW. A young tow pilot (Jim Neald) was flying it from Drury to Ardmore for a refuel. While in the air, it is suspected a door hinge broke, the door then entered the cockpit, disabling Jim and the aircraft crashed close to Ardmore. It was a sad day and an avoidable accident. So with CEB, we added a third hinge for each door, plus welded gussets for the door to provide solid "stops" for each door to shut against.

The wings and all control surfaces were inspected, control cables replaced and recovered, aircraft totally rewired, new radio installed, fuse recovered and the whole thing repainted using the standard dope finishing process.

Not a lot of work was done on the engine, it was rewired however. So ... after six months of marginal self employment profitability on my part and the threat of a divorce if I did it again, CEB was ready for its first flight. It just so happened that it coincided with a December committee meeting and I had a real close view of the clubhouse chimney that evening (the throttle fully open of course). I guess when any project is undertaken like this in a club situation, a lot of armchair experts appear and this project was no exception. I did get significant flak and pressure from the committee ... "when will it be ready"!!

The author in Auckland's lovingly maintained and restored Pawnee.



The door hinge, showing the gusset in the corner



Inside the cockpit looking forward at the firewall, showing the new arrangement of the fuel filter and electric fuel pump

CEB continued towing at Drury until Jan 1988 when it had a heavy landing which broke the rubber U/C bungies. The result prop strike meant a bulk strip. Fortunately there was no damage to the engine. So CEB then was reassembled to live another day. However that day was again limited.

After 622 hours and in April 1990 after refueling at Drury, the towpilot started the engine and taxied forward into a little Fergi tractor that somebody had parked in front of the Pawnee. The damage was quite extensive. The prop tried to tie itself in knots rather dramatically and the crankshaft flange was bent as well as the engine mount and lower cowl bent beyond repair. The engine was repaired using a replacement crankshaft and centre main bearing and a new engine mount fitted. The little Fergi needed a new tyre, mudguard and steering wheel and lived to see a lot more days. We borrowed a prop from Bruce Drake and were back in business. However, rightly so, after a while Bruce wanted the prop back. This forced the issue about the prop and prop noise and the increase of population around Drury. We did a lot of work and investigation and ended up purchasing a four bladed Hoffman prop from Germany. I decided that the right size would be the 120cm pitch model which was the highest pitch available (110, 115 and 120cm). This was also the only one that had a US STC at that time. The prop duly arrived and was installed using the German LBA certificate for approval. Not really the proper way to do things ... but to cut a long story short, I would like to thank David Gill (NZ CAA) for his help there and an official NZ mod approval was obtained. However this prop has been a saga which to be frank, I have actually never been totally happy with it. However the overall performance really did not change much as compared with the standard 82inch dia * 52inch pitch metal prop. Maybe a little more thrust available on take off. There were a few noticeable characteristics, the main one being a slight elevator vibration when climbing at full power at a low airspeed. However the reduction in noise was quite dramatic, much to the pleasure of the local community. *CEB's story continues next issue.*



NUMBER ONE CONFIRMED FOR WORLD GP GLIDING CHAMPIONSHIP

The world's leading glider pilot, Sebastian Kawa (POL) has confirmed his entry for the FAI World GP Gliding Championship 2007, in Omarama this December. The Grand Prix runs from 19 to the 24 December. It will be well worth a visit to Omarama this Christmas to see him and the other elite pilots in action.

Kawa is currently number one on the International Gliding Commission (IGC) rankings and has won every European and World Championship he has entered since 2003. He will be joined by other elite pilots who will race head-to-head to earn the prestigious title of World GP Gliding Champion.

The six days of intense competition will follow the same format as what was seen in January 2006 at Omarama. The races will be head to head high speed aerial battles of strategy, courage and skill above the Southern Alps. Travelling at speeds of up to 300kph, often just metres above the mountain ridges, the competitors are sometimes just a wing's breadth apart from each other. Because all the gliders start at the same time it is easy to compare their tactics and speeds. Once again on board cameras and computers will be able to show spectators and a TV and internet audience where each glider is in real time. The racing will be seen live by viewers around the world on www.airsportslive.com. This will be one of the world's most sophisticated outside broadcast projects.

The coverage will include real-time 3D graphics to explain race strategies. Multiple mini-cams placed in cockpits will ensure the viewer is in the middle of the action. Special stabilised helicopter camera systems will provide dramatic air-to-air coverage while teams of expert commentators will cover each race.

"The calibre of gliding from these pilots racing is guaranteed

to be phenomenal," said Bob Henderson, President International Gliding Commission. "The skill and nerve of these elite sports men will astound spectators around the world as they watch them push themselves and their aircraft to the limits."

The 20 pilots competing have now been confirmed, with entries from 11 different countries. Each competitor has earned his place competing in the FAI World GP Gliding Championship Series around the world over the last two years. The 2006 Omarama competition was one of the qualifying contests.

Representing the gliding elite, many competitors have held national and international titles. They include Michael Sommer from Germany who is current title holder of the Open Class World Gliding Championship, Peter Harvey a former British National Champion with an impressive list of winning credentials and Petr Krejcirik holder of eight Czech national records. Also in the line up is the 1999 World Champion, Giorgio Galetto representing Italy, he currently holds five Italian distance and speed records.

Sebastian Kawa, who has gained three World, two European and one Grand Prix title, started his gliding life very young. From the age of four years Kawa accompanied his father on various recreational flights and competitions across the world. Outside of gliding, Kawa is a world-class sailor representing Poland and respected obstetrician although a recent career change now sees him training to be a commercial airline pilot, in between his gliding commitments.

The FAI World GP Gliding Championship will take place 19-24 December in Omarama, and can be seen live by spectators around the world using the latest in TV and internet technologies via www.gpgliding.com.



Photo John McCaw

THE AFTER PARTY

Don't run away from Omarama when the GrandPrix is over. Following hot on its heels is the New Zealand Air Games on 27 and 28 December in Wanaka. The organisers are billing it as the largest aviation sports event ever to take place in the Southern Hemisphere. Air Sports Live, incorporating the New Zealand Air Games, features 10 sports ranging from paragliding to sky diving, helicopters to hot air ballooning, all set against the spectacular alpine backdrop of Wanaka, New Zealand.

Many of the sports have been reformatted for high adrenalin viewing. Spectators will see sky divers racing head-to-head at terminal velocity around free-falling pylons. Top pilots will open up a whole new perception of helicopters as they perform phenomenal stunts and precision flying in direct competition with each other; powered aircraft will perform dramatic aerobatics featuring massive G-forces and millimetre precision.

Experimental aircraft will provide a glimpse into the future with new approaches to aerodynamics, speed, fuel economy and computer controls. The aviation world is reduced to miniature in the aeromodelling competition featuring intricate remote controlled models performing high speed manoeuvres at mind-blowing speeds.

All the aerial action will be beamed back live to spectators on the airfield on a giant screen from cameras mounted in cockpits as well as the latest air-to-air filming technology and real-time graphics, allowing a fascinating insight into the previously closed world of the world-class sports pilot.

These days are also fall back days for the GrandPrix if the required number of flying days have not been reached. If racing is required on these days it will be from Wanaka. There will be GrandPrix type racing happening at Wanaka regardless.

Tickets are \$18 for adults with free admission for children under 16 and are available by calling 03 443 2700. For further information, visit www.airsportslive.com.

So if you haven't booked your Christmas holidays yet this year, you would be advised to head to Omarama and Wanaka for some of the most spectacular flying you are ever likely to see.

Expect to see some dramatic close finishes at the Grand Prix

CONFIRMED PILOTS FOR THE FAI WORLD GP GLIDING CHAMPIONSHIP			
PILOT	REPRESENTING	QUALIFYING GP	IGC RANKING
Sebastian Kawa	Poland	Omarama, NZ	1
Michael Sommer	Germany	Gawler, Australia	4
Peter Harvey	UK	Gransden Lodge, UK	9
Christophe Ruch	France	St. Auban, France	16
Uli Schwenk	Germany	Hahnweide, Germany	20
Petr Krejcirik	Czech Republic	Nitra, Slovakia	22
Giorgio Galetto	Italy	Omarama, NZ	23
Steve Jones	UK	Gransden Lodge, UK	36
Herbert Weiss	Germany	Nitra, Slovakia	41
Didier Hauss	France	St. Auban, France	61
Mario Kiessling	Germany	St. Auban, France	65
Oscar Goudriaan	South Africa	Bloemfontein, Sth Africa	89
Bruce Taylor	Australia	Gawler, Australia	99
Tim McAllister	USA	Drakino, Russia	321
Ben Flewett	New Zealand	Omarama, NZ	325
Erwin Sommer	Germany	Nitra, Slovakia	337
Mark Holliday	South Africa	Bloemfontein, Sth Africa	601
Vladimir Panafutin	Russia	Drakino, Russia	664



Photo John McCaw

Peter Harvey makes a scorching run through the finish at GP 06



GLIDING NEW ZEALAND NEWS

MAX STEVENS GNZ EXECUTIVE OFFICER

OPERATIONS Brian Chesterman ran a very successful Instructor training course at Taupo in late September, ably assisted by Tom Anderson, John Bayliss, Ross Biggar, Steve Care, Doug Hamilton, and George Rogers. The Executive wishes to thank these stalwarts sincerely for their contributions to the course.

Further work is being done to model suitable club constitutional provisions that will enable trial flights to continue unhindered in the event that the CAA proceeds with its Adventure Aviation rule Part 115.

CAA recently published an NPRM on a proposed Recreational Pilot Licence, to all intents and purposes the same as a PPL but requiring only a Land Transport NZ medical certificate. So far, so good but a raft of conditions was proposed, including one passenger only and no glider towing on an RPL. GNZ argued that the consequences of tow-pilot medical incapacitation were likely to be less than for an RPL flight with a passenger. CAA has unfortunately not accepted this argument. You can see CAA's rather misguided response on their web site – GNZ will fight on with this one!

Recent suggestions that the requirements for QGP are more advanced than necessary for the privileges conferred has given rise to the idea of splitting the qualification into two – with the QGP to be awarded at the B Certificate level and a new Qualified Soaring Pilot (QSP) certificate to be awarded on completion of the full syllabus. The Executive will be interested to hear your views on this idea.

With regret, Ron Raymond has resigned as Central Region ROO. On your behalf, the Executive thanks Ron for his efforts and wishes him well. We are now on the lookout for a new Central Region ROO – ideas or volunteers anyone?

AIRWORTHINESS Following the resignation of Ian Haigh as National Airworthiness Officer, Roger Harris has stepped into the breach once more on the understanding that we look to grooming a replacement within two or three years.

Roger ran a five-day glider maintenance engineering course at Omarama in October, attended by six motivated and experienced glider pilots who easily earned their Class 2 approvals. The Executive wishes to thank Roger for this initiative, and also Glide Omarama for the use of its classroom facilities.

Changes to CAA general aircraft maintenance rules have necessitated updates to our DI Book/Tech Log, and release-to-service documentation (Tech 19a and Tech 22). The opportunity was taken to generally improve these documents, bringing them more into line with a new “house style” applying to GNZ forms.

CAA has indicated that when a FLARM device is installed, the documentation must include an amendment to the CAA form 2129 in the front of the glider Flight Manual. CAA is in the process of amending their AC 43-14 to provide guidance to glider engineers in this respect.

Inappropriate and incorrect advice regarding Airworthiness Directives (ADs) was given in the Oct/Nov “Roakes Ramblings”. It therefore needs to be made clear that the FAA ADs have no legal relevance to New Zealand registered gliders. Only the CAA NZ ADs matter if your glider is NZ registered, and these are available free on the CAA web site, which also provides a free email alerting service.

RACING Organisation of the FAI World GP Gliding Championship (GP07 for short) is well advanced. The FAI has contracted GNZ to organise this Category 1 event, while the media aspects are

This column is intended to give readers an ongoing insight into the activities of the GNZ Executive and its Committees.

Rather than a detailed report on matters currently under consideration, here are some recent items of significance.

contracted to Air Sports Ltd. Two pilots have withdrawn, leaving a field of 18 from 11 countries, racing with 15m class gliders. Pilots will start arriving at Omarama from 5 December to practice for the real racing that starts on 19 December and finishes Christmas Eve. After Christmas they will go on to fly in the multi-sport event, “Air Sports Live”, at Wanaka, 27-28 December, which is hosted by the Royal NZ Aero Club.

The Sailplane Racing Committee has announced that New Zealand's representative to compete with Australia for the Tasman Trophy is Trevor Atkins. The contest will be flown in PW5s during the NZ National Championships at Matamata next February.

AIRSPACE Grae Harrison reports that the Airspace Committee has been very active in recent months, with much effort going into securing glider pilot access to airspace in the Cromwell Valley from Tarras to the Nevis. New procedures in this area will be trialed in the forthcoming contest season.

Another problem area is the Waikato, where your committee is battling a somewhat arbitrary proposal to lower controlled airspace over a wide area that would seriously affect gliding operations out of Matamata and Drury.

It has become apparent that there is no coherent high level policy on airspace access that guides Airways and the CAA in their decisions, so that commercial imperatives tend to take precedence by default—the Executive and Airspace Committee are looking for ways to ensure the rights of recreational users are not forgotten by the policy makers.

PROMOTION Steve Tollestrup has had a busy couple of months in taking up every available opportunity to promote gliding in the print and TV media, including publicity of Hawkes Bay's and Piako's 50th anniversary celebrations, and Steve Fossett's gliding connections when he was unfortunately the focus of enormous attention recently.

With the assistance of Trevor Atkins and Roy Edwards, Steve has developed a detailed promotional plan and budget, which was endorsed by the Executive at its October meeting.

WEBSITE As a consequence of the change of arrangements for GNZ's “official journal”, the Executive has reviewed the policy regarding classified advertisements on the web site and has decided that, regardless of the value of the goods, all classifieds will be free to members of GNZ affiliated organisations. Trevor Atkins will be developing a database system to handle the classifieds. Links to “commercial” sites will also remain free.

ADMIN STUFF A new specification for the central registry database is under development, with a view to enabling better utilisation and accessibility online.

A broad review of the GNZ constitution has been quietly under way for more than a year, and this is now expected to be completed in time for consideration at the 2008 AGM.

GNZ recently reported to SPARC against the agreed key performance indicators. Half of the 2006-2007 targets were exceeded (members recruited, increase in youth members, women participating, web site visits) and half were not achieved (percentage of trial flights, average participation time in the sport, 0800 number calls, increase in number of instructors). Negotiations are currently under way with SPARC for new indicators and targets for 2007-2008.



A QUESTION OF SAFETY

DOUG HAMILTON NATIONAL OPERATIONS OFFICER, GN

Hopefully by the time you read this the spring winds have lost some of their strength and the soaring conditions are a little more pleasant. As I write this there have been at least four incidents so far this spring where the strong and gusty winds have had an influence, so please be careful with your flight planning and particularly your circuit and landings.

Again I will mention the need to check your BFR status, if it is not current then you can't fly as PIC, so please check and renew it if required. As always a bit of dual flying doesn't do any harm!

October saw another very successful instructor course held at Taupo and my thanks to all the instructor trainers that took the time to help out. If you need instructor training or some members of your club want to become instructors then contact your ROO and

let him know your requirements. Then we can plan more courses as needed.

I have added another instalment of incident reports in this issue covering the 2004-year. Please try not to become part of a report. We much appreciate the improved level of reporting of incidents that has taken place over the last year or two.

"Be careful out there."

Our Safety Officer Doug Hamilton has been keeping the GNZ accident records for several years now and has not been able to share them with the membership. Because of the valuable lessons we can all learn from others mistakes we will be attempting to catch up with and run all the accident/incident reports that he has. This will be an on going feature. Doug will be commenting on the reports as soon as he is able.

SUMMARY OF INCIDENTS -2004

Date 20 February 2004 Location Omarama Glider type ASH 25
Nature of Flight Dual Cross Country Pilot hours 3050 Last 90 days 261
Injuries Nil Damage: substantial POB: 2 Details on CAA website: Yes
Notes During a cross-country training flight an out landing became necessary. The pilot in command failed to notice the cross/ tail wind component for the strip direction chosen. This resulted in a faster than normal landing speed and the cross-wind component helping cause a ground loop which caused substantial damage.

Date 10 April 2004 Location Waipukuaru Glider type N/A Nature of Flight Local Soaring Pilot hours N/A Last 90 days N/A Injuries Nil Damage Moderate
POB 1 Details on CAA website No
Notes The pilot returned to the airfield after a local wave flight to find a strong wind blowing at the airfield, some vectors were not available due to fencing including the best one for the prevailing conditions. The pilot elected to use a short vector but approached too fast, the glider bounced once and then touched down with too little room left before hitting a wooden fence.

Date 24 April 2004 Location Taupo Glider type PW 6 Nature of Flight Dual training
Pilot hours 56 Last 90 days N/A Injuries Nil Damage Substantial
POB 2 Details on CAA website No
Notes During a dual local training flight for completion of a BFR the pilot rejoined the circuit with the aim of completing a short landing on the airfield, simulating an out-landing situation. The pilot failed to recognise the glider was below glide slope on finals and when the situation was recognised, he pulled the airbrakes fully open by mistake, causing the glider to land heavily approximately 30 meters short of the runway. The instructor as PIC admitted he should have been more aware of the situation and the pilot's lack of recent experience, even though all previous flight exercises had been accomplished with perfection.

Date 25 April 2004 Location Thames Glider type Blanik Nature of Flight Landing
Pilot hours N/A Last 90 days N/A Injuries Nil Damage Minor
POB 1 Details on CAA website No
Notes Damage was caused to the tail's wheel unit and mounts on landing. It was noted that the aircraft had had several tail first landings prior to the incident.

Date 22nd May 2004 Location Jury Hill Glider type ASK 13 Nature of Flight Local
Pilot hours N/A Last 90 days N/A Injuries N/A Damage Minor
POB 1 Details on CAA website No
Notes The pilot launched on a day with rather gloomy weather and got caught in a rain shower. The pilot was forced to do an out landing and hit an electric fence in the field.

Date 26th May 2004 Location Piako Glider type PW6 Nature of Flight Solo Training
Pilot hours N/A Last 90 days N/A Injuries Nil Damage Substantial
POB Details on CAA website No
Notes On 2nd solo flight the glider undershot the runway and hit a small embankment. Further details not available.

Date Before August 16th 2004 Location Waipukurau Glider type Single Astir
Nature of Flight Local Soaring Pilot hours N/A Last 90 days N/A Injuries N/A Damage Substantial POB 1 Details on CAA website No
Notes Full Details of this accident are not on file. But it is known that the pilot probably misjudged the circuit and landing phase of the flight in windy conditions, with a crosswind component.

Date 10 October 2004 Location Taupo Glider type PW 5
Nature of Flight Local solo flight Pilot hours 30 Last 90 days 2 Injuries Nil
Damage Minor POB 1 Details on CAA website No
Notes On a local flight the pilot climbed in thermal lift close to the airfield, during the climb the pilot noticed the glider was being drifted down wind away from the airfield. He elected to return toward the airfield and arrived overhead with adequate height and chose to then fly to a nearby hill where 2 other gliders were soaring. On reaching the hill the pilot only encountered broken lift and while trying to climb in a weak thermal turned the glider toward the hill resulting in the glider contacting the hill. The "landing " was fortunately gentle and most damage resulted from colliding with some broom bushes.

Date 25 October 2004 Location Lowburn (Cromwell) Glider type PW 5
Nature of Flight Local solo flight Pilot hours 43 Last 90 days 30 Injuries Nil
Damage Minor POB 1 Details on CAA website No
Notes After a local flight a normal approach was made to the large airstrip being flown from. During the final landing flare a loud bang was heard from the rear of the glider. Investigation revealed that the tail wheel was missing. Further investigation showed that the tail wheel had hit either a rock or a rabbit hole during the final flare

Date 9 November 2004 Location Drury Glider type PW 5 Nature of Flight Winch launch
Pilot hours 15 Last 90 days 4.5 Injuries Serious Damage Major
POB 1 Details on CAA website Yes
Notes During a winch launch the glider immediately banked right on lift off and rotated in to a steep climb while continuing to roll right. At approximately 300 feet the glider released from the cable. The gliders nose dropped and the glider entered a right hand turn, which developed into a right hand spin. The glider struck the ground in a nose down attitude. Investigation completed by CAA

Date 20 November 2004 Location Rangiwahia Glider type DG 202 Nature of Flight Cross country
Pilot hours 967 Last 90 days 16.5 Injuries Nil Damage Moderate POB 1 Details on CAA website Yes
Notes During a cross country flight the pilot elected to do an out landing. The field selected turned out to be very soft and on landing the main undercarriage was torn from the glider

There are some accidents that may not appear here, but do appear on the CAA web site.

The **Ab - Initio** column is aimed at low houred pilots, the new guys wandering around with dazed looks on their faces. The aim is to make them more comfortable and give them the information they need to get the most from learning to fly.

When I passed on this brief to **Roger Read** he took it to extremes. He went one step further - to visitors coming onto our airfields and what we need to do to make it a safe and happy experience that they are likely to want to repeat. As such this story is not just for new pilots but for all of us. Please read and take note



Throughout the year, we get visitors coming to our airfields. Summer soaring activity is increasing and more visitors are out for a look at what we are up to. As seasoned aviators it is easy to forget some of the dangers that threaten the safety of both visitors and ourselves. Here are a few tips on how to ensure we make our visitors welcome and keep things safe for all.

Airfields are usually wide open places. Visitors will need some clear guidance from signs to show how they access the airfield, drive to the operations point (caravan) and park without infringing operational areas (active runways/vectors). Some will boldly drive anywhere at any speed and may use the shortest route between the access gate and where the gliders are parked despite the best signs and cones etc to keep them safely off active areas. Others will feel intimidated and venture no further than the boundary gate or fence line unless coaxed or absolutely sure they won't get into trouble driving on to the field. Keep an eye out for all visitors and have members prepared to go and meet them at the gate or by the fence and to chat in a way that offers a welcome plus guidance on how to get to the gliders so they can take a closer look... and possibly take a flight.

Once at the launch point, get them safely parked and facing out to where they can sit in their car or set up a picnic and watch the operational activities. Some clubs have found that a few picnic tables are a great way to encourage both members and visitors to relax over a picnic while waiting to fly. If your visitors have made it to the operational area by themselves, have a member go and greet them and invite them to take a closer look at both gliders and towplane. Remember what it was like on your first visit. First impressions are generally lasting impressions so a warm, hospitable welcome that allows them to ask questions and take a look at our sport will make their visit an enjoyable experience.

Invite them to take a closer look and chat as you walk around the glider and describe in simple terms how it flies. Avoid technical jargon and keep any theory simple as we want to emphasise the ease and delights of gliding and soaring. Encourage questions and aim to provide simple answers without talking down to your guest. Offer them an opportunity to sit in a glider and show them how the controls work. Discuss how one learns to fly; the ease of training and the focus that is placed on safety and having fun. Offer to take photos of them there as this will be something for them to reflect on later once back home. There may often be only one keen person in a group / family so carefully include all visitors in sharing the experience. Ensure you encourage any children and remember to kneel down to their height when chatting with them; this is far less intimidating and shows you are able to communicate effectively at their level. Explain where they can safely go and what safety considerations there are specific to being on the airfield so that they can relax and explore without risk of endangering themselves.

Show them the launch procedure and follow a flight from preflight preparation, through the launch, the tow, release and then the circuit and landing. Explain how the glider releases and how the tow plane or winch system works. Allay any fears they may have; the most common being that of heights. Emphasise that it is not the same as being up on a ladder and that many who fear this are very comfortable flying and are able to enjoy the panoramic views available. Talk about your best flights and explain the state of the art technology and performance of modern gliders; use the analogy of high performance yachts as a comparison of what can be achieved. However emphasise that club membership allows access to this sport for all ages at a reasonable cost, largely because of the voluntary nature of the sport. Ideally, the club should have a simple fact / info sheet to give away so that they can get back in



Photo: John McCaw

Hugh Turner explains the layout of the front seat instrument panel to his new trainee.

contact with the club and hopefully return to join or perhaps even to just bring others out for a look.

If this sounds like a marketing and sales pitch... it is. How important is all this PR stuff?.. Well, I venture to suggest that it is extremely important to get it right; so much so that clubs would do well to discuss it openly and to actively train members in how to handle visitors. Some people are "naturals" at marketing the sport; others can be with a little training and some are just not cut out for it and should probably not be involved unless they really want to be and are coached on how to do it effectively. I mention training; encourage members to share ideas and techniques on how to make it a positive experience for a visitor. Even consider the use of a roleplay of handling visitors as this is a very effective way of training and refining our visitor handling techniques. Strike a balance between the aggressive, over the top sales pitch to sell a glider flight and situations that sees visitors ignored or worse still, actively making it difficult or unpleasant for them.

Remember common sense and if they like their visit to the club, they may well come back again.... and this is what our sport needs...new members and people who enjoy coming out to our airfields.



Signs can make life safer and easier for everyone

WEBLINKS

If you have a little time to spare over Xmas you might like to check out some of these links on the web.

A SCENIC LOCAL FILM

Oliver Winkler's video he took while on the Canterbury Flock Hill camp. <http://en.sevenload.com/videos/BXhCFZ3/Gliding-in-NZ-Flock-Hill-Camp-2007>

PAUL MACCREADY

If you have a lot of time (about 20 mins) then watch and listen as Paul MacCready gives his views on global warming, tells of the bizarre chain of events that led to the Gossamer Condor and Albatross and lets his son show off a neat little model glider. Well worth watching for a view of rare view of this extraordinary man. <http://www.ecogeek.org/content/view/1080/>

FOR ANY OF YOU WHO HAVEN'T FOUND IT YET ...

<http://glidingstuff.co.nz/yabb/YaBB.p> is the place to discuss gliding stuff in New Zealand. You can even find background on the change of magazine editorship.

DG'S NEW FORUM

<http://www.dg-flugzeugbau.de/index-e.html>

If you have a DG glider then this new technical forum is a place to watch. In the past their engineers have individually answered questions posed of them. This forum means that those answers will now be on line for all to see. Commonly asked questions should only need to be answered once and a library of information can be searched to see if it contains the answers you require.

THIS ONE IS FOR THE GIRLS

and discusses various female pilot in flight relief systems. Some even look like they work. <http://www.freeflight.org.uk/gliding/relief.html>

GLIDING GRANDPRIX

For those of you that aren't going to be at the event, keep up with the racing at <http://www.gpgliding.com/>

And for pushing the boundary on what a glider will do, check out this jet powered model on U Tube

http://www.youtube.com/watch?v=R9bzQQI8Y_w&feature=related

<http://www.youtube.com/watch?v=TRdce9jC9k0&feature=related>



THE GEEK

Some say he was born with residual wings and a carbon fibre skeleton. It is said he doesn't use oxygen because his blood is supersaturated. They say he is not in Mensa because his scores are too high.

We don't know and we don't care. He had been playing with a square box and he tells us all about it.

We know him as The Geek.

THE WESTERBOER VW 1200



Left: The main display
Below: Input box

According to Westerboer the VW1200 series is a flight computer with a completely new concept. Funnily enough it seems to do pretty much the standard stuff but in one screen. In my opinion it doesn't look so good in most glider panels. (see right) Big square box in an area you are used to seeing round things looks a bit disconcerting. At least a PDA can be on a flexi arm and be moved to suit. This just dominates the panel. The idea is to put all the information a pilot requires at his disposal in a nice clear display. This it does well. Vario and map with airspace etc all on one panel is nice. All info needed for most of the flight is available without scrolling through different pages.

What it does.

Display shows the usual stuff (Vario, Moving map, Altitude, Direction and distance to go, wind, task etc...) on a large display.

The display contents can be selected by the pilot. The standard configuration: Vario, altimeter, airspeed indicator and map.

The display panel simplifies the instrument panel. Additional crap (Read PDA) and complex and dicky wiring gets avoided.

Display unit is removable and makes flight prep, task loading possible outside of the airplane. (Better than a PDA)

The case dimensions (HxBxT: 82mmx201mmx23mm) are to the 80mm standard size so it effectively only takes up two large instrument holes. (Preferably in the middle of the panel)

Simple and intuitive operation of screens and functions by means of clearly marked soft keys and double rotation knob.

Graphic resolution: 640 x of 240 pixels, effective display surface: 154mmx57mm

Gray tone LCD with high contrast well suited for daylight viewing!



As installed in a Ventus CM

Display of wind direction and heading to next waypoint can be either graphic or numeric.

Nearest landing airports or fields can be displayed (Emergency function, the GPS, engine and all static inputs go into the sensor box VW1210 and that doesn't need to be behind the panel.

Digital bus connects display unit and sensor box and makes it simple to extend the system (second display unit for a twin, digital compass unit for real time wind calculation, round vario instrument...)

Memory card reader (MultiMediaCard) so you can transfer tasks, waypoints and software updates.

Power consumption of the overall system with 12V is only 350 mA.

What it doesn't do.

It does have a logger but it is not IGC approved. So no use for badge flights etc.

Grey screen when the next generation displays are moving to colour, No Airspace warnings as per other displays like Seeyou mobile or other PDA based programs. It also doesn't show inflight movies, serve drinks, or call your crew when you land out. It is still an impressive piece of kit.

If you want to try it out then there is a sim available from the website. http://www.westerboer.de/VW1200_demo.htm

Price is 3184.00 euro.



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GLIDING NEW ZEALAND CLUB NEWS

We have had a great turn out from clubs for club news this issue. There are some interesting happenings around the country. There have been AGMs and prize givings, a truly important part of club life. As well as Piako the Hawke's Bay Club also turned 50. Waipukurau has come up with a truly original way of beating the costs of circuit bashing, they have bought a microlight.

I challenge those clubs that did not participate this time to join in the next issue. It doesn't take much for someone to scribble down a few words on happenings. High quality photos are really appreciated too. The next one should be easy as it is over the busy season. Get writing.

RNZAF BASE AUCKLAND AVIATION SPORTS CLUB

In our world, the summer soaring season begins with our annual Labour weekend pilgrimage to Matamata. This year has been no different but has been made way more interesting by the Vintage Gliding Anniversary meeting with many vintage gliders, vintage glider pilots, a couple of beautiful Tiger Moth tugs, the Piako Club and us. Our Saturday deployment gave the usual vehicle problems with Ian O'keefe's wheels spitting the dummy half way down and needing to be rescued. We were really after the glider he was towing. Generally, all went well, a tribute to the organising skills of Club Captain Thomas O'Rourke and CFI Peter Thorpe.

The combined groups were always going to present a problem on the grid but Piako had that pretty well organised, emphasised with a hard word or two about pushing in and things worked pretty well. Those used to a tow behind the Pawnee seemed a little reluctant to try our 172, no problem to us as it usually gave us an immediate slot in the grid.

It has been a while since our deployment has coincided with SW winds and the ridge working. It was this year and a number of our newer members got their first experience of ridge soaring. Those without their own gliders got dragged back kicking and screaming when their hour was up. Bevan Buchanan got organised to achieve his five hour in our PW5, VF. Everyone enjoyed the ridge lift and wave with good height gains reported by



Graham Lake and Peter Coveney about to launch in MW



Hanging round watching the Piako action L-R from the caravan door, Roy Whitby, Craig Rook, Christine Coveney, Adam Dershewitz and Martin Buchanan



Aviation Sports Club members L-R Kerry Greig, Ben Kistemaker, Ivor Woodfield, Roberta Robles and Adam Dershewitz at Piako

most. Not all though, Roberta Robles, not wishing to wait her turn, decided to try the charms of a Piako two seater and Trevor Atkins. She also got to try an outlanding for real, good experience. She made up for it the next day with an hour plus on the ridge and a good run in the wave.

Monday spoiled the party with low cloud, rain, drizzle, murk that saw most pack up in the morning and exit stage left. A few of us hung round hoping for a weather clearance so we could fly our tug and K7 back to Whenuapai. Eventually armed with adverse WX reports from Auckland we gave up, tied DML down and drove home. Of course the weather improved as we drove home and by the time we got to the Bombays we found we easily would have made it. No real problem, Graham Lake and Neville Swan hitched a ride

back two days later courtesy of Steve Wallace and brought the tug and K7 home.

Many thanks to the Piako Club for once again hosting us, and for their great organisation and hospitality.

Other recent events include a new instructor rating for Andy Mackay and B cats for Lionel Page, Peter Coveney and Robert Smits

Graham L

CANTERBURY

Early in October, Jerry O'Neill ran another of his cross country courses at Hororata. A good number of people attended and as well as Canterbury members several attended from other clubs, one from the North Island, Nelson and Marlborough and two from Queenstown. Consistent northerly winds did not produce the ideal weather but a very successful course was held nevertheless. A dinner at the local pub was enjoyed by all.

The spring gales are providing good conditions at times for cross-country flights but some nice thermal days would be more than welcome as on several weekends there has just been too much wind to operate.

Jerry will hold another cross-country course at Omarama in November for more advanced pilots who could qualify to fly in competitions, and it is expected that there will be keen interest from club members. Although Jerry is running the course he will require help from other instructors as well.

Labour weekend saw the club holding their usual visit to Flock Hill Station on the shores of Lake Pearson set amongst the high mountain peaks of the Southern Alps. Recent snow covered the mountains and made for very scenic flying. Unfortunately the westerlies blew the

Flockhill from the air. The motel complex is in the foreground with Lake Pearson to the left and the airstrip tucked under the hill in the centre right.





Towing into the mountains



John Robinson's PIK 20



The Clutha Valley near Millers Flat taken from the Central Otago Club's Twin Astir in Sou West wave. Early spring 2007. The wave was off the Old Man Range which goes forever but unfortunately is under the flight path to Dunedin so we have to be careful about keeping to the upper airspace limit.



entire weekend producing very rough conditions at lower altitudes at times, but there were better conditions higher up enabling some to have good soaring.

David Tillman and Nigel Ackroyd recently showed off their recent purchase, an Ash 26E rego RL. They both soared in thermals as did the rest of the sailplanes that got airborne that day.

Past club President Mark Aldridge is getting up to speed again after an absence of three years so that he can fly David's previous aircraft a DG 400 rego OM. Hopefully we will get Mark back into the towplane and instructing seats as well.

On 28 October Lex McPhail and Sheryl Fisher tied the knot witnessed by a large contingent of gliding folk. Many will know Lex for the fine work he does as the computer whizz for the National and South Island gliding championships. We all wish them a long and happy union. Stewart

CENTRAL OTAGO

Central Otago Club's scribe, John Robinson, is down in Antarctica on one of his regular journeys to look at our upper atmosphere so I have taken to the field off the reserves bench to keep you up to date on motorless flight in Central.

After a winter of some nice wave flying off the clubs winch into the wonderful Sou West wave off the Old Man Range, the thermals and blustery spring westerlies have made their seasonal appearance in Central Otago

The club has spent the last month flying off the Lowburn Strip on a high terrace on the western shore of Lake Dunstan, right under the mighty Pisa Wave and only a downwind flop away from the thermal hotspot of the Black Rocks at Bendigo. A scheduled Mt Cook Airlines DC3 service operated from the strip at one time so it is ideal for winching. It is in good order and is currently owned and maintained by a very obliging farmer who has a CPL and now a couple of good soaring flights under his belt.

Club member Brian Savage, who recently aquired an ASW 19, headed north to join the Canterbury club on a cross country course. He managed to place his glider successfully in a Canterbury paddock or two and no doubt consumed a couple of famous Hororata Pub pies and a CD or two whilst listening to some little pearls of wisdom from Canterbury's gliding gurus.

Our nice little PW5 is up for sale to a loving owner. It has flown in a World Class international in Turkey with its original owner, Bill Walker, so has no doubt got a story or two to tell of last minute saves and skinny final glides.

Doug W

Left: Wave city...Alexandra: Home of the Sou'West wave which regularly plucks glider pilots aloft from a winch launch

MARLBOROUGH GLIDING CLUB

Things are shaping up again here at the great Top of the South gliding mecca, with a few more flights out to Hanmer Springs; this time with the gliders returning safely. A recent hot, blue, breezy norwest day permitted a trip to the Nelson Lakes where there were still frozen tarns and spectacular snow capped mountains to view.

Ross Menzies completed the first legs of his Silver C at 9547 feet and 51.2km from his release point.

The annual trophy awards went to Luke Ireton for Most Improved Student; Carl Jackson for Most Meritorious Flight for his 300km Gold/Diamond flight; Phil Sparrow for efforts at advancing the club; and Mike Dekker for Cross Country Flying.

The M team of Mark Robertson, Moggy (Brian) Mogford, Mike Dekker and Per Rold (Honorary M person) went south to join in the week long Canterbury Cross country course in October. There were good lectures on many aspects of cross country flying in a relaxed setting thanks to Jerry O'Neill. The course members got chucked into local paddocks as part of the course, while the rest of us went soaring above them. However, it wasn't all beer and skittles with some of the most horrendous rotor, headwinds and final approach windshears the M team had ever encountered anywhere. As well as some great wave and thermal flying over the Canterbury Plains there were some not so great moments such as: "Where is Hororata? Oh bugger, I will have to land in a paddock"; "This rotor is making me feel sick. I want to land"; "It's so rough I am scared to turn"; and "Why am I suddenly descending into a herd of cows on my final approach?" All gliders recovered safely, and a few valuable lessons were learned. Hororata is a great site, but the experience also made us appreciate the advantages of our own site.

Our two "oldest surviving" towpilots, Erroll Hancock and Pete Nelson, were recently interviewed by the local press for a newspaper article. Errol started in 1962 and Pete started ten years later. They now have more than 8000 tows between them, starting with Tiger Moths. Errol recounted an incident when he was towing in the Tiger Moth when he felt a sudden surge, assumed the glider had released, and commenced the standard half roll and pull through. Pete was the glider pilot and managed to let go before he was forced into formation aerobatics. The sudden acceleration gave Erroll the clue that he might have been just a mite early. "A successful (towing) flight is when the glider pilot comes back from his flight happy" said Pete — Ahhhhh; the perfect tow pilot. It explains why we are a happy club.

Our Twin Astir continues to display a reluctance to take up residence in our new hangar,

with Luke Ireton landing out. The CFI will now feel obliged to sign off that part of his QGP training.

We welcome new member, Simon Matthews, who has previously held a CPL; Nick Bowling who transfers from Piako; and Luke Tiller who returns to Marlborough from Wellington with an ASW20 on the way. All we need is our migratory Norm Sawyer to fly south for the summer, and we will be complete for the coming season.

Mike

NELSON LAKES GLIDING CLUB

The spring storms disrupted a number of weekends, but the last couple has seen some good unstable thermal weather and silver height gain claims are in the pipeline. We have had a number of energetic afternoon convergence lines overtake our site and provide free rides for anyone who can get a launch in time. (photo attached)

One of our new ex-power pilot members Kerry Eggars has purchased the standard Cirrus JK and it is great to have a new keen private owner in the club.

We held our Annual Dinner, which was well attended, and at which it was announced that our second Grob 103 imported from Germany has been registered as GAJ. This is in honor of our founding president, patron and active winch engineer Arthur Jordan.

On fine spring days the club often seems to be bursting with early solo pilots looking to gain time in the air and soaring skills.

We have planned another residential introductory course to gliding and mountain soaring for the last week in February 2008. The idea of giving ab initio and early solo pilots extended dual cross country experiences whenever possible in our mountains to anchor them more firmly in the sport, and catching up on their circuit skills "later" has gained some adherents in the club. Our second twin (GAJ) when it arrives may make this a more common experience.

TH.

GLIDEOMARAMA.COM

Congratulations to Les Lamb, Southern Soaring's new owner, and welcome to Omarama. It is an exciting time to be here!

GlideOmarama.com has lined up its busiest season ever and has taken delivery of a new Duo Discus X, Golf Delta Delta. Mandy and Gavin visited the Schemp-Hirth factory in May to see Delta Delta under construction where Tilo Holighaus presented us with winglets for our other Duo's. This in recognition of GlideOmarama operating the largest fleet of Duo Discus's in the world. No one was more surprised than us!

GlideOmarama now operates six Duos, a DG 1000, an ASH25 and a Grob 103 plus a fleet of single seaters. Included in this fleet are November

Sierra on lease back, (bought by Nigel Davy as the old Delta Delta and refinished by Sailplane Services), Bravo Oscar owned by Bo Nilsson, the OGC's Uniform Oscar and Delta Golf, the DG 1000 owned by the Buchanan/Plane syndicate.

This season GlideOmarama.com will consolidate much of its fleet into a single large space. To do this we bought one of the new hangars with space for eight gliders, two tow planes and a work shop. Based on Harman Holiday's excellent original design and constructed by Nigel Davey's Shotover Engineering these hangars really are the ultimate. Nigel has increased the space inside with a clever truss, improved security with key pad entry, painted floors, provided water and power to every glider and installed automatic irrigation on the outside.

The Gavin Wills Mountain Soaring School has steadily grown from a one man, one Duo band back in 1998 into the complex training organisation that GlideOmarama.com now operates. Nowhere else in the world will you find a soaring school that specialises in week long private coaching courses using such high performance two seaters. Originally aimed at the advanced pilot these training courses are now pitched at people with any level of experience from nothing to thousands of hours.

The success of these courses and their considerable reputation is due both to the extraordinary soaring environment at Omarama and to GlideOmarama.com's exceptional staff. All the old hands are back again. Annie Laylee for towing. G Dale won a UK National Championships this winter and has made the team for the World Club Class champs at Reiti next year. Lemmy Tanner flew the UK Nationals in Open class. Bo Nilsson taught soaring in Wales. Hugh Turner has been appointed our Operations Manager. Phil Plane kept the home fires burning while Mandy and Gavin flew with Klaus Ohlmann in southern France, a contest in Utah and with clients in Nevada. New to the team are G's nephew Luke Dale, Tim Leslie from Youth Glide, Yugi Higuchi, CFI of Japan's largest gliding club and Uli Schwenk, the German National Champion competing in the Grand Prix.

We are all getting older and that's a worry. Mandy had an outrageous Fairytale Ball at the Countrytime Hotel in October to celebrate her 50th. But in GlideOmarama.com we have a policy that for each of us over 50 we employ at least one under 25 and train two more. The future lies with the young and we expect to have six more solo pilots out of Youth Glide Omarama by Christmas bringing current YGO solo pilots to 12. We are trying to do our bit for the succession of gliding in New Zealand.

Have an adventurous soaring season!

Gavin Wills, Managing Director,



Afternoon convergence over our site.

YOUTH GLIDE OMARAMA

2007 – 8 Season well underway.

It is now becoming a familiar sight at Omarama, the long weekend arrives and cadets, officers and support staff from 42(Dunedin)Sqn ATC along with Youth Glide Omarama members invade the Soaring Centre Camp at Omarama.

This is the 3rd Labour Weekend camp hosted by Youth Glide Omarama in conjunction with Gavin Wills & Glide Omarama.

This weekend saw the return of many old faces from last year, plus five new recruits wanting to try their hand at soaring for the first time. In total 18 youth members enjoyed the long weekend.

The program was aimed at different levels. The five from the 2006 development group progressed through their B syllabus enjoying challenging conditions in the Duo's. The five new comers were treated to some stunning soaring with the assistance of Terry Jones, Dave Speight and their respective Ash 25 gliders. There is no better way to sell our sport than flying in these amazing sailplanes.

The balance, a group of nine, returned for the second year. They enjoyed an intensive five flight, pre-solo training package designed to prepare them for the upcoming annual training week to be held this December. This will be the second year that Gavin and the Youth Glide team has organised this seven day package, designed to train the participants to first solo standard. This year six places will be available, twice that offered last year.

Thanks to the ongoing dedication of Gavin Wills and The Glide Omarama Team, 42 (Dunedin) Sqn ATC, Otago Gliding Club Inc, the supporting drive of Tom and Rose Shields, and the continuing generosity of the gliding community, Youth Glide Omarama is well on the way to achieving its early goals. In two and a half seasons we have held two (four day) Easter camps, three Labour weekend camps, one week long training week and a Christmas camp. We have had seven first solo's, six "A" badges, two Tow ratings, five



The Labour weekend 2007 Team

Photo Tom Shields

single seat conversions and we have introduced a further 40 or 50 cadets to Omarama and the sport of Gliding.

This season should see at least another six first solos, five 'B' badges, several more 'A's and even more single seat conversions.

The key has been to raise enthusiasm by offering a spectacular introduction to cross country soaring. In modern equipment, such as ASH 25s and Duo Discus' and flown by experienced cross country pilots, ATC cadets have made long flights deep into Omarama's mountains. This certainly aroused their enthusiasm and caught the attention of parents.

Part of Youth Glide Omarama's job is to raise funds. Over the last two and a half years the gliding community has been tremendously supportive and local Dunedin business and Trusts are now also producing sponsorship. Our patron, Richie McCaw is actively involved and is an ongoing inspiration to the youngsters.

There is an expectation for a return of service from Youth Glide members. At Omarama they are always active cleaning gliders, sweeping hangars, shooting rabbits, helping in the camp ground and even running the Nationals launch grid. This year they will front and center on the grid during the 2007 World Grandprix in December.

As the numbers continue to grow the ongoing challenge is keeping costs down and glider numbers up. We are always looking for support both financial and otherwise. If you would like to be part of this growing movement contact Tom Shields or Gavin Wills for more information on ways you can help.

PIAKO GLIDING CLUB

Firstly we must congratulate SoaringNZ on their new publication. Our club has had an exiting few months with the high point being the PGC 50th celebrations taking place over the Labour weekend. A few relics were present and some old aircraft as well! The festivities were enriched by numerous visitors from the past and present along with Aviation Sports and a Vintage Kiwi

mini-rally. The atmosphere was just fantastic, for which the credit must lie with the organisers who were coordinated by Roger Brown.

When tired of perusing the gathered mass of magnificent flying machines, one could retire to the club house (which took on the appearance of a gliding museum) for some jolly banter and some refreshments supplied by Jan Mace's catering team.

It was interesting to see gliders such as the T31, Eon Baby, Ronlerche, K7, Ka8 and some early glass ships rigged and picketed down beside Brett Hunter's brand new Discus, displaying the evolution of the sport through the ages. The strong cross-wind component which was ever present on both the Saturday and the Sunday allowed only a few aero-tows by one of the three Tiger Moths present, but what a nostalgic sight watching the Eon Baby and the Rhonlerche launched in such fine style.

The strong westerlies were enough provocation to take lots of the toys over to the Kaimias, with many of us flying with full air brake whilst pitched down and still climbing in the pressure wave! Phil Smith in ASW 20 GVW reached 12500 feet over Cambridge in wave. Which is quite remarkable when you realise that most of the surrounding hill terrain is (with the exception of Mt Pirongia at 3144ft and Maungatautari at 2614ft) predominantly less than 2000ft (wave harmonics — just amazing!).

Alan Miller made a very good start to the season by completing all three legs of his Silver badge (awaiting ratification). The "Learn-to-fly" course taking ab initio students has now just been completed. A good time was had by both the instructors and the students, who with any luck will continue on to the following course. The "Cross Country Course" for the more experienced pilots is almost upon us and should prove to be good fun and enlightening, with a large amount of applicants from various clubs.

Four of our pilots: Ian Finlayson, Bill Mace, Dennis Cook and Peter Ryan have headed down to Taupo for the Central Plateau Contest. If the

weather for the first few days has been anything like our local conditions, then maybe some good soaring will have been had. Whilst on the competition topic, we have only three weeks to wait until the Northern Regionals are held at Matamata which we are all looking forward to.

As a foot note the comment of the flying season so far must lie with Rob Smits when visiting from Auckland who, having taken off from Matamata a/f in GLE, contacted Neil Stanford with the words "the K8 has stopped working!" having just landed-out near Morrinsville.

Dom.

SOUTHERN SOARING

Southern Soaring had a great start to the season on 17 September with our first client enjoying six knot thermals to 7000 feet during a 30 minute flight over Mt Benmore. Business since then has been steady with flight numbers for September and October on par with what we had last year. One area that has seen a notable increase is the number of flights we are doing with visiting overseas pilots.

During September and October, Roger Harris and Rod Dew gave our Twin Astir some much needed TLC. Work included repairs to the fuselage and giving the aircraft a good polish.

Darren Smith and Marc Crozier arrived back from Canada at the start of the season and Marc converted his Canadian CPL to a New Zealand licence so that he can tow with Drake Aviation's Dakota. Mike Till, who arrives in mid-November, will also be towing this year. Soon after Marc arrived, both he and Chris completed a GNZ Class Two Engineers Course run by Roger Harris. This will enable us to carry out our own supplemental inspections. Les Lamb, who along with his wife, Irene, has bought Southern Soaring from former owner Peter Hehir (see article elsewhere in this issue), arrived in mid-October and quickly got to grips with helping run the business.

The weather in October was much windier than last year but this didn't prevent us from

completing some excellent flights. Don Mallinson, Marc and Chris made good use of the conditions to fly as far afield as Mt Cook. Visiting Swedish pilot Crister Bjork was treated to a demonstration of how strong the lift can be in New Zealand when, on a flight in our Duo Discus, the airbrakes were fully opened in front of the leading edge of a lenticular. In still air, this would normally result in a descent rate of 1000ft per minute but the lift was strong enough that a two knot climb could be maintained.

Development continues on a number of fronts. We have increased the number of signs to make it easier for people to find us, our flight simulator has had additional features added, and we have purchased five hangar spaces.

With a good number of forward bookings and an increased interest in Omarama as a result of the Grand Prix in December, it looks as though the 2007/2008 season will be a busy one.

Chris

SOUTHLAND CLUB

No flying action at Five Rivers Labour weekend due to lambing. Libelle IC visited Central Otago club with Bob Martin who teamed up with Peter McKenzie LS3 LP to winch from Lowburn airstrip in gusty Westerlies. The holiday Monday conditions were more favourable for winching. But difficult to get away. Highlight for Bob was almost 5hrs soaring on the Dunstan range, the valley winds turning through 180 degrees with light Westerly wave developing towards dusk.

Some other weekends at Five Rivers have been missed due to poor weather. Weekend 28 Oct was a gloriously warm day, blue and quite stable. Circuits were running hot, with the winch release height not to full capacity due to lambing activity. Brian Savage, Central Otago, visiting 5R for the first time with ASW19 KG had several elusive lift searching flights.

New member Alex Boyes returns again to Five Rivers for training action after several years time out from gliding. Also present Matt Menlove, Bob Clarke, Bob Martin and Bill Ward who has celebrated his first solo soaring flights recently. Plus visiting student from Germany, Marek, who was rewarded with the flight of the day, ridge soaring the Libelle on the last flight of the day, when the breeze came up from the SouthWest late afternoon. Thanks to everyone who contributed to make such a busy flying day.

SOUTH CANTERBURY GLIDING CLUB

To date the spring has provided plenty of westerlies and some of them have even blown on Sundays. However sometimes they are too strong to even launch. They even fall on long weekends when we have arranged to fly from Ross Pridham's farm strip just out of Fairlie, but can't take off to the west because of power lines! Despite that, we

haven't missed many Sunday's of late and are still enjoying ourselves. Our annual dinner and trophy giving night was held at 7 Oaks in Timaru on 6th October. The night was well attended and we were blessed with the company of Pete and Sarah, all the way from Cromwell. Doug Hamilton took the best flight from Omarama with a flight of approx 700 odd k's, not as good as his 1250 k's from the previous year, but way ahead of anyone else.

Willie Hoare graciously accepted the "Beer Drinker's Mug" for being the very first member in the history of the South Canterbury Gliding to land on the Orari horse racing track. Well done Willie! Showing plenty of promise that lad.

We could do with some more students. Our most regular student, Tim Vincent has been battling the cross winds for the last two weekends and making progress.

We could do with another couple of tow pilots too. Malcolm needed a new hip. I reckon his old one was better because he could at least climb into the cub with it. I'm sure it won't be long before he's back into it though.

We've got the school activity days coming up shortly. Christmas is just around the corner, and then the Christmas camp at Wardells, Omarama. Can't wait!

John

TARANAKI GLIDING CLUB

This is our first "club notes" for the new SoaringNZ magazine. Good luck to Jill and her team with the first edition.

Our AGM was delayed for some reason or other and a small attendance heard a full report by our president, Richard Arden on the past year, but not before some strenuous heckling as he attempted to suitably phrase some exploit. Once order was restored and the model helicopter landed back on a table, he was able to continue.

Noteworthy amongst the peans of praise, was the acquisition of the Twin Astir from Wellington and the success in Pub Charity funding which has, and will, enable the purchase of a transponder for the PW5, a radio for JB, a parachute, two EW loggers, three personal locator beacons and most of a set of oxygen gear. For that assistance, we are profoundly grateful, remembering the hours once spent on raffle stalls. There is renewed enthusiasm in this club and this ancillary gear will be most helpful.

The weather of late has not been kind, what with the equinox and all. Steve Barham thoroughly enjoyed the X-country course at Hororata with Jerry O'Neill and his Canterbury team. He really likes the LS4 and wants one for Christmas.

Lastly, I would like to express the gratitude of the Taranaki Gliding Club to John Roake for his work for the NZ Gliding movement over the past 40+ years. A lot of it quite unseen or recorded. His final Gliding Kiwi was a good one to go out on.

P.J.M.

TAUPO GLIDING CLUB

As I write this, the 4th Central Plateau Soaring Competition is well under way. We have had three good days with tasks of 300km, 250km and 270km completed by a respectable number of competitors. Pilots have had plenty of opportunity to explore the terrain north of Taupo Township and down past the southeast end of Lake Taupo.

A few have also had the opportunity to view the scenery from road level as well. Results are on the GNZ and Taupo Gliding Club web sites.

With an opening BBQ and a sit down dinner already under their belts competitors and supporters have another BBQ to look forward to. The weather forecast looks like giving us another two days of competition. Great flying, great location and great company. Mark it in your diaries for next year.

Our 40th birthday celebrations were a great success. Guest of honour was foundation member John Pitkethley. Fifty-three people sat down to a three course meal after an open day that saw a number of ex-members taking the opportunity to get into the air while the rest of us enjoyed fresh scallops and crayfish cooked on the BBQ courtesy of Mercury Charters, Whitianga. One gets bored with fresh trout.

Taupo was pleased to host the GNZ instructor's course. Twenty-five instructors spent the weekend gaining, honing or imparting skills that will help to ensure the future of gliding in New Zealand. Without these dedicated volunteers our costs would be much higher (a la flying schools) and there would be fewer new members. Their role is a vital one. Not only in delivering competent new pilots but checking and mentoring the rest of us. They are very often the first contact the public, new to gliding, have with the sport and their ability not just to teach but also to enthuse and encourage is vital. We enjoyed hosting them and by all accounts they enjoyed being here.

A significant milestone of 6,000 launches was achieved by Alan Land during the course. Congratulations Alan.

On the training scene our Solo in a Week course continues to bring new blood to the sport with Vic Shaw soloing since the last report. Two of our members are attending the Matamata Cross Country course in November. We look forward to adding two new cross country pilots to the competition lists.

TN

WAIPUKURAU GLIDING CLUB

It has been very quiet in terms of activity this winter at Waipukurau. In fact we have had to fly circuits since May just to keep the towplane engine up to scratch. Some of the inactivity can be attributed to the weather, very wet during June and July after an autumn drought that has left

most livestock farmers reeling. And this has been followed with strong equinoxial winds sufficient to blow over trucks and ambulances on the nearby highway across the Takapau Plains to the west of the field. The main cause however is that those members who are left are getting older. Most of us have been members of the Club for the past thirty years in a club that turns forty this year.

Our big problem for some time now has been how to attract new younger members. And then on days when we do fly, having enough members present to make gliding possible including a tow pilot and instructor can present a problem. As a consequence, those of us who still fly, are very choosy about when we do. The conditions have to be good to get us to the airfield. And all this waiting for good conditions, it is not good for club morale and comradeship.

So we have taken a big step, or so we think, and have purchased a microlight to add to the fleet. It is a near new, Jabiru engined, Bantam B22J built at Te Kowhai near Hamilton. So why do you think a gliding club should purchase a microlight you might ask. Firstly it is novel so should attract interest for this very reason alone. Secondly it can be flown without a PPL on days when there is no lift. Thirdly it is a very cost effective way to train students in the circuit. For less than \$70, we can provide an hour of continuous circuit training providing students with the opportunity to experience at least six take-offs and landings during that time. With the towplane and a two-seat glider, you would be lucky to achieve two circuits in a similar time, and six circuits would cost a minimum of \$150, maybe more.

So as a Club we have decided to venture into a new, low cost form of flying in order to try and secure the future of the club by attracting some younger members. On the calm days, we will be able to effectively fly in the microlight and on the good days for gliding we can fly the rest of the fleet as well.

As we sit around getting older by the day, without new members the demise of our club gets closer every day. So here is hoping that Charlie Whiskey Papa will make the difference. And with a name like that, hopefully all us grand Papa's will not end up sitting on a bench at the end of the airfield drinking Whiskey having made a Charlie of ourselves. However we should have had a whole lot of fun in the meantime.

Rob Orr, Secretary

GLIDING WAIRARAPA

The Gliding Wairarapa airfield is sited at Papawai near Greytown in the Wairarapa. It is adjacent to Papawai Marae which was famous for operating as New Zealand's Maori Parliament

CENTRAL PLATEAU CONTEST RESULTS

FAST CLASS	#	PTS CN	PILOT	COUNTRY	GLIDER	28.10	29.10	30.10	02.11
1	3562	KZ	Cameron Stewart	Taupo	ASW20	1(1000)	6 (576)	2 (986)	1 (1000)
2	3477	ZO	Finlayson Ian	Piako	ASW27	6 (680)	1(1000)	1(1000)	4 (797)
3	3201	VM	Hunter Brett	Tauranga	Discus 2CT	3 (778)	5 (834)	8 (646)	2 (943)
4	3059	SP	Timmermans Tony	Auckland	VentusBT 16.6m	4 (696)	4 (840)	4 (892)	6 (631)
5	2868	VH	Van Der Wal Roland	Taupo	LS 6	2 (806)	3 (906)	7 (677)	9 (479)
6	2645	KO	Cook Dennis	Piako	ASW 17	8 (342)	2 (933)	10 (461)	3 (909)
7	2583	TT	Terry Trevor	Taupo	Duo Discus	5 (690)	12 (387)	3 (968)	8 (538)
8	2276	RM	Gaddes Ross	Auckland	Discus 2C	7 (667)	10 (404)	5 (776)	10 (429)
9	1988	PV	Bayliss John	Auckland	Discus B	10 (328)	7 (483)	9 (559)	7 (618)
10	1886	RR	Mace Bill	Piako	LAK 12	9 (333)	9 (416)	6 (729)	12 (408)
11	1363	PX	Anderson Ron	Auckland	Duo Discus	13 (0)	8 (444)	11 (181)	5 (738)
12	1185	TZ	Lyon Rob	Taupo	Discus	11 (288)	11 (403)	12 (79)	11 (415)
13	297	ZP	Brown Shane	Auckland	Discus 2	12 (245)	13 (52)	13 (0)	13 (0)

CLUB CLASS	#	PTS CN	PILOT	COUNTRY	GLIDER	28.10	29.10	30.10	02.11
1	2635	UY	Guy Bhrent	Taupo	DG 100	2 (499)	1 (284)	1 (865)	1 (987)
2	909	XD	Ryan Peter	Piako	LS3	1 (574)	2 (0)	2 (0)	2 (335)
3	309	HI	Lindley Martin	Wellington	Phobus C	4 (103)	2 (0)	2 (0)	3 (206)
4	242	BX	McGrath Colin	Taupo	Skylark	3 (242)	2 (0)	2 (0)	4 (0)
HC 0	GO		Gaddes Geoff	Auckland	ASW 15	HC (0)	HC (0)	HC (0)	HC (0)
5	0	XA	Bognuda Hadleigh	Auckland	Std. Cirrus	5 (0)	2 (0)	2 (0)	4 (0)

under the Prime Ministership of Richard Seddon. But when the Parliament buildings were blown down in a mighty gale the Maori Parliament was disbanded. The mighty gale still appears though, usually when we want to do some soaring at the weekend.

The club boasts an increasing membership at around 15 with 5 of those being college age students. The club formed a joint venture in 2006 with the local college and the aim was to get a select band of students to solo status within a year. This has happened! Two students soloed recently and another is close. Other colleges have heard about the venture and have been hinting at running a similar venture.

While our fleet is 'old' by many standards it is in top shape and we do not suffer the vagaries of the modern glass ship. The stable comprises GLV (a K7), GFN (a K13), GEB (a Bocian undergoing some neurosurgery) as well as several single seaters. These machines are very very robust and seem to be capable of taking a beating. Ours is a winching operation and the cable is a synthetic called Dyneema. This is exceptionally strong and by far outstrips the wire cable once used and frequently abused by both winch driver and pilot alike.

The main runway runs alongside the Ruamahanga river and on occasions we can claim a launch height in excess of 2000 feet. The fuel cost to get a glider to that height is about \$3.00 so it is obviously much cheaper than operating with a tug. Resting in the Wairarapa valley as we do means that we can get both thermal and wave lift. The wave from the Tararua ranges can operate as low as 5000 feet and so it is easy to hook into providing we can thermal to that height.

Pop in and say hi!

GVG

WELLINGTON GLIDING CLUB

The soaring season has got off to a great start, and the equinox has been making its presence felt, producing some excellent wave conditions. Some big distances have already been flown both in Wave and thermal conditions.

Our cadre of fledgling cross country pilots have been making good use of the PW-5 fleet with some excellent cross country flights (and landouts!) meaning the bar is never short of a shout!

The second of our DG1000's has left the factory and is expected to be online mid way through December. A syndicate of club members been put together to purchase our Janus (LM).

A subcommittee has been formed to manage the Tow Plane fleet. One of the first tasks undertaken by the subcommittee has been to manage the re-engining of our Paraparaumu based Pawnee (ZK-TUG). The new engine has arrived in the country and will be installed in the aircraft in the coming weeks.

Ross Sutherland has the planning and organisation for the summer operation well in hand, with two Instructors, a ground controller and a tow pilot due in Paraparaumu from the U.S. sometime in mid December.

Planning is also underway for a cross country course in Paraparaumu which will run from the 25th to the 29th of Feb. Anyone interested in taking part should contact Paula Ruddick (administrator@soar.co.nz).

Kiwi39

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