

FEATURES

- 10 Central Plateau Soaring Competition
- 14 South Island Regional Gliding Contest
- 19 Perlan - Setting Records for Science
- 23 Flying the Glory
- 28 Matamata Instructor's Training Course
- 30 Setting out a Flarepath
- 31 Safety in Mountain Flying Part Five
- 35 Cockpit Confusion
- 36 An Exciting Day Out
- 38 Scenic Landouts
- 43 Bonjour Montreal

REGULARS

- 6 Log Book
- 29 GNZ Awards and Certificates
- 40 Vintage The Wenlock Olympian Games
- 44 Gliding New Zealand Club News
- 50 Classified Advertising



Pg 10



Pg 14



Pg 23



Pg 36



Pg 43

Soaring

Publisher
McCaw Media Ltd

Editor
Jill McCaw
soaringnz@mccawmedia.co.nz

Annual Subscription Rates

New Zealand	\$75
Australia/South Pacific	\$112
Rest of world	\$135

Advertising, editorial and
subscription enquiries

McCaw Media Ltd
430 Halswell Rd
Christchurch 8025
New Zealand
soaringnz@mccawmedia.co.nz

Tel +64 3 322 5222
John - 0272 804 082
Jill - 021 1261 520

Printer
Blue Print

Design
RGBdesign & Print Ltd

Proof Reading
Melanie Henrikson

SoaringNZ is a bi monthly publication
produced by McCaw Media. Advertising
statements and editorial opinions
expressed in SoaringNZ do not
necessarily reflect the views of McCaw
Media Ltd unless expressly stated.

©SoaringNZ is subject to copyright in
its entirety. The contents may not be
reproduced in any form without written
permission of the owners.

All material sent to SoaringNZ will be
assumed to be publishable unless
marked not for publication. SoaringNZ
invites contributions but accepts no
responsibility for unsolicited material.

ISSN 1178-4784

Thank you to the Gliding Family

I've observed before that the gliding community is more like a family than a group of clubs. It is small enough that you don't have to be around very long before you manage to meet many of its members and learn of many more. Some people you don't see very often, some people you don't like very much, and other people you adore, just like a family. The gliding community has certainly felt like a family recently.

We've been down to the South Island Regionals, which is an annual pilgrimage for our family. This is the start of the summer for us. We set up the caravan in the Omarama camp ground for the season. Once the caravan's set up, it makes it easy to pop down for the odd weekend, or longer periods between work commitments. Lots of other people do the same. The summer campground regulars come from all around the country. Some people stay a week, some stay longer. For many of us, this is the only time we actually see each other in the flesh all year. For years, my son Robert would measure himself against Paul Barrett's (not that short) lovely wife Linda to see if he was taller. It was a ritual. For many years she was in the lead, then one year they were level pegging. Now he towers over her.

There is a large wood round acting as a door stop at the entry to the ablution block. That block of wood was first in use four or five years ago, as a step stool, so that Leah Ruddick from Wellington could reach the sink in the Ladies to wash her hands. She hasn't needed it for two summers now. My kids have grown up with the gliding equivalent of aunts and uncles to spoil and discipline them and a pile of cousins to get up to mischief with and measure themselves against.

Nick Oakley and my son Alex grew up together, spending summer holidays swimming, biking, boating and learning to fly gliders. Now, together, they're off flying in their first international competition - Australia's Youth Nationals - Joey Glide. Their team manager, helper and crew person is their "Uncle" David Tillman.

Another thing about family is that sometimes it never occurs to you to ask them for help, but they'll offer it anyway.

Earlier in the year, when Alex and Nick announced their intentions of going to Joey Glide, we started trying to work out where the money to pay for it would come from. Neither of our



The pilots at the South Island Regionals, part of my extended gliding family.

families could afford to send them off with a pat on the head and a packed lunch. The boys' ultimate aim is to fly in the FAI Junior World Championships in Australia in 2015. We thought that would be interesting to potential sponsors. We put a considerable amount of effort into grant applications to various trusts, those ones out in the community that provide funds for up and coming young sports people. It was a huge amount of work, made more complex by having to explain what the sport of glider racing is all about, before we could even get to explaining why these young men were worthy of the attention and the money. Ultimately it all came to nothing. None of the sources approached came through. How much of that is to do with the obscurity of gliding as a sport, we will never know.

Meanwhile, the boys were working hard to earn funds. Nick works as a farming contractor and Alex is a student. He has a casual part time job working at a petrol station. He thought he'd found a job for the university holidays working with one of the Geotech companies, drilling samples all over Christchurch, sadly they haven't come back to him about when he can start. By November he had enough money to cover the camp, but had nothing left over for next year at university. Alex is young, and has no problem with

next issue

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

The Youth Soaring Development Camp, the Nationals, summer flying around the country, Joey Glide.

Deadline for membership changes to GNZ online database for next mailing: 10 February.



Piper Cub BFV is a familiar sight towing at Omarama.

Photo John McCaw

CENTRAL PLATEAU SOARING COMPETITION

27 OCT TO 4 NOV 12



This year's soaring competition season kicked off in Taupo with the Central Plateau Soaring Competition. There were 16 entrants and all competitors had a great week, in what was a fun and friendly event. Due to the various handicaps, it was decided that all tasks for the week would be AAT's.

By Trace Austin, Taupo Gliding Club

Photos Trace Austin

As with any competition or event, there is a lot of work in the planning and preparation and of course, in the running of the event. A HUGE thankyou goes out to all those that helped throughout the weeks leading up to and the week during the event. Without your assistance, the competition would not have been the success that it was. As for the competition, here is an outline of the week that was.

PRACTICE DAY

Saturday was not particularly good weather-wise, as pilots and their toys arrived. It was therefore decided not to set a task for the day, but a few pilots took to the air to sort themselves out and to have a look around.

We did have a visit from Ross & Geoff Gaddes. Ross had a great flight down from Auckland in the Ventus-2 but decided to land at Tokoroa rather than push on towards Taupo. Geoff collected him in the trailer and they continued the journey to Taupo by road.

Saturday night was spent catching up with everyone and having a social beer or two.

DAY ONE

The forecast on Saturday told us that Sunday would be a complete washout, with a very wet front expected to arrive. By Saturday evening, in typical NZ fashion, the forecast had changed completely and Sunday afternoon looked like a possibility.

After the morning briefing, tasking was delayed until 1200, then 1300, when a short AAT was set. At 1400 Geoff Gaddes was optimistically sent aloft in the Ventus, into a rather dark over-developed sky. Geoff promptly reported that the towplane was refusing to take him above 3,400 due to having no IFR clearance, and the task was cancelled.

True to form, almost immediately, a small clearance came through from the south west and enough heat leaked in to encourage about half of the grid to go flying. It eventuated into a weak scratchy day, with no real opportunity to go anywhere, but at least some flying was done.

The day was completed with a chat, coldie and the traditional welcome BBQ organised by Trev and Di Terry.

DAY ONE

Second attempt. Again, the previous day's forecast for the Monday was 'forget it', but the day dawned with a great looking



Above: Hugh Delatour and John Curtis.

Below: I'm almost ready ... Tim Bromhead.



sky, blue, with really nice Cu development. However, it was accompanied by a 15 knot easterly, which often does not make for great flying in Taupo (except for local flying around Mt Tauhara).

The task setters set the following task: Start, TP1- Rere-whakaitu Farm, TP2- Rangitikei, TP3- Lake Rotokawa, and Finish.

At 1400 the task was "ON", all gliders were launched and the start gate was opened. Shortly before the gate opened, Doug Henry called in an outlanding. No more was heard until he arrived back at the field some 15 minutes later and collected his car keys and a volunteer for the retrieve.

By 1500 the day completely over-developed, shutting down pretty much the whole task area. Anything that wasn't over-developed was a blue hole with no convection and the outlanding notifications started coming in pretty quickly.

DAY TWO

Tuesday. There was a good forecast for the day with only a slight influence from the front to the east of New Zealand. With light easterly winds, the task was set: TP1- Kaingaroa, TP2- Pureora, TP3- National Park, Finish.

At 1230 it was still blue out there, so a sniffer (Maurice in the Duo XT) was sent up to see what was happening. He promptly

climbed to 4500' and disappeared off down the Reporoa valley out of sight. There were still no clouds but the lake breeze was setting in, so that was a pretty good sign that things were starting to go. With the breeze, a change of vectors was required and everyone hastily moved down to runway - 22.

Everyone made the first turn point, but getting to the second and third was far more difficult. A number of gliders around the Paeroa range were circling not much above the radio mast and everyone was scratching for lift. As the afternoon progressed, most competitors made the second turn point but elected to call it quits there and returned to Taupo.

There was one pilot who made it all the way round the task to be the only finisher for the day, that was Alan Belworthy. Steve Wallace also made an excellent attempt but outlanded on the way home on a strip in the western bay to await an aero-tow retrieve.

DAY THREE

Wednesday. Oh dear, the forecast was all blue - and it WAS all blue. It was a lovely day for working on a sun tan, but hard work in a glider. The RASP forecast was for three to four knots in the blue but with an early end to the day. The task for this beautiful sunny clear day was; TP1- Galatea, TP2- North Arm, TP3- Lake Rotokawa, Finish.



Waiting, waiting and still waiting



A dirty Sunday

Alan Belworthy was sent up to check the air while the rest of us waited patiently. In the end the launch was delayed until a little after 1300, when all gliders took to the sky with a definite lake breeze straight down the strip, so “something must be going to happen out there right? “

Well - not quite. We had several relights and some decided not to go, but those who made the start gate found the task challenging for the day. The hardest part was getting through the inversion around 4000'. Overall, it was a challenging day with only a few finishers, one of which was Doug Henry. Go Doug! (Remember Doug outlanded before the start on Day One.)

Today was not only challenging for pilots but also for Jen and Mary who were preparing the mid-week dinner night. Things were going to plan until the power failed in the club house. So Team David came to the rescue. A team lead by David Hirst aided Jen and Mary by cooking in the camp kitchen, so all was not lost. Eventually, a representative from the power company arrived and sorted out the problem and the evening got back on track.

It is amazing what a wine or two will do though. By night's end there was a Karaoke King (Adam Cumberlege) and two Karaoke Queens (Lucienne van der Wal and Jenny Austin). It also goes without saying that the favourite activity of glider pilots throughout the evening was talking about gliding.

DAY FOUR

Thursday. Our trusty weather forecaster (Roland) hinted that we would have a partly blue day with some cloud markers. The task setters set another AAT, but this time went North West; TP1- Ranginui, TP2- Galatea, TP3- Poronui, TP4- Lake Rotokawa, Finish.

Finally, the task area was spilt quite clearly into an almost entirely blue area around the first circle. There were very obvious

cloud and sea breeze convergences around the second area, and the forecasted light-cloud development around the last area.

With the start area being blue, most pilots made the sensible decision not to go any distance into the first area at all. Those that made best use of the convergence around the second area at Murupara were able to get the best speed and distance.

Competition leader Alan Belworthy got too low and fell into the sea breeze around Murupara and was unable to climb back out again, so had to start the iron thermal to get home.

Of all the day's retrieves, David Hirst had the hardest. He was able to radio relay that he had landed safely in Goudies and was out of cell phone coverage. Unfortunately, this area is a little remote and he was around 12km away from the nearest house. Cell phone coverage is pretty awful up there and he couldn't raise anyone on the radio to advise Taupo of his exact GPS co-ordinates.

His crew was dispatched in the general direction and Bill Kendall with Trevor Terry (in 'Glider Rescue One,' the Tecnam microlight, EKO) went to search for and locate him. He was eventually tracked down and retrieved before dark.

DAY FIVE

Friday. With another forecast blue day, the task was out to the west again, before heading back to Thursday's top and bottom turn points; TP1- Poihipi, TP2- Galatea, TP3- Poronui, TP4- Lake Rotokawa, Finish.

After launch, conditions changed quickly and it rapidly became apparent that the forecast was completely wrong about cloud base and cloud cover. With poor visibility and a maximum height of only 4000', the start gate was put on hold and the task adjusted to remove the first turn point. With the reduced distance the task time was also cut back to two hours.



L: A relaxed Steve Wallace
 Below L: Doug Henry - I'm a little teapot
 Below R: Contest Director - Rob Lyon



The changed task proved to be a greater challenge for the day than expected. The day was dominated by a low cloud base, no more than 4500', and convergence lines running through all the AAT task areas.

Again, Alan Belworthy was forced into an early engine-start over Murupara and the contest now came down to a close fight between Alan in the Ventus, Steve Wallace in the Mighty Mosquito and Trev Terry in the Duo. With Saturday being almost certain to be a rain-day, the contest would come down to the last day on Sunday.

DAY SIX

Saturday. Weather conditions dictated that there would be no flying today, so it was a relaxing day for all and in the evening we had another social evening with a BBQ. Karaoke was not up to the same standard as set on the previous Wednesday evening though.

The cold front that was predicted ripped through during the afternoon with a hiss and a roar and by 1700 we were left with a cold south westerly and a sky that would have been perfect at 1300.

However, the forecast for the Sunday was good and with the competition extremely close all were looking forward to a great last day.

LAST DAY

Sunday. Well, what a day!!!! In typical Taupo fashion, this was clearly the best day of the week, so the task setters set a task to match. The last task was an ATT with TP1- Tirau, TP2- Kuratau, TP3- Aratiatia and Finish. With blue skies and near perfect cumulus, the main order of the day would be dodging possible build-ups and some rain showers, although none eventuated.

For Team Taupo in the 'Concrete Swan' - GME, it was the first day that the Twin Astir completed a task, although there were a

few anxious moments around Mangakino and Mt Titiraupenga that could have upset the day. Trace Austin and Bill Dawson landed late in the afternoon to much jubilation from the home supporters.

There was only one unfortunate land out during the day, by guess who? Doug Henry. Doug managed to park his LS3a in a paddock near Aratiatia, once again before the gate opened. This man has talent!

Unfortunately, not everyone could stay around for the last day, which ended up being the first thousand point day, but those that did stay around saw the best of the week's weather.

Overall, it was an awesome week to start off the soaring season and everyone had a great time.

Results

Open Class

1	Trev Terry
2	Roland Vander Wall
3	Maurice Weaver

Cub Class

1	Steve Wallace
2	Tim Bromhead
3	Adam Cumberlege

Overall

1	Steve Wallace
2	Trev Terry
3	Roland Van der Wall

Most Notorious Flights

- 1 Doug Henry for landing out before the start on Day One and Day Six
- 2 David Hirst - for his land out in Goudies