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from the editor

february–april 2015

This has been the sort of summer we will look back on when we reminisce about how 'things ain't what they used to be.' We will conveniently forget that last summer was damp and miserable and we got hardly any flying.

The summer before that wasn't crash hot either if I remember rightly. It remains to be seen whether what has happened this year is the norm or whether it was just an aberration and our more usual, variable weather patterns will be back next year. While we've had a lot of fun, I'm really pleased I'm not a farmer any more.

The flying, by all accounts, has been superb all around the country. People's Facebook pages have been full of cross country exploits and fabulous photos. We've had two National competitions with nearly two weeks of flying each. The Multi-class Nationals at Omarama managed ten days and the Club Class contest at Drury had nine. That is awesome and hasn't happened for years. There were a lot of really happy pilots around.

I think Facebook is great. I have a diverse range of friends so my feed always contains things of interest. As well as posts on writing, art and cute baby animals, I get to follow glider pilots having adventures all around the world and keep up with the doings of gliding friends everywhere. I love knowing that the Whangarei club are getting in some good long flights in sea breeze convergence, that the Whenuapai crowd are doing their coast runs (I really want to do this one day) and the various youth glide factions are planning barbeques and training days. Some people post video of their flights while they're flying. I don't want to be the fun police but please be a little cautious when posting photos and videos of gliding that you don't post anything that might get someone in strife for seeming to break CAA rules. My Facebook highlight of this week was pictures of Canterbury club member Derek Kraak's new granddaughter. Another generation of Kraak. Possibly the world is not ready for that. Facebook is keeping us connected in ways we never used to be able to and the family feel of the gliding community is reinforced by this ease of communication. I'm fine with the fact that the young ones have moved on to other social media and generally leave Facebook to us oldies. At the moment it's suiting me well.

The contest at Drury was a great opportunity for the Auckland club to showcase just how good the flying out of their site



Nationals – Mark Tingey from Tauranga and his JS1. These stunning shots from the Nationals are not taken from the air,

can be. This has often been poo-pooed by people in the rest of the country, but with nine days of flying tasks that were 300 km plus, I think that idea has been put to rest. I learnt to fly in Auckland and I personally never managed to get over the Bombay Hills but I know it can be done. There is a paddock beside the motorway, just before the Bombay Crossroads where I landed on one 50 k attempt – about 5 ks from home. Comments about mistaking decimal points followed me around for years. My other 50 k attempts were made out of Matamata. I did however have wonderful flights from Drury, out over Pukekohe and out to the coast and still get really nostalgic for the view across the Manukau from a couple of thousand feet, especially at sunset.



No longer a rare sight in NZ. Two JS1 gliders race across the Mackenzie Basin.
Photo Geoff Soper.

next issue

Next issue: Nelson Lakes Ab Initio course and Annual Club Flying week
Aging Pilots
Summer Season wrap up

magazine deadlines

Deadline for Club News, articles and pictures is 10 April and 17 April for advertising.



Photo John McCaw

but rather from the top of "Little Ben", the smaller peak to the west of the Benmore range.

I'm really pleased the Club Class contest went so well. Good on the ol' AGC for hosting it.

Thanks to everyone who has written articles for *SoaringNZ*, both for this issue and in the past. It's really appreciated and it is you people that ensure we have a varied and interesting magazine. That being said, I have a 'day job' at the moment and my time for producing the magazine is limited. If you promised to write an article, then write the article and get it to me – before the deadline. If, for whatever reason you can no longer do it, or you can but it will be late, let me know so I can plan accordingly. I'm happy to extend past deadlines if I know a piece is coming and roughly how many words or pages it is expected to be. Keep me informed and it will all work out fine.

Stay Safe
Jill



SoaringNZ

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OSTLER WINE

National Multi-Class Gliding Championships

BY RALPH HENDERSON, CONTEST DIRECTOR



OMARAMA AIRFIELD 4 – 16 JANUARY 2015

The highlights of this summer's national multi-class championships included:

- ▶ Ostler Wines providing sponsorship and wine prizes for daily winners and overall champions
- ▶ The Oakley family winning 6 of the 12 trophies, 3 each for Mike and Nick
- ▶ Flying 10 contest days out of 12, plus practice day
- ▶ The first 20 m two-seater championship
- ▶ Almost incident free and no personal injuries, at least not from glider flying
- ▶ Some very long flying days, sometimes for few, if any points
- ▶ A large team of volunteers who all contributed to a well-run competition
- ▶ 13 overseas pilots, 12 from the North Island and 10 South Islanders
- ▶ The 20 year anniversary of the 1995 World Championships at Omarama with many pilots, tow pilots, crew and helpers from that event present this year.

The contest organiser Max Stevens put together an experienced team to run the contest.

Contest Director	Ralph Henderson
Safety Officer	Gavin Wills
Task setter	Jerry O'Neill
Weather	Lemmy Tanner
Scorer	Lex McPhail and Neil Allison
Tugmaster	Brad Newfield
Airspace	Kevin Bethwaite
Radio	Sue Wild, Paula Ruddick, Noeline Verheyen
Grid Marshall	Hugh Turner and Kevin Bethwaite
Launch Marshall	Hugh Turner and Kevin Bethwaite
Time keeper	Dave MacKenzie
Social organiser	Helen Wood and Lynette Tillman
Treasurer	Dave Tillman
Tow pilots	Annie Laylee, Toby Read, Craig Keenan, Peter Chadwick, Max Stevens, Brad Newfield, Mike Till, Markus Lewandowski, Bruce Drake and Darren Smith
Rope runners	Many volunteers over the course of the contest



Photo: John McCaw



The contestants pose with the Ostler Wine's banner

Photo: John McCaw



Brett Hunter's jet sustainer JS1 at FULL noise

Photo: Geoff Soper



Alex McCaw in Omarama Gliding Club's new Discus

Photo: Geoff Soper

There were 27 entries and the competition was run in two classes:

15 metre which included standard and 15 metre and Open which included open, 20 metre two-seaters and 18 metre.

A brief day to day summary is as follows.

4 JANUARY – PRACTICE DAY

A 348 km racing task is set for both classes. 16 pilots attempt the task and Mark Tingey wins the open class and 18m in his new JS1-C, Tom Klassen from Texas and G Dale in a Duo win 20m and Alex McCaw flying a Discus 2b wins 15m.

5 JANUARY – DAY 1

The same AAT for both classes of 201-553 km. Unbeknown to us at the time, this was to be the best day of the competition for getting pilots home with 23 of the 27 competitors getting home, and fast as well. Mike Oakley won open class in the ASH 25 at 184.2 kph, the fastest speed of the competition. Tom and G won 20m, Grae Harrison won 18m in his Ventus 2cxt and Nick Oakley won 15m in his ASW19, the lowest performance glider in the competition. Nick had been selected to represent NZ in the

Tasman Trophy against Richard Hoskings from Australia also flying an ASW19. Unfortunately Richard's glider was un-flyable with a damaged undercarriage after landing out on day 1. He was unable to borrow another competitive glider, effectively ending the Tasman Trophy contest.

6 JANUARY – DAY 2

Racing tasks today, 520 km for open class, the longest of the competition, and 446 km for 15m class. The open class had a good day with 12 of 15 pilots completing the task. Mike won open, Keith Essex from Alaska and Gavin Wills won 20m flying Keith's Arcus, and Grae won 18m. The 15m class had a not so good day. They were launched to an area that wasn't working. Slowly all but one returned to earth and some had relights. Alex McCaw found a way to stay airborne and started the task. After long consideration all the other 15m class pilots collectively decided not to launch again and thereby made it a no contest day. Alex continued on the task unaware of what was happening on the ground and completed the task at 98 kph only to find out that he would get zero points for his efforts. However, he did receive a bottle of wine as the day "winner".

NATIONALS MULTI CLASS



Photo Geoff Soper

Mike Oakley might have had a slight advantage...



Photo Geoff Soper

Tony Van Dyk was back on form



Photo Geoff Soper

Siblings Matt and Sarah Aldridge helped on the grid

7 JANUARY – DAY 3

Today is the 20th Anniversary of the World Championships held at Omarama in 1995. Dave Ellis, formerly of Cambridge Aero Instruments who pioneered the use of GPS for gliding championships, is present at briefing. Omarama was the first worlds to use GPS.

Racing tasks again, but Task B of 364 km had to be used for both classes. Mike won open again, Tom and G won 20m and Brett Hunter won 18m in his new JS1-C. Alex McCaw carried on from where he left off the previous day and won 15m.

8 JANUARY – DAY 4

Task B again for both classes and another racing task, the same 328 km task for both classes. There are only four finishers in open class and Tom and G win both open and 20m classes. Derek Kraak gets the furthest in his ASG 29 in 18m class but too few 18m pilots get far enough around the task to make it a contest day. Derek has to make do with the 'winner's' bottle of wine. While all of the 15m class land out or land back, Nick Oakley goes the furthest, 318 km out of 328km to win the day and collect 500 points.



Photo Geoff Soper



Photo John McCaw



Photo Geoff Soper

Terry Jones, Karen Morgan and ???



Photo Geoff Soper

Scorer Lex McPhail



Photo Geoff Soper

Mike Oakley

Tow pilot Annie Laylee

9 JANUARY

There have been some long and challenging days and while there is blue sky and high temperatures, the air is very stable and the tasking window is short. The day is cancelled at briefing. There is no dissent from the pilots. The open class in particular are ready for a rest.

10 JANUARY – DAY 5

The same AAT for both classes with big circles to the south and north for 176-450 km. Another good day with 21 out of 24 pilots

completing the task. Mike wins open again, Keith and Gavin win 20m and Derek gets a real day win in 18m. There is a new winner in 15m with Vaughan Ruddick flying his way back into form and winning the day in his LS 6A.

After flying, Ostler Wines put on a wine tasting which was well attended. Quite a serious event (for a wine tasting) with Jim Jerram telling us about the history of Ostler Wines and explaining the characteristics of each of the wines in his extensive range.

NATIONALS MULTI CLASS



GNZ President Karen Morgan enjoys contest flying



Contest Director Ralph Henderson



11 JANUARY – DAY 6

The same 477 km racing task for both classes, effectively twice round a circuit of the Mackenzie Basin. Another tough day at the office with only three finishers, all in open class. Grae wins open and 18m class. Graham White and Jason Kelly have their best day of the competition coming second in open class in their ASH 25m. Tom and G reclaim the 20 m podium. In 15m class it is another distance day, this time with Alex McCaw triumphing after landing out 8 km short of the finish ring. Vaughan in second place is 125 km further back. Brad Newfield has a busy evening in the Fatman OMA retrieving three Glide Omarama gliders UC, ZR and XG, and Alex in ZS. By the time he gets aero towed home, Alex has spent more than 8 hours in the air.

12 JANUARY – DAY 7

After yesterday's long day a short racing task is set, 320 km for

open class and 273 km for 15m. 14 pilots make it round the task. Mike wins open class, Christian Derold and Markus Lewandowski from Austria win 20m in a Duo and Grae wins 18m. In 15m George Wills has his first day win in his Discus 2c.

13 JANUARY – DAY 8

Slightly longer racing tasks today, 396 km for open and 331 km for 15m. But with conditions developing slowly the task is changed to an AAT on the grid with distances of 284-508km. Keith and Gavin have their first win in open class in the Arcus and also win 20m. Derek has another win in 18m and Vaughan reclaims the podium in 15m.

14 JANUARY

A heavy overcast sky that threatens to persist, and it does. The day is cancelled at briefing, again without any dissent, including from the organising team. Celine Harrison presents



the day winners prizes in honour of her 18th birthday. The social team, Helen and Lynette, put on drinks and nibbles in the bar later in the afternoon. This isn't exciting enough for some of the younger pilots who go kite flying in the strong cold easterly wind. George gets airborne, then lands awkwardly, breaking his ankle and ending his competition.

15 JANUARY – DAY 9

With uncertainty about the conditions to the north it is time for another AAT with a big circle around the northern turn point Tin Hut. Today there is only one finisher, the Aussie pair of Graham Parker and Tom Claffey who are flying Theo's ASH 25 ZZ, and they are very grateful for the long wings and correspondingly long glides. They fly 250 km at 74 kph to win the day in open class. Nigel Davy, with the help of his Aussie co-pilot Jo Davis, has his best day of the competition winning 20m class

in his Duo. It is a no contest day in 18m but Grae gets the bottle of wine. In 15m, Vaughan continues his winning way with a distance of 158 km and gets 460 points for his efforts.

16 JANUARY – DAY 10

Last day, and when was the last time we got to day 10 at a Nationals? While it's the last day and short tasks are normally called for, this is the first classic Omarama day of the competition with good thermal and wave. A long fuzzy AAT is set for both classes, 417 km point to point for open and 379 km for 15m with 5 km radius circles on all turn points. The launch starts early and the gates are closed after one and a half hours. As the first big wave day, some pilots break airspace and score technical land outs. Grae races around at 173 kph to win open and 18m. Keith and Gavin win 20m and Alex wins the last day in 15m.



Photo John McCaw



Photo John McCaw



Day winner prizes of the sponsor by Yvonne Loader: G Dale and T

Ostler Wines' Jim and Anne Jerrem presented the Trophies – Mike Oakley

Alex McCaw

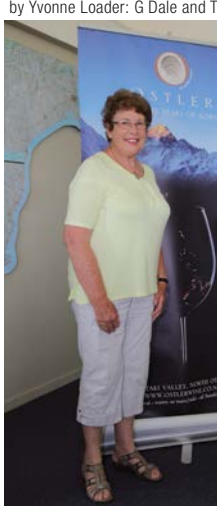


Photo John McCaw



Photo Grae Soper

Day prize Grae Harrison



Day prize Alex McCaw

Nick Oakley

The final dinner is held at the Countrytime Hotel with over 80 people in attendance. The trophies are awarded as follows:

TROPHY	DESCRIPTION	RECIPIENT
Court Trophy	Highest placed pilot in the Standard Class	Nick Oakley
Broadlands Cup	Highest placed pilot in the 15m Class	Vaughan Ruddick
Georgeson Trophy	Highest placed pilot in the 18m Class	Grae Harrison
	Highest placed pilots in the 20m Class	Tom Klassen and G Dale
Wills Cup	Highest placed pilot in the Open Class	Mike Oakley
Swiss Trophy	Second placed pilot in the numerically strongest class	Grae Harrison Open class
Continental Airlines Trophy	Winner of the longest speed task from any class before handicaps are applied	Mike Oakley Open Class Day 2 520.4 k
Richardson Trophy	Highest average speed before handicaps are applied	Mike Oakley Open Class Day 1 184.2 kph
Rix Memorial Trophy	Highest placed young pilot	Nick Oakley
Hansell Trophy	Most meritorious flight	Alex McCaw 15m Class Day 6 Day winner
Hookings Trophy	Most meritorious flight over a non-triangle (AAT) task	Derek Kraak 18m Class Day 5 Day winner
Messervy Trophy	Most meritorious flight over a triangle (racing) task	Grae Harrison 18m Class Day 6 Day winner and only finisher
Tasman Trophy	Highest placed of the two selected pilots	Nick Oakley NZ

Six of the 12 trophies went to the Oakley family, three each to Mike and Nick. Amazingly, the three trophies won by Nick had previously been won by Mike.

While it was great to get 10 contest days, the weather conditions often made task setting difficult and the percentage of pilots completing the tasks was low. In the open class 55% of pilots completed the tasks over the 10 days. In 15m class it was only 44%. These figures are inflated a little by the technical land outs due to airspace infringements on Day 10.

There was not one day when all the fleet completed the task. The best day was day 1 when 23 out of 27 pilots completed the task and the worst was day 9 when only one aircraft, with long wings, completed the task.

The rate of task completion was particularly low in 15m class. There were three days when no one completed the task and 1 day when only one pilot completed the task, only to find out that it was a no contest.

The days with low completion rates give pilots with engines a distinct advantage, as they can be more adventurous while still having a high chance of being able to motor home. They can potentially avoid long late night retrieves and/or expensive aero-tow retrieves.

The low completion rate was due to a number of factors, weather that was different to that forecast, task setting for a Nationals despite a wide range of experience amongst the pilots, pilots choosing not to complete tasks on difficult days in order to avoid landing out, and difficulty in getting over or around mountains that rendered the task un-flyable.

With hindsight, could a higher completion rate have been achieved? The task setting team endeavoured every day to



Photo Geoff Soper

er's product presented
om Klassen



Photo Geoff Soper



Photo Geoff Soper



Photo John McCaw

G Dale, Annie Laylee, and Tom Klassen



Photo John McCaw

Helen Wood and Ralph Henderson

While it was great to get 10 contest days, the weather conditions often made task setting difficult and the percentage of pilots completing the tasks was low.



Photo John McCaw

Vaughan Ruddick and his girls, Leah and Paula

set a good task for the forecast conditions. When the forecast conditions did not eventuate it all became more difficult. Task B was used on three days to try to adapt to the changed conditions. Using more AATs may have helped, but on some days these would not have changed the outcome. Another option would have been to cancel more days, but it was a Nationals and pilots had come to fly. For some pilots, aborting the task and landing back at the airfield was a good decision.

The multi-class Nationals are over for another year. The pilots are to be congratulated for flying safely in varying and challenging conditions. The contest team was outstanding and a pleasure to work with. It was a difficult contest to manage given the weather and the problem with insufficient pilots completing the tasks, and therefore not getting enough points and not being happy at the end of the day.

A big thank you to the sponsors Ostler Wines and to everyone who liked the competition on Facebook. We hope everyone enjoyed following the competition on Facebook, the competition website and on Soaring Spot.



Photo John McCaw

Harrison family, Grae, Celine and Dallas