

NEW ZEALAND'S PREMIER SOARING MAGAZINE

Soaring ^{NZ}

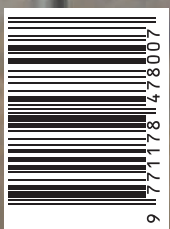


SI REGIONALS

GRAND PRIX

TISSANDIER DIPLOMA

SILENT ELECTRO • CLUB NEWS





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from the editor

november 2015–january 2016

SUPPORTING OUR FUTURE

Tucked inside this issue of the magazine you will find a subscription to Youth Glide New Zealand. Please consider filling it out and becoming a social member. Yes, this is a donation, but that money can do a lot of good for gliding in general. A strong Youth Glide membership is the feeder ground for NZ gliding's future. In the ten or so years since Youth Glide first toddled onto the scene, it has grown from a few interested kids to a national organisation that is teaching young people about gliding in a safe and fun environment. Your money helps offset the cost of gliding and helps subsidise the Youth Soaring Development Camp and smaller regional camps that are in planning for the coming year. Ten days of flying at the YSDC and associated camp, food and travel costs doesn't come cheap. Greater numbers of 'members' also makes it easier to gain funding from grants as it can be shown that the organisation impacts greater numbers of people.

As the average age of the 'average' glider pilot increases, bringing more young people into the sport is crucial for our sport's survival. But Youth Glide isn't just about gliding, it has a far more noble reason for existing. The mission statement for Youth Glide New Zealand reads: Using the sport of gliding to inspire and develop young people's imagination, character and self-determination with the excitement and possibilities of flight as a lifelong adventure sport or a fulfilling aviation related career prospect.

We've had quite a bit of success too. We have given a lot of kids a chance to learn to fly while at the same time providing safe adult interactions, role models, mentors and heroes to emulate, discipline and self-discipline and a belief in themselves and their ability to do anything they set their minds to. Glider training, simply put, is a great thing for kids to do. I've seen it with my own kids and with other kids within the Youth Glide community. Learning to fly gliders is a really big deal and they are so proud of being able to do something that most of their peers only dream of. Some of our Youth Glide kids have various learning disabilities but they can all learn to fly. The boost to their self-esteem is amazing and on-going. As well as that, we've seen school work improve because physics, maths and sciences actually mean something and are seen to have applications in their lives.



South Island regionals

Youth Glide has also brought quite an influx of young women into our predominantly male orientated sport. For the life of me I've never understood why more girls aren't interested in gliding. It's something we can do every bit as well as the men and I'm delighted to see the girls getting involved, loving it and embracing it as a sport and thinking of aviation as a career.

Our success stories carry through to the young adults - the Youth Glide graduates who have gone on to have successes in the aviation world and are now in the Airforce (including one young lady), flying for commercial airlines, working as aircraft engineers, and representing NZ in the Junior World Gliding competition in Australia.

You all knew I had to mention the Junior Worlds. As I write this editorial, it is the opening day of the Junior Worlds contest. I've been visiting with a friend elsewhere in Oz, but tomorrow I have a complicated journey from the south of Victoria to Narromine, NSW for the competition. Nick Oakley and my



Alex McCaw flies over the NZ flags at Omarama in this composite photograph.

Photo Geoff Soper

next issue

Next Issue: North Island Regionals

Club Class Nationals

Mixed Class Nationals

Junior World Gliding Contest

magazine deadlines

Deadline for Club News, articles and pictures is 31 January and 10 February for advertising.



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son Alex have been in training for this contest for the last four years and they're ready but so are the young people from the 16 other countries competing. The contest will be well reported in the next issue of course.

The North Island Regionals are on this week. Christmas camps are coming up. Get current and get your BFR in advance of whatever event you want to be flying in. Enjoy your summer. Stay safe.

I wish you a Happy Christmas and a Joyous New Year.
Jill McCaw

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South Island REGIONALS

Omarama, 14–21 November 2015

BY CHRIS STREAT AND PETER CHADWICK
PHOTOS GEOFF SOPER



It's that time again – Omarama once again provided a spectacular background to the South Island Regional competition. A slightly smaller field than other years provided a thrilling contest as the battle for titles developed.

Keith Essex (Alaska) in his ASG 29 (Open Class) making a high speed finish at Omarama on the final day of the 51st South Island Regional Gliding Championships.

SOUTH ISLAND REGIONALS



John Goddard and The Canterbury Gliding Club's Dynamic towplane



Paul Barrett, Nigel Maxey, Mark Aldridge & Tony Collins



Contestants 51st South Island Regionals

Twenty-two contestants flew the contest this year which was less than last year's 34 that had been the result of a huge effort getting pilots to attend the 50th Regionals.

There were a few other things happening to drop the numbers: The Junior Worlds team of Nick Oakley and Alex McCaw plus Mike Oakley were due to fly out. Other people were flying the Club Class Nationals in Aussie and as our Nationals are in Taupo this season there was no need for North Islanders to come south to train for Omarama.

The success of 'Jerry's Cross Country Course' which ran the week before the Regionals meant a lot of people were already flown out. Some course days there were more gliders than at the Regionals. Geoff Soper suggested 'Jerry's Course' next year should start on the Thursday before the Regionals and merge with the Pro Am Class on the Saturday Practice day with those not capable of entering the Regionals staying on the course.

Omarama stalwarts David Speight and Bill Walker are gone and sorely missed.

As an aside, Glide Omarama did not have any clients that week who wanted to enter but young GO instructor Dan McCormick entered and flew very well.

ORGANISATION

Glider pilot and competitor (Ls6c) Roland van der Wal from Immigrant Wines in Alexandra was major sponsor of the contest and provided heaps of wine as prizes. Roly is well known for his humour.

The Canterbury Gliding Club (CGC) ran the Regionals

expertly as they have in previous years. The Club turned up with the usual air force of helpers and their new CGC 115 hp Dynamic tow plane. It had very impressive performance, went up like a Pawnee or better, although a slightly longer ground roll.

Geoff Soper was Contest Director for the tenth time. Geoff has assisted on 14 Regionals. Geoff's relaxed style with plenty of humour always goes down well with the pilots at the 10 am daily briefing. On the last day Geoff announced he was retiring, to howls of protest, so maybe he won't. Everything went smoothly, experienced organisers, experienced pilots, and SPOT tracking certainly helped.

There were hardly any calls this year from scorer Lex McPhail to the naughty boys' room for penalties. Lex brought a huge stack of games down and the Canterbury Club organisers spent many evenings in the campground kitchen playing board games over a few drinks. They get on very well together. It's funny to watch. Lex has scored for many years. Total competence there.

Young Jono Wardman (a member of CGC, GO and OGC) and Derek Kraak arranged the social events which included four dinners throughout the week for all pilots and friends. Derek also does comedy.

David Tillman was Treasurer assisted by Neil Allison and Jono Wardman. David and Neil have assisted for many years also. Neil Allison and John Simpson (Airways NZ) assisted in the radio room. With SPOT in use now the radio can be a boring job. Mike Marra, a retired Air New Zealand engineer, and his wife Joan assisted on the grid and elsewhere. Mike is getting into



John Simpson of Airways helping on the grid



Brian Savage and Trevor Mollard



Yvonne Loader

gliding. Safety officers were Gavin Wills and Trevor Mollard. There were no accidents again this year.

Yvonne Loader kept the airport bar going and Kevin Bethwaite assisted. Both of them helped out in many ways.

Task setters were Max Stevens, Grae Harrison, Theo Newfield and Lemmy Tanner from Glide Omarama. Some truly difficult tasks were set and completed. On numerous days pilots were wondering if they could ever finish the task. Lemmy also presented a detailed and accurate weather briefing at 10 am each day.

Chief tow pilot was Brad Newfield from Glide Omarama (Theo's son) assisted by Craig Keenan in MAV, Annie Laylee and Chris Garton. The tow planes were Glide Omarama's three air craft, plus CGC's Dynamic and C172/210 MAV. They had the whole field airborne in well under an hour. Mark Aldridge, Joan Marra, and Mark's daughter Sara assisted on the grid and elsewhere.

Airways NZ provided free maps and discount vouchers for online products.

THE FLYING

Practice day. Saturday: 90% of pilots didn't fly, Alex McCaw and Nick Oakley both did 1000km free flights. Terry Delore broke a world speed record for 15m 500 km triangle.

SUNDAY RAIN

DAY 1

A truly epic Open Class task was set by Max Stevens to the

Neck at Lake Hawea, then Bush Stream in Rangitata, Hakataramea Valley and home. Light west sou-west with unusable wave above. There were poor conditions in the Maitland and the Ben Ohau but good climbs to 10,000 feet in Jolly Valley north of Mt Cook. It then clouded over in the Haka Valley which is where the going got tough with many pilots pushing into a headwind west through the Haka pass at 5000 feet and back into McKenzie Basin, 2/3 of the competitors completed the Open task. The shorter Racing task also went into the difficult Hakataramea Valley and 1/3 of the competitors completed.

DAY 2

We were tasked up the Ben Ohau in a rowdy 20 knot west sou-westerly then down to Mt Ida which was covered in cloud. Derek Kraak was the first to plunge though Hugos with low cloud, reporting on 133.55 of horrid conditions at the turn, low cloud and so on. Derek finally climbed out through a blue hole then flew towards Wanaka. Trev Mollard reported getting to Mt Ida in the wave and it was all on. Final turn was Grampians where there was a low southerly, then a tricky headwind home.

DAY 3

It was a struggle for most to get up and away on track with an inversion around Omarama, then it was a bit tricky getting into the Dingle as both classes headed West. The task was an AAT with first turn Siberia on the other side of Makarora. Roly took a scenic trip right up into the Landsborough looking for the big



Grae Harrison Ventus 2cxt (towing to grid)



John Gorringe (UK)



Hadleigh Bognuda and Tony Flewett



Deb Essex beside husband Keith in UC



Pete Chadwick on tow



Mark Morgan (AU), Ozzie with great sense of humor

climb to get him east again, before eventually landing in the Hunter strip which was reported as being lovely.

The second turn was up in the Godley River area and most had good runs on the ridges with a long final glide out of the Jolly for Omarama.

DAY 4

Wave, convergence and thermal predicted so an AAT was set, down to Thompsons track then Morven Hills, Dog Kennel Corner, Grampians, home. The day was tricky for many and most cut short on the AAT circles.

DAY 5

The task was around the basin twice, 420 km for Open and 374 km for Racing. First we went up to Glen Lyon, mostly on the ridges which worked well, then off downwind in the westerly to Two Thumbs. There was wave to be had for a few, but convergence over the turn meant most had to go under to get the turn.

We flew convergence and thermals to Grampians then around to Omarama as the fourth turn. It was up to Glen Lyon a second time then west to Two Thumbs for the Open and Dog Kennel Corner for the Racing, some having the pleasure of doing the second time round in the wave. Grampians was the last

turn giving options on the route home. A fast and interesting task for most in the conditions with a lot of different options.

THE WINNERS OPEN/18M

Max Stevens won Open Class, best NZ pilot, but Keith Essex from Alaska won outright in Open Class/18m with almost a day to spare. This is Max's second year in Open/18m class in his Ventus 2C. Max competed in 15m class for 25 years in his Discus which he owned from new. Keith is a relatively low hour glider pilot (around 1500 hours) but has 20,000 hours in fixed wings and choppers. At the prize giving Terry Delore gave a nice speech for Keith and gave him a tiny little trophy so Keith didn't miss out. Keith and Debs are applying for NZ residency and have bought a house here. This is their second season at Omarama. Keith was flying an ASG 29.

15M

For the first time ever, the winners Peter Chadwick (ASW 20) CGC and Nigel Maxey (ASW 27) CGC had exactly the same score.



Lex McPhail (even scorers have to rehydrate)



Mike Marra (Grid & Radio room)



Trophy winners L to R: Nigel Davy, Alex Boyes, Mas Stevens, Keith Essex, Trevor Mollard, Roland van der Wal (pilot & our daily prizes sponsor), Derek Kraak, Nigel Maxey, Pete Chadwick

Results

OPEN

Pilot	Rego	Glider type	Hcap	Day 1 (16/11/2015)	Day 2 (17/11/2015)	Day 3 (18/11/2015)	Day 4 (19/11/2015)	Day 5 (21/11/2015)	Total
Keith Essex	UC	ASG 29	111	1000	979	1000	905	1000	4884
Max Stevens	YD	Ventus 2c	110	781	791	649	1000	830	4051
Graham Parker / Mark Morgan	ZZ	ASH 25e	114	707	699	700	978	703	3787

RACING

Nigel Maxey	UZ	ASW 27b	104	993	320	933	929	898	4073
Peter Chadwick	OO	ASW 20cl	100	1000	332	1000	741	1000	4073
Daniel McCormack	SC	LS 4	96	335	1000	801	864	745	3745



Australian Graham Parker on a return visit to fly in our competition



Heading for the grid

SOUTH ISLAND REGIONALS

*On numerous days pilots
were wondering if they
could ever finish the task...*



Kevin Bethwaite (signals a six for top team launch efforts)



Theo Newfield ASG 29es



Nigel Davy and Alex Boyes (NS) on tow