

NEW ZEALAND'S PREMIER SOARING MAGAZINE

# Soaring NZ

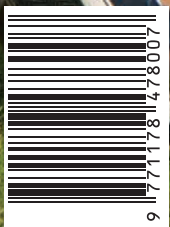


GREYTOWN SOARING CENTRE

CENTRAL DISTRICTS CONTEST

**TASMAN TROPHY**

YOUTH GLIDE • CLUB NEWS





# from the editor

may-july 2016

About thirty years ago I spent a couple of years in Australia, including a year in Melbourne where I joined the Gliding Club of Victoria which flies from Benalla. I was there at just the right time, to be part of the World Champs that the club hosted in 1987. Being part of a Worlds, even on the peripheries is a great way to get to know people and later in the year when I made the big leap and headed for England and Europe, I had gliding clubs to visit and people to stay with. I logged flights in lots of different countries and was treated to trips and entrance to air shows, all through contacts within the gliding movement.

The gliding community felt like a large extended family. It still does. As I write this, we have a young German lass staying with us. She's a glider pilot of course. I'm not quite sure how she found us, but I think it was through the ephemeral and not really a thing, gliding youth network which happens on social media. It was Alex who asked if she could stay here and Luca has had some great flights with us and others in the NZ gliding community, not to mention balloon flights and a boating trip where she got to meet Hector's dolphins in Akaroa Harbour. I like the thought that we're repaying the hospitality I received all those years ago.

Nights are getting longer. The leaves are turning. I find autumn creates a primal nesting urge that I cannot ignore. I used to gain a great sense of satisfaction from seeing the firewood stacked up, neat and organised and ready to keep us warm through the winter. Our new, modern home in Christchurch has a gas fire which means we no longer need to do this and I miss it. There are other things I can do however to make sure we're provided for.

I have preserving jars of beetroot and smaller jars of pickles stacked up on my shelves. Our new fruit trees did extremely well for only being two summers old, and I had quinces which I made into a lovely translucent jelly and have enough apples to start cooking them up and freezing down for winter eating. Hopefully, next year, we will have enough peaches and plums to bottle. It is very satisfying to be able to feed ourselves from our own produce. I'm extremely pleased that if we run short of anything I can easily buy it from the supermarket down the road, but I reckon that I could have made do, back in my great grandmother's day, if I'd had to. I bake a mean batch of scones too, by the way.



Luca Rocholl from Germany flies with John McCaw

Another part of my nesting-for-the-winter routine, is to prepare some indoor projects. I have knitting and sewing (don't knock it until you've tried it, they're both very addictive) but I expect most of my readers are more likely to be working out how they can sneak the aircraft parts they want to work on into the living room, living rooms being much warmer places to work than garages and workshops. I'll leave it up to you how you go about appeasing the other users of your lounge room but if you want to stay on the right side of the powers that be, you'd better check out Martyn Cook's Airworthiness column for a few notes on what you should and shouldn't be looking at fixing yourself.

Of course, on a rainy day, nothing beats curling up with a nice cuppa and some good reading material. We've got a number of longer articles in this issue which should fit the bill nicely. Our feature article is the opening of the Greytown Soaring Centre which really incorporates several stories in



West Coast ATC visiting Springfield

Photo John McCaw

## next issue

Next Issue: World Club  
Class Championship

Introducing Simon Gault's Glider  
Pilot's Kitchen

## magazine deadlines

Deadline for Club News, articles  
and pictures is 10 August and  
22 August for advertising.

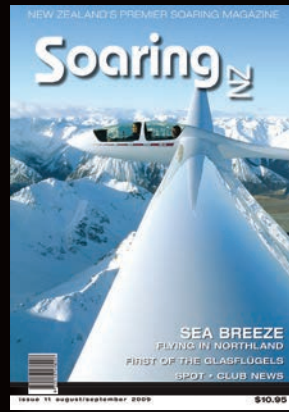


Photo John McCaw

one, the Wellington club recognising the need to leave their commercial airport site, co-operation between two clubs and good old Kiwi can do, creating a fantastic facility which will enhance the sport in the lower North Island. Well done to all concerned.

The 50th Reunion of the RNZAF Auckland Aviation Sports Club has brought up some great stories and for the more technically minded, we have Bernard Eckey's look at the interesting phenomenon of hydraulic jump, which is and isn't like wave. Following the major search and rescue effort at Omarama in February, various people spoke to various people and the Rescue Co-ordination Centre agreed to write a series of articles for us, the first of which, looking at various locator beacons, runs in this issue. We also have the second in our Human Factors series with lots of good reading in there. So settle back, make a cuppa and put your feet up.

Stay Safe  
Jill McCaw



# Soaring<sup>NZ</sup>

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# Greytown Soaring Centre NOW IN BUSINESS

BY ROSS SUTHERLAND AND A CAST OF SEVERAL.

## LEAVING AFTER 55 YEARS PARAPARAUMU TO PAPAWAI

Anyone who has ever moved house can attest to the emotional and physical work involved in moving. The Wellington Gliding Club (WGC) has just completed the big move and is now based at the Greytown Soaring Centre, Papawai, Greytown. The story is one of highs and lows, dedication and a pulling together of club spirit to actually make it happen.

### THE BACKGROUND

A couple of years back the club, which was based at Paraparaumu north of Wellington, was advised by the airport company that the current 2020 lease would not be extended due to development plans for the airport. This started a quiet search for options for a new home.

Various sites were assessed, however the timely purchase of the Papawai farm, which hosted Gliding Wairarapa (GW), by the South Wairarapa District Council (SWDC) for use as an “on land clear water treatment solution” (rather than previous river discharge) led to negotiations for a long term partnership to develop the site as a soaring centre for the lower North island.

This culminated in the signing of a heads of agreement. Negotiations were at the same time running on the possibility of an early lease exit from Paraparaumu. The operational restrictions due to the increasing commercial flights into Paraparaumu were starting to impact markedly on operations.

A heads of agreement was then negotiated with the Airport company for a potential early exit by November 2015 with a final fallback date of June 2016.

As with any major proposed change, much work was put into the actual project items that would need to be addressed before going to members with a SGM on a proposal.

### THE PLANNING

As Papawai itself was well developed, due to the years of effort by Jim Bicknell and the Gliding Wairarapa team, it wasn't a green field site. However as resource consent requirements had changed a lot over the years, the only land available for new hangars etc. needed to be above the 100 year flood zone, effectively on the terrace on the western side of the airfield, about 1 km away from the current N/S runway.

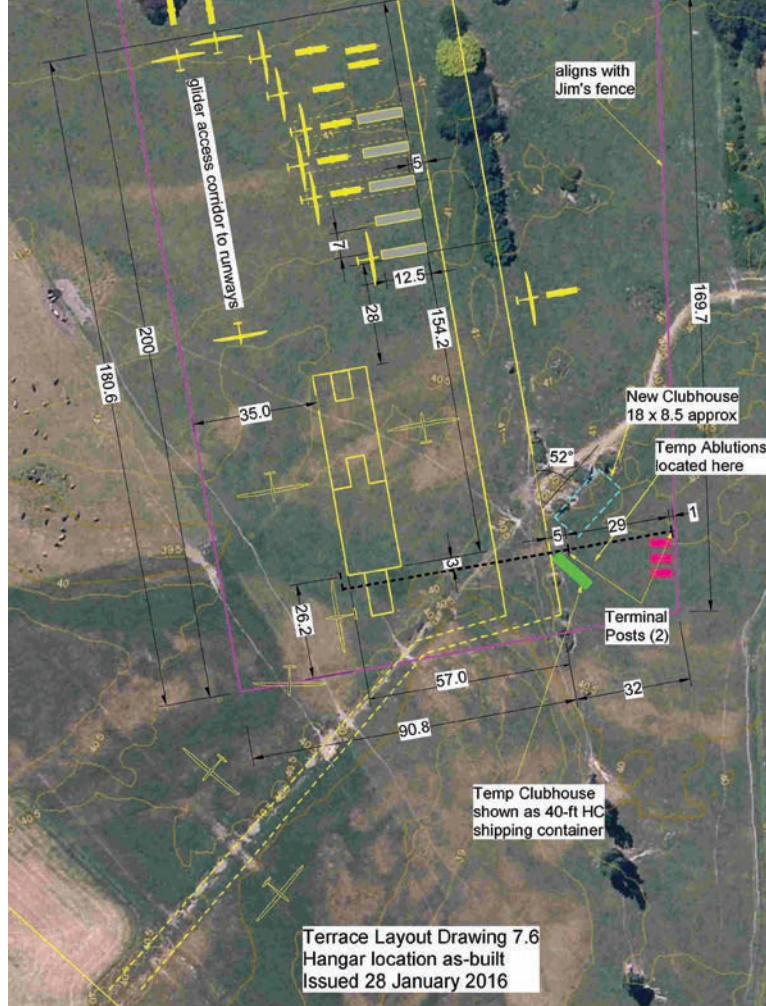
Several streams of work were identified as key for a viable proposal to be presented to members.

The first was the negotiations for a site lease with SWDC. The Omarama model of a Soaring Centre, working for the benefit of soaring in New Zealand as a whole with constituent clubs operating under its umbrella was used, ably led by Grae Harrison, Martyn Cook, David Hirst and a small team.

Another team of Wellington Gliding Club members was responsible for hangar design, tow plane/winch option analysis and relocation logistics planning. It was determined that the ‘minimum’ to move was a hangar to store the aircraft and clear title and access to runways.

The fun then started!!!





Moving the farm transformer - saved \$85k Nov 15



Mastermind Martyn Cook with fellow club member Paul Williams

## HANGAR DESIGN

It's pretty common wisdom that if you put 10 glider pilots in a room you are likely to have 20 opinions and next day some of those 'bottom line' opinions will have swapped positions.

It was no different when we started to design our 'perfect hangar'. The benefits of the 'Omarama style' design are well known, so version one had a beautiful design and layout for club and private owners, stunning, until we started getting the first costings in. \$50-60k per hangar slot. Hmmm, club funds certainly didn't extend that far and there were many deep breaths from potential private owners. Back to the drawing board.

Luckily the club had the considerable talents of engineer Martyn Cook, who had taken a personal interest over the years on the strengths and weaknesses of various hangar designs around the world. Research in cheap(ish) kitset box hangars, Omarama style options etc. went back and forward until a design of a hybrid box/Omarama style was settled upon as meeting club needs (generally sequence of gliders in/out, cost effective per glider) and private needs (ease of single glider in/out).

A short list of potential suppliers was agreed and the local Greytown engineering firm selected. Detailed design soon highlighted the benefits of the mixed design. The box section provided lateral structural strength to the Omarama style plus the two usually wasted space ends of Omarama style were then used to provide extra wing spaces for the box end of the hangar plus a winch store at the other.

So the hybrid box/Omarama style (forever now known as a 'Cookie Hangar') was born, actually a miracle in glider pilot politics in that the 20 odd opinions all merged into a 'that's clever' consensus.

## THE WINCH/TOWPLANE OPTIONS

Another stream of work was also started to investigate launching methods at the new site. GW had proved that with 2.4 km runways, good launch heights of 2500 feet were easily attainable. However the GW single drum winch, whilst perfect for the Ka13 etc. wasn't powerful enough for our heavy DG1000s.

Martyn Cook's engineering expertise was again called upon to research the various winch options and technology around the world. After considerable analysis, including visits to manufacturers, Martyn recommended that the UK Skylaunch Evo winch and combined BGA training syllabus was the best suited to WGC's needs, if the club decided to follow a winning path.

Our current Pawnee, whilst powerful, which is necessary for the relatively short Paraparamu runways and built up areas, is also quite expensive to run. The opportunities of lower cost winching and its ability to then allow training to be accessible for a lower budget is well known. The various numbers were run through the slide rule and it soon became pretty clear that, even with current levels of utilisation, even a brand new winch could be cost effective and potentially drop the cost of training / launching by 30-60%.

The Pawnee could continue for a while as well until options/cash flow allow ultralight/private owner towing options to be explored further.

## BIG DECISION DAY. 26 MARCH 2015

The planning work culminated in a Special General Meeting called to vote on the various recommendations.

- Vacate the Paraparamu lease early
- Move to Papawai, Greytown subject to lease/access issues being resolved



# GREYTOWN SOARING CENTRE



The power trench - Pressie Brian Sharpe Nov 15



The hanger frame goes up Nov 15



GSC Hanger updated build 3 January 2016



The first of 1000 posts to paint Tom Davies Feb 16

- Build a new club hangar
- Purchase a new 2 drum Skylaunch winch

A full member turn out voted to proceed on all items. The real work was about to begin and the timeline of 30 November seemed tight but doable.

## THE HARD WORK

Often you think it's the doing that is hard, however in the current resource management environment it's actually getting all your ducks in a row in time for doing that is a lot harder.

Various delays in approvals/access/fishhooks soon showed that actually building the required infrastructure wasn't going to allow a November 30 move. A revised project plan from our very able Project Manager, Greg Williams, suggested a realistic 31st March 2016 was possible if the various fishhooks could be dealt with (unfortunately Greg passed away during 2015 and has been greatly missed).

The big hang up was access to runways from the terrace (a creek and outside-owned block of land were in the way and therefore signing of the leases). Hangar build and winch purchase were contingent on lease signing, so time steadily ticked on.

However interim solutions were found for the access issue (club members to build a bridge). And the various sub projects finally started.

Not much to show in the first few months with the hangar or site. Cheques were written for consents, engineering and fire reports, peer reviews on everything and \$20k was soon gone. However, the earthworks started, Stewart Barton brought his big digger from the farm and site progress started. It was discovered that there was a spare power pole with a transformer on the farm about 400 m away and the power hookup quote for the site dropped from \$100k to around \$15k. If club labour did the trenches/laying ... the first of many working bees. Water was also laid in the trenches.

October-February was one working bee after another.

Stewart's digger was often going down to dusk and members soon learnt how to build bridges and trenches/lay cables/fence/flatten land/do electrics and the myriad of other tasks to make a two hectare rolling site into a gliding base.

Jim Bicknell was there most days also helping with his various farm equipment. Over a couple of days, about 300 m of rolling farmland turned into a beautiful flat access way and as a huge welcome surprise, an 800 m E/W runway appeared on the top terrace beside the hangar. Hangar landings to save the one kilometre walk became a viable option.

The hangar build was going well and the club end became available for handover around the end of February. That gave a month to actually do the move, if March 31st was to be achieved.

## THE BIG MOVE

We were really fortunate in that the volunteer summer crew for the season were in boots and all with the move and hard work. Jake Brattle from UK, Laszlo Paszternak from Hungary, Micheal Jahn, Gerhard Flock and Helmut Meyer all from Germany were there at both sites, clearing up Paraparaumu and setting up Papawai. Actually Gerhard and Helmut came primarily for the summer to help the club move. Whilst our German and their English was at rudimentary levels, communication in what's required in a gliding sense is pretty universal, so jobs like sorting out the engineering workshop and tow plane parts (our guys pretty much threw up their hands on the 55 years of collected tools, parts and junk) were accomplished with German efficiency. Thanks lads.

We put together a photo montage and project plan for everything we could find around the site. It was then sorted by keep/possible/toss. A monumental 89 man days work was fitted into four weeks. It was made even more difficult by 'toss' items reappearing out of the junk bin regularly. In fact, we found that a tip load trailer left overnight would often appear half empty in the morning.





Stuart Barton and his faithful digger



Tireless worker Jim Bicknell



Bridge building Papawai Feb 16



The Papawai Bridge building team March 16

We soon figured that if we put stuff by the club entrance with a 'free to a good home' sign, it actually disappeared within an hour and didn't reappear in the 'keep' pile.

The next logistical issue was that even with ruthless culling, there wouldn't be enough room to fit everything without totally cluttering up the shiny new hangar. A quick purchase of a one trip, high, cube, double door (HCDD) container and Papawai Container village was started.

Another one trip HCDD container was ordered privately and has become the 'show home' for a wheel-out trailer storage with sofa bed in one end. The Christchurch earthquake did help in showing what containers can do and even after the consent delays and costs involved with building they still seem quite attractive. The trick seems to be the one trips – they're effectively new and have none of the worn out rust and appearance issues older containers seem to have and are not much more cost.

A 'Last Hurrah' party at Paraparamu on March 19th was attended by many current and past members. Fundraising at the event was for the 'Dunny fund'. Enough was raised prior to the night to purchase a Christchurch Earthquake Portapotty. The mere sight of this as the 'interim solution' brought more donations, to the point where we now have enough for a septic tank with hopefully a shed with a loo on top. It's amazing how much 'buyout' of Portapotty cleaning duties raised.

That left Easter Weekend as the big move logistics weekend. Tony Van Dyk and his car trailer were invaluable with four trips, hauling checkers (launch point caravan), two club sleeping caravans, one of the field cars (we drove the other two over) plus numerous other awkward bits. A horse trailer full of other 'essential stuff' and numerous cars full and with trailers completed the big move. The weather gods cleared a path on Easter Monday and all four club gliders were flown across the main range.

Of course, getting the first glider past the 'pesky problem fencepost', over 'the interim bridge', past the newly sown grass

and into the new hangar was worthy of a celebration. With all four gliders safely tucked away, we realised that Martyn's four glider club hangar design was in fact most probably capable of storing six to eight with 'European stacking'. Clever design with the wing extension into the unused private space made all the difference.

## THE AFTERMATH

In the month or so prior to departure, the airport company indicated that they would not be averse to us removing/selling some of the buildings it didn't wish to use. This opened up another stream of last minute work to investigate the possible relocation/sale of the clubhouse/accommodation cottage and two of the smaller (ex-private) hangars.

As anyone who has tried to sell anything complex on Trade Me quickly finds out, you get a lot of dreamers pressing 'buy now' then figuring out how much work is involved. After 'selling' the cottage six times with no money fronting (only \$2.5k wanted), it and the two hangars (\$5k), finally went to people who knew what they were doing. That left the clubhouse. After much hard work investigating options on the relocation/refurbishment costs, the committee decided to take a \$3k offer for our much loved clubhouse.

So we have no clubhouse or amenities block to offer visitors yet. Basically we ran out of funds. However, the unexpected bonus from selling the buildings has given us a \$10k start to the 'interim amenities/clubhouse fund'.

We are pretty shameless on fundraising, so here is a plug for any well wishing gliding type to donate to this worthy cause (\$40k is first stage target).

WGC Amenities Fund. BNZ Lower Hutt  
02 0560 0041898 01

As we said when we started with the Portapotty, "No deposit is too small."

The dream of the Greytown Soaring Centre is that it will be the 'premier training facility' in the Lower North island.





Brian Sharpe, Ross Sutherland, Jim Bicknell

A summer crew for seven day operations in 2016/17 season is presently being recruited in Europe and we hope to host many local and overseas glider pilots as part of the New Zealand soaring season circuit. We see ourselves as a complement, not competition, to the marvelous facilities and service offered by Omarama.

So if you're passing, or just interested to see this beautiful soaring site and its peaceful ambience, by all means call in. You will be hugely welcomed. There is camping on site (and hopefully a loo and shower coming soon, if fundraising goes well.)



## LEAVING WELLINGTON



Refurbished checkers on its way to Papawai.



The first skip of Paraparaumu metal junk Nov 15.



Paraparaumu workshop - prior to German efficiency cleanup Feb 16.



How to get rid of stuff - outside gate Paraparaumu Feb 16.



Another load of junk to the tip - next morning half empty.



Remains of Paraparaumu April 16.



# GRAND OPENING

BY ROSS SUTHERLAND



First night in for the fleet March 2016.

After over a year in the planning and execution, the Greytown Soaring Centre was officially opened on April 2nd 2016 by South Wairarapa District Council (SWDC) Mayor Adrienne Staples at a ceremony on site.

The rain stopped and clouds cleared just in time for the site blessing, performed by Papawai Marae trust chairman Paora Ammunson, and hangar opening ribbon cutting, attended by over 120 local pilots and dignitaries.

Everyone was then invited onto the adjacent Papawai Marae for a traditional Pōuwhiri and afternoon tea. Local oral history has one of the Marae warriors swooping down to surprise his enemies in a kite launched from Papawai Hill so gliding is seen as important to the Iwi.

Soaring Centre chairman Grae Harrison and his team have worked tirelessly to build strong partnerships with SWDC (including site visits to Omarama to observe the Omarama Soaring Centre Model) and local community. It is intended the Greytown Soaring Centre manage airfield facilities and SoPs so the clubs can concentrate on operations.

Brian Sharp also announced the first \$1000 "Dream of Flight" youth (under 25) gliding scholarship which was generously matched by Jim Bicknell. These scholarships will be open to the youth of New Zealand to apply for and demonstrate the commitment of everyone to make the site a great training and soaring facility.



Opening day ribbon cutting Grae Harrison Jim Bicknell Brian Sharp and Mayor Adrienne.



Opening day red carpet - to protect the grass.



Photo taken at Grand Opening (next article). Max Stevens (Life Member of Wellington GC) was a visitor – not one of the workers doing all the grunt of establishment!! Brian Sharpe is President of Wellington and David Hirst is CFI Gliding Wairarapa.



Papawai Marae Pōuwhiri 2 April 16.